

**FILE LOG**

FILE NUMBER: MJP98-053

PROJECT NAME: Mission Arbors Rite-Aid/DSL

ADDRESS:(s)  
100 Mission Blvd SR

APPLICANT: Downey Savings & Loan/Wendell Handley  
3501 Jamboree Road, North Tower, #500  
Newport Beach, CA 92658-6030  
(949) 509-4241

APPLICANT REP: Carlile Macy  
15 Third Street  
Santa Rosa, CA 95401  
(707) 542-6451

OWNER: Downey Savings & Loan  
3501 Jamboree Road, North Tower, #500  
Newport Beach, CA 92658-6030  
(949) 509-4241

FILE OPENED: December 21, 1998

ASSIGNED: Frank Kasimov Dave Furnanz

REFERRALS SENT:

REFERRALS DUE:

DATE COMPLETE: 01/29/1999

ENV. STATUS: MND adopted 8/12/99

GENERAL PLAN: Retail & Business Service/Office

ZONING: C-1-PD PD#403

ACTIVITY TYPE: Major Project Control

STATUS: APPROVED - May 2, 2000

DESCRIPTION: Mission Arbors; rezone from "U" to "C-1-PD"; construct and operate prescription pharmacy retail store with drive-through facilities; construct and operate bank building with drive-through facilities.

APN(s):  
032-190-015  
032-190-016  
032-190-017  
032-190-018  
032-190-019

**NOTICING**

DATE  
\_\_\_\_\_ NOTICE OF APPLICATION (300 feet)  
feet)

\_\_\_\_\_ NOTICE OF NEIGHBORHOOD MEETING (if required)

DATE  
\_\_\_\_\_ NOTICE OF PUBLIC HEARING (300

\_\_\_\_\_ NOTICE OF ACTION (300 feet)

**COMMENTS**

6-13-01 FRK-FDR APPROVED WITH CONDITIONS

**KNIGHT/WAGNER/STOCKSDALE  
ARCHITECTS**

WILLIAM H. KNIGHT AIA

811 THIRD STREET  
SANTA ROSA, CA 95404  
(707) 528-4044  
FAX (707) 528-4052



CITY OF Santa Rosa

APPLICATION REZONING

Please Type or Print

File No. REZ98-039 NE
Related Files.
Department Use Only

Department of Community Development

LOCATION OF PROJECT (ADDRESS) 100 Mission Boulevard
ASSESSOR'S PARCEL NUMBER(S) 032-190-11, 12, 13, 14
EXISTING ZONING "U"
NAME OF PROPOSED PROJECT Mission Arbors
GENERAL PLAN DESIGNATION Office, Retail
APPLICANT NAME Downey Savings & Loan; Attn: Dave Casty
BUSINESS PHONE (949) 509 - 4241
HOME PHONE
APPLICANT ADDRESS 3501 Jamborae Rd., North Tower, Suite 500, Newport Beach, CA 92658-6030
CITY STATE ZIP
APPLICANT REPRESENTATIVE Carlile-Macy; Attn: Denise Peter
BUSINESS PHONE (707) 542 - 6451
HOME PHONE
APPLICANT REPRESENTATIVE ADDRESS 15 Third Street, Santa Rosa CA 95401
CITY STATE ZIP
PROPERTY OWNER NAME (SIGNATURE REQUIRED BELOW) same as applicant
BUSINESS PHONE
HOME PHONE
PROPERTY OWNER ADDRESS CITY STATE ZIP

PROJECT DESCRIPTION

Describe your proposed rezoning, what you wish to rezone the property and the conflict with the current zoning.
To rezone approximately 5 acres of property to the Neighborhood Commercial-Planned Development District (C-1-PD).

Table with columns: ASSESSOR'S PARCEL NUMBER, ACRES, ZONING, EXISTING USE, PROPOSED ZONING, PROPOSED USE. Rows include parcel numbers 032-190-011, 032-190-012, 032-190-013, 032-190-014 (portion) with existing 'U' zoning and proposed 'C-1-PD Retail' zoning.

SUBMITTAL INFORMATION - See staff to determine which requirements apply.
[X] 10 COPIES OF A SCALE DRAWING DEPICTING THE ZONING AND EXISTING LAND USE OF THE SUBJECT PARCEL(S) AND SURROUNDING PARCELS WITHIN 300 FEET.
[N/A] IF 'PD', 'PRD', 'RH', OR 'PC' SEE WORKSHEET FOR ADDITIONAL SUBMITTAL REQUIREMENTS.
[X] MAILING LABELS AND 300' MAP REQUIRED FOR PUBLIC HEARING.
[X] PRELIMINARY TITLE REPORT ISSUED WITHIN LAST THREE MONTHS INCLUDING A COMPLETE LEGAL DESCRIPTION.
[X] ENVIRONMENTAL ASSESSMENT. [ ] VICINITY MAP WITH NORTH ARROW

PROPERTY OWNER'S CONSENT - I declare under penalty of perjury that I am the owner of said property or have written authority from property owner to file this application. I certify that all of the submitted information is true and correct to the best of my knowledge and belief. I understand that any misrepresentation of submitted data may invalidate any approval of this application.
Signature: [Handwritten Signature]
Date: 12-31-98

APPLICATION RECEIVED BY K Schmolle DATE 12-31-98 FEE RECEIVED \$ 600- RECEIPT NUMBER R98-01982-10
PUBLIC HEARING [X] REQUIRED [ ] EXEMPT DATE DATE FEE RECEIVED FEE RECEIVED \$ 700 app RECEIPT NUMBER
ENVIRONMENTAL REVIEW [X] REQUIRED [ ] EXEMPT CLASS DATE DATE FEE RECEIVED FEE RECEIVED \$ 700 app RECEIPT NUMBER



CITY OF SANTA ROSA

Department of Community Development

APPLICATION CONDITIONAL USE PERMIT Please Type or Print

File No. CWP98-353 NE Related Files Department Use Only

GENERAL INFORMATION

LOCATION OF PROJECT (ADDRESS) 100 Mission Boulevard... APPLICANT NAME Downey Saving & Loan; Attn: Dave Casty... APPLICANT REPRESENTATIVE Carlile-Macy; Attn: Denise Peter

PROJECT INFORMATION

PROJECT/BUSINESS DESCRIPTION To construct and operate a bank building with drive-through facilities. SIZE OF PARCEL 3,600 + sq. ft. PRIOR USE Vacant. TYPE OF UNIT OFFICE

SUBMITTAL INFORMATION - See staff to determine which requirements apply. 10 COPIES OF SITE PLANS... MAILING LABELS AND 300' MAP... ENVIRONMENTAL ASSESSMENT... AREA DEVELOPMENT MAP... VICINITY MAP WITH NORTH ARROW

PROPERTY OWNER'S CONSENT - I declare under penalty of perjury that I am the owner of said property or have written authority from property owner to file this application. I certify that all of the submitted information is true and correct to the best of my knowledge and belief.

Handwritten signature and date 12-3-98

DEPT

APPLICATION RECEIVED BY K. Schmitt DATE 12-21-98 FEE RECEIVED \$ 150- RECEIPT NUMBER R9901993



CITY OF SANTA ROSA

Department of Community Development

APPLICATION DESIGN REVIEW

PRELIMINARY  FINAL

Please Type or Print

File No. <b>DR98-165</b>	Qual. <b>NE</b>
Related Files	
Department Use Only	

GENERAL INFO

LOCATION OF PROJECT (ADDRESS) <b>100 Mission Blvd.</b>	ASSESSOR'S PARCEL NUMBER(S) <b>032-190-013 (ptn.)</b>	ZONING <b>Proposed: C-1-PD</b>
NAME OF PROPOSED PROJECT <b>Mission Arbors - DSL Building</b>	<b>032-190-014 (ptn.)</b>	GENERAL PLAN DESIGNATION <b>Office</b>
APPLICANT NAME <b>Downey Savings &amp; Loan; Attn: Dave Casey</b>	BUSINESS PHONE <b>(949) 509 - 4241</b>	HOME PHONE <b>( ) -</b>
APPLICANT ADDRESS <b>3501 Jamboree Rd., North Tower, Suite 500, Newport Beach, CA</b>	CITY <b>CA</b>	STATE <b>CA</b>
	ZIP <b>92658-6030</b>	
DESIGNER/ARCHITECT FIRM (SIGNATURE MAY BE REQUIRED BELOW) <b>KWS Architects; Attn: Bill Knight</b>	BUSINESS PHONE <b>(707) 528 - 4044</b>	HOME PHONE <b>( ) -</b>
DESIGNER/ARCHITECT FIRM ADDRESS <b>Third Street</b>	CITY <b>Santa Rosa</b>	STATE <b>CA</b>
	ZIP <b>95401</b>	
PROPERTY OWNER NAME (SIGNATURE REQUIRED BELOW) <b>same as applicant</b>	BUSINESS PHONE <b>( ) -</b>	HOME PHONE <b>( ) -</b>
PROPERTY OWNER ADDRESS	CITY	STATE
		ZIP

PROJECT INFO

**PROJECT/BUSINESS DESCRIPTION**

PROJECT/BUSINESS DESCRIPTION - DESCRIBE IN DETAIL YOUR PROPOSED PROJECT. ATTACH SEPARATE SHEET IF NECESSARY.

**To construct and operate a bank building with drive-through facilities.**

SIZE OF PARCEL <b>3,600 + SQ FT or _____ ACRES</b>	EXISTING USE <b>Vacant</b>	PROPOSED USE
<input type="checkbox"/> RESIDENTIAL	<input checked="" type="checkbox"/> OFFICE <input type="checkbox"/> MEDICAL/DENTAL OFFICE <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> INDUSTRIAL	
<input type="checkbox"/> EXISTING BUILDING <input type="checkbox"/> NEW CONSTRUCTION	<input type="checkbox"/> OTHER (Please Describe)	
# UNITS TOTAL	# EXISTING BUILDINGS	EXISTING
# BEDROOMS PER UNIT	<input checked="" type="checkbox"/> NEW CONSTRUCTION	PROPOSED ADDITION
# PARKING SPACES	TOTAL SQ. FT. <b>3,600</b>	LIST EXISTING TENANTS
TYPE OF UNIT (CHECK ONE)	# PARKING SPACES <b>17</b>	USE
<input type="checkbox"/> SINGLE FAMILY DETACHED	# SEATS/CAPACITY	SQ FT
<input type="checkbox"/> SINGLE FAMILY ATTACHED	% LOT COVERAGE <b>2.6</b>	
<input type="checkbox"/> SECOND UNIT <input type="checkbox"/> MULTI FAMILY	SQ FT EACH BUILDING (PLEASE LIST)	
<input type="checkbox"/> DUPLEX <input type="checkbox"/> MOBILE HOME	<b>3,600 ±</b>	
% LOT COVERAGE		

**SUBMITTAL INFORMATION - See staff to determine which requirements apply.**

10 COPIES OF SITE PLAN SHOWING ALL DIMENSIONS. PLANS MUST BE EITHER REDUCED TO 11 X 17 OR SMALLER OR FOLDED TO 8 1/2 X 14 MAX.

10 COPIES OF EXISTING AND PROPOSED ELEVATIONS & LANDSCAPE PLAN SHOWING ALL DIMENSIONS. PLANS MUST BE EITHER REDUCED TO 11 X 17 OR SMALLER OR FOLDED TO 8 1/2 X 14 MAX. PHOTOS MAY SUFFICE FOR EXISTING ELEVATIONS.

MAILING LABELS AND 300' MAP REQUIRED FOR PUBLIC HEARING.

AREA DEVELOPMENT MAP SHOWING AREA AT APPROPRIATE SCALE. EXAMPLE AVAILABLE.  VICINITY MAP WITH NORTH ARROW.

ENVIRONMENTAL ASSESSMENT  ADDITIONAL REQUIREMENTS NOTED ON GUIDE.

DESIGNER-ARCHITECT SIGNATURE **X [Signature]** LICENSE # **945722**

PROPERTY OWNER'S CONSENT - I declare under penalty of perjury that I am the owner of said property or have written authority from property owner to file this application. I certify that all of the submitted information is true and correct to the best of my knowledge and belief. I understand that any misrepresentation of submitted data may invalidate any approval of this application.

**X [Signature] V.P. 12-3-98**

DEPT

APPLICATION	RECEIVED BY	DATE	FEE RECEIVED	RECEIPT NUMBER
PUBLIC HEARING	<input type="checkbox"/> REQUIRED <input type="checkbox"/> EXEMPT	DATE	\$	RECEIPT NUMBER
ENVIRONMENTAL REVIEW	<input type="checkbox"/> REQUIRED <input type="checkbox"/> EXEMPT CLASS	DATE	\$	RECEIPT NUMBER
			\$	



Department of  
Community  
Development

APPLICATION  
**CONDITIONAL  
USE PERMIT**  
Please Type or Print

File No. <b>CU 98-352</b>	Quad. <b>AE</b>
Related Files	
Department Use Only	

GENERAL INFORMATION	LOCATION OF PROJECT (ADDRESS) 100 Mission Blvd.	ASSISTANT'S PARCEL NUMBER(S) 032-190-012 (ptn.)	ZONING Proposed: C-1-PD
	NAME OF PROPOSED PROJECT Mission Arbors: Rite-Aid	032-190-013 (ptn.)	GENERAL PLAN DESIGNATION
	APPLICANT NAME Rite-Aid; Attn: Jeff Birnbaum	BUSINESS PHONE (925) 803 - 9509	HOME PHONE ( ) -
	APPLICANT ADDRESS 7203 Regional St.,	CITY Dublin	STATE CA
			ZIP 94568
	APPLICANT REPRESENTATIVE Carlile-Macy; Attn: Denise Peter	BUSINESS PHONE (707) 542 - 6451	HOME PHONE ( ) -
	APPLICANT REPRESENTATIVE ADDRESS 15 Third Street	CITY Santa Rosa	STATE CA
			ZIP 95401
PROPERTY OWNER NAME (SIGNATURE REQUIRED BELOW) DSL Service Co; Attn: Dave Casty	BUSINESS PHONE (949) 509 - 4241	HOME PHONE ( ) -	
PROPERTY OWNER ADDRESS 3501 Jamboree Rd., North Tower, Suite 500, Newport Beach CA	CITY Newport Beach	STATE CA	
		ZIP 92658	

**PROJECT/BUSINESS DESCRIPTION**  
PROJECT/BUSINESS DESCRIPTION DESCRIBE IN DETAIL YOUR PROPOSED TYPE OF OCCUPATION ATTACH APPROPRIATE SHEET IF NECESSARY.  
To construct and operate a prescription pharmacy retail store with drive-through facilities.

SIZE OF PARCEL SQ FT or ACRES	GROSS SQ. FT. OF PROPOSED USE 17,000 +/- sq. ft.	PRIOR USE Vacant
<input type="checkbox"/> RESIDENTIAL	<input type="checkbox"/> OFFICE	<input type="checkbox"/> MEDICAL/DENTAL OFFICE
<input type="checkbox"/> EXISTING BUILDING/OCCUPANCY	<input type="checkbox"/> OTHER (PLEASE DESCRIBE)	<input checked="" type="checkbox"/> COMMERCIAL
<input type="checkbox"/> NEW CONSTRUCTION	<input type="checkbox"/> EXISTING BUILDING/OCCUPANCY	<input type="checkbox"/> INDUSTRIAL
# UNITS TOTAL	<input checked="" type="checkbox"/> NEW CONSTRUCTION	LIST EXISTING TENANTS
# BEDROOMS PER UNIT	NUMBER OF BUILDINGS 1	USE
# PARKING SPACES	TOTAL SQ FT 17,000 +/-	SQ FT
TYPE OF UNIT	MAX EMPLOYEES SINGLE SHIFT	
<input type="checkbox"/> SINGLE FAMILY DETACHED	# SEATS/CAPACITY N/A	
<input type="checkbox"/> SINGLE FAMILY ATTACHED	# PARKING SPACES	
<input type="checkbox"/> SECOND UNIT <input type="checkbox"/> MULTI FAMILY	% LOT COVERAGE	
<input type="checkbox"/> DUPLEX <input type="checkbox"/> MOBILE HOME	DAYS/HOURS OF OPERATION	
% LOT COVERAGE	Daily, 24 hrs.	

**SUBMITTAL INFORMATION - See staff to determine which requirements apply.**

10 COPIES OF SITE PLANS SHOWING ALL DIMENSIONS. PLANS MUST BE EITHER REDUCED TO 11 X 17 OR FOLDED TO 8 1/2 X 14 MAX.

10 COPIES OF FLOOR PLAN SHOWING ALL DIMENSIONS. PLANS MUST BE EITHER REDUCED TO 11 X 17 OR FOLDED TO 8 1/2 X 14 MAX.

MAILING LABELS AND 300' MAP REQUIRED FOR PUBLIC HEARING.

ENVIRONMENTAL ASSESSMENT

AREA DEVELOPMENT MAP SHOWING AREA AT APPROPRIATE SCALE. (EXAMPLE AVAILABLE)

VICINITY MAP WITH NORTH ARROW

**PROPERTY OWNER'S CONSENT** - I declare under penalty of perjury that I am the owner of said property or have written authority from property owner to file this application. I certify that all of the submitted information is true and correct to the best of my knowledge and belief. I understand that any misrepresentation of submitted data may invalidate any approval of this application.

*[Signature]* P. 12-3-98

APPLICATION	RECEIVED BY	DATE	FEE RECEIVED	RECEIPT NUMBER
PUBLIC HEARING	<input type="checkbox"/> REQUIRED <input type="checkbox"/> EXEMPT	DATE	\$	RECEIPT NUMBER
ENVIRONMENTAL REVIEW	<input type="checkbox"/> REQUIRED <input type="checkbox"/> EXEMPT CLASS	DATE	\$	RECEIPT NUMBER
			\$	



CITY OF SANTA ROSA

Department of Community Development

APPLICATION DESIGN REVIEW

PRELIMINARY  FINAL

Please Type or Print

File No. <b>DR98-164</b>	Quar. <b>NE</b>
Related Files	
Department Use Only	

GENERAL INFORMATION	LOCATION OF PROJECT (ADDRESS) <b>100 Mission Blvd.</b>	ASSESSOR'S PARCEL NUMBER(S) <b>032-190-012 (ptn.)</b>	ZONING <b>Proposed: C-1-PD</b>
	NAME OF PROPOSED PROJECT <b>Mission Arbors Rite-Aid</b>	<b>032-190-013 (ptn.)</b>	GENERAL PLAN DESIGNATION <b>Retail</b>
	APPLICANT NAME <b>Downey Savings &amp; Loan; Attn: Dave CAsTy</b>	BUSINESS PHONE <b>(949) 509-4241</b>	HOME PHONE <b>( ) -</b>
	APPLICANT ADDRESS <b>3501 Jamboree Rd., North Tower, Suite 500, Newport Beach, CA 92658-6030</b>	CITY STATE ZIP	
	DESIGNER/ARCHITECT FIRM (SIGNATURE MAY BE REQUIRED BELOW) <b>KWS Architects; Attn: Bill Knight</b>	BUSINESS PHONE <b>(707) 528-4044</b>	HOME PHONE <b>( ) -</b>
	DESIGNER/ARCHITECT FIRM ADDRESS <b>811 Third Street Santa Rosa CA 95401</b>	CITY STATE ZIP	
PROPERTY OWNER NAME (SIGNATURE REQUIRED BELOW) <b>DSL Service Co; Attn: Dave CAsTy</b>	BUSINESS PHONE <b>( ) -</b>	HOME PHONE <b>( ) -</b>	
PROPERTY OWNER ADDRESS <b>3501 Jamboree Rd., North Tower, Suite 500, Newport Beach, CA 92658</b>	CITY STATE ZIP		

PROJECT/BUSINESS DESCRIPTION

PROJECT/BUSINESS DESCRIPTION - DESCRIBE IN DETAIL YOUR PROPOSED PROJECT. ATTACH SEPARATE SHEET IF NECESSARY

**To construct and operate a prescription pharmacy retail store with drive-through facilities.**

<input type="checkbox"/> RESIDENTIAL <input type="checkbox"/> EXISTING BUILDING <input type="checkbox"/> NEW CONSTRUCTION # UNITS TOTAL # BEDROOMS PER UNIT # PARKING SPACES TYPE OF UNIT (CHECK ONE) <input type="checkbox"/> SINGLE FAMILY DETACHED <input type="checkbox"/> SINGLE FAMILY ATTACHED <input type="checkbox"/> SECOND UNIT <input type="checkbox"/> MULTI FAMILY <input type="checkbox"/> DUPLEX <input type="checkbox"/> MOBILE HOME % LOT COVERAGE	SIZE OF PARCEL <b>17,000+ SQ FT or</b> _____ ACRES <input type="checkbox"/> OFFICE <input type="checkbox"/> MEDICAL/DENTAL OFFICE <input checked="" type="checkbox"/> COMMERCIAL <input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> OTHER (Please Describe) _____ <input type="checkbox"/> EXISTING BUILDING <input checked="" type="checkbox"/> NEW CONSTRUCTION NUMBER OF BUILDINGS   TOTAL SQ. FT.   <b>17,000</b> # PARKING SPACES # SEATS/CAPACITY % LOT COVERAGE SQ FT EACH BUILDING (PLEASE LIST)	EXISTING USE <b>Vacant</b> PROPOSED USE LIST EXISTING TENANTS <table border="1"> <thead> <tr> <th>USE</th> <th>SQ FT</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> </tbody> </table>	USE	SQ FT										
USE	SQ FT													

SUBMITTAL INFORMATION - See staff to determine which requirements apply.

<input checked="" type="checkbox"/> 10 COPIES OF SITE PLAN SHOWING ALL DIMENSIONS. PLANS MUST BE EITHER REDUCED TO 11 X 17 OR SMALLER OR FOLDED TO 8 1/2 X 14 MAX.
<input checked="" type="checkbox"/> 10 COPIES OF EXISTING AND PROPOSED ELEVATIONS & LANDSCAPE PLAN SHOWING ALL DIMENSIONS. PLANS MUST BE EITHER REDUCED TO 11 X 17 OR SMALLER OR FOLDED TO 8 1/2 X 14 MAX. PHOTOS MAY SUFFICE FOR EXISTING ELEVATIONS.
<input checked="" type="checkbox"/> MAILING LABELS AND 300' MAP REQUIRED FOR PUBLIC HEARING.
<input checked="" type="checkbox"/> AREA DEVELOPMENT MAP SHOWING AREA AT APPROPRIATE SCALE. EXAMPLE AVAILABLE. <input checked="" type="checkbox"/> VICINITY MAP WITH NORTH ARROW.
<input checked="" type="checkbox"/> ENVIRONMENTAL ASSESSMENT <input type="checkbox"/> ADDITIONAL REQUIREMENTS NOTED ON GUIDE.
DESIGNER-ARCHITECT SIGNATURE <b>X [Signature]</b> LICENSE # <b>A-5722</b>
PROPERTY OWNER'S CONSENT - I declare under penalty of perjury that I am the owner of said property or have written authority from property owner to file this application. I certify that all of the submitted information is true and correct to the best of my knowledge and belief. I understand that any misrepresentation of submitted data may invalidate any approval of this application. <b>X [Signature]</b> <b>12-3-98</b>

APPLICATION	RECEIVED BY <b>R. Achsmoll</b>	DATE <b>12-21-98</b>	FEE RECEIVED <b>\$ 150</b>	RECEIPT NUMBER <b>29801983</b>
PUBLIC HEARING	<input type="checkbox"/> REQUIRED <input type="checkbox"/> EXEMPT	DATE	FEE RECEIVED <b>\$</b>	RECEIPT NUMBER
ENVIRONMENTAL REVIEW	<input type="checkbox"/> REQUIRED <input type="checkbox"/> EXEMPT CLASS	DATE	FEE RECEIVED <b>\$</b>	RECEIPT NUMBER



CITY OF  
**Santa Rosa**

APPLICATION  
**ENVIRONMENTAL  
ASSESSMENT**

Please Type or Print

**Department of  
Community Development**

File No.	Quad.
Related Files	
<b>Department Use Only</b>	

LOCATION OF PROJECT (ADDRESS) 100 Mission Boulevard	ASSESSOR'S PARCEL NUMBER(S) 032-190-011, 012, 013, 014	ZONING Proposed: C-1-PD GENERAL PLAN DESIGNATION Retail, Office
NAME OF PROPOSED PROJECT Mission Arbors	BUSINESS PHONE (949) 509-4241	HOME PHONE ( ) -
APPLICANT NAME Downey Savings & Loan; Attn: Dave Casty	CITY Newport Beach, CA	STATE CA
APPLICANT ADDRESS 3501 Jamboree Road, North Tower, Suite 500, Newport Beach, CA 92658	ZIP 92658	

**DESCRIBE YOUR PROPOSED PROJECT IN DETAIL - Use separate sheet, if necessary.**

See attached Supplemental Information.

SIZE OF PARCEL _____ SQ FT or <u>5.0±</u> ACRES
--

**ANSWER THE FOLLOWING QUESTIONS AS COMPLETELY AS POSSIBLE AS THEY RELATE TO YOUR PROJECT.**

1. What natural features presently exist on site? Santa Rosa Creek, mature trees.

Describe the following features and project's potential impact on these features:

Creeks Santa Rosa Creek water quality impacts.

Vegetation Minimal impacts to riparian vegetation due to creek setback restrictions.

Trees Tree removal and replacement outside of creek setback as allowed per Tree Ordinance

Swales N/A

Wetlands/Vernal Pools N/A

Rare and endangered plants N/A

Rare and endangered animals N/A

What is the average slope? 0-5%

What is the direction of the natural drainage? southwesterly

2. What natural features presently exist in immediately surrounding area? Santa Rosa Creek

Describe the following features and project's potential impact on these features:

Creeks Santa Rosa Creek water quality impacts.

Vegetation Minimal impacts riparian vegetation due to creek setback restrictions.

Trees N/A

Swales N/A

Natural drainage westerly

Wetlands/Vernal Pools N/A

Rare and endangered plants N/A

Rare and endangered animals N/A

What is the average slope? 0-5%

Continued on reverse

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FOR DEPT. USE ONLY	RECEIVED BY	DATE	FEE RECEIVED \$	RECEIPT NUMBER
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ANSWER THE FOLLOWING QUESTIONS AS COMPLETELY AS POSSIBLE AS THEY RELATE TO YOUR PROJECT.

P  
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3. What is existing use on site and what man made features exist on site? (Identify structures, parking areas and open spaces).

Site is currently vacant. Sewer main exists on site.

4. Is the site or immediately adjoining area subject to slides, liquefaction, slope instability or other related hazards?  Yes  No

If yes, describe in detail. \_\_\_\_\_

Is there a geologic/soils report available?  Yes  No

5. Is the property located in a special Study Zone (Alquist-Priolo)?  Yes  No Flood Hazard Area?  Yes  No

6. List School District Rincon Valley, Santa Rosa High

7. Is sewer currently available to site?  Yes  No Is water currently available to site?  Yes  No

Describe any known problems associated with sewer or water availability. none known

8. Is property in area of any known contaminants?  Yes  No If yes, list See Santa Rosa Fire Dept. letter 4/30/98

◆ Are there any known sources of hazardous materials on site or on immediately adjoining properties? (Example: Underground gas tanks).  Yes  No If yes, list \_\_\_\_\_

◆ Will proposed project involve use of any hazardous materials?  Yes  No If yes, list: \_\_\_\_\_

9. Will proposed project produce any objectionable odors?  Yes  No If yes, describe \_\_\_\_\_

10. What type of equipment is associated with the proposed project? N/A

11. Will the project result in removal of any existing structures?  Yes  No

If yes, describe any possible historical significance and/or approximate year of construction. \_\_\_\_\_

List previous uses. \_\_\_\_\_

12. Are there any known archeological resources on site or in general vicinity?  Yes  No If yes, describe:

none known

Is there an archeological report available?  Yes  No

13. How is access provided to property? From Highway 12 and Mission Boulevard

14. How much traffic will your project generate? See attached Traffic Report, 3/98, TJKM

Average daily trips Employees: \_\_\_\_\_ Customers: \_\_\_\_\_ Residential: \_\_\_\_\_

Peak times of traffic flow AM: \_\_\_\_\_ PM: \_\_\_\_\_

Number of trips during peak hours AM: \_\_\_\_\_ PM: \_\_\_\_\_

15. Will your project involve trucking or shipping?  Yes  No

If yes, describe loading and truck movements on and off site, including times. Loading zone for proposed Rite-Aid building located on east elevation as shown on CUP site plan.

16. Were the subject or surrounding properties assessed by a previous EIR or negative declaration?  Yes  No

If yes, please provide name and date of document and related file number. Mission Arbors GPA Neg. Dec. Raley's EIR

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◆ Please provide any other information you feel may have a bearing on the environmental assessment of your project.

Please see attached Supplemental Information 12/98

◆ Describe mitigation you propose for any environmental impacts associated with your project.

See attached Supplemental Information 12/98



CITY OF  
SANTA ROSA

DEPARTMENT OF COMMUNITY DEVELOPMENT  
100 Santa Rosa Avenue  
Post Office Box 1678  
Santa Rosa, CA 95402-1678  
FAX 707-543-3218

February 1, 1999

Denise Peter  
Carlile/Macy  
15 Third Street  
Santa Rosa, CA 95401

MISSION ARBORS - RITE AID- INDEMNIFICATION AGREEMENT - FILE NUMBER  
MJP98-053

Dear Ms. Peter,

The application submittal for the Rite-Aid part of the Mission Arbors submittal did not contain a property owner's signature. Please have the property owner sign the attached Indemnification Agreement and return it to me at the earliest possible time.

Thank you. If you have any questions, please contact me at 543-3258.

Sincerely,

FRANK KASIMOV  
City Planner

attachment: Indemnification Agreement



February 2, 1999

Frank Kasimov  
City of Santa Rosa  
Department of Community Development  
100 Santa Rosa Avenue  
PO Box 1678  
Santa Rosa, CA 95402-1678

**RE: Mission Arbors – Rite Aid – Indemnification Agreement – File No. MJP98-053**

Dear Mr. Kasimov:

Please find enclosed the signed Indemnification Agreement per your request. If you have any questions, please contact me at (949) 509-4241.

Sincerely,

A handwritten signature in black ink, appearing to read 'David Gasty', written over the typed name.

David Gasty  
Project Manager

:spu  
Encl.

**CITY OF SANTA ROSA**  
P.O. Box 1678  
Santa Rosa, CA 95402  
**FEB 05 1999**  
**DEPARTMENT OF**  
**COMMUNITY DEVELOPMENT**

**DSL SERVICE COMPANY**

3501 Jamboree Road ♦ P.O. Box 6030 ♦ Newport Beach, California 92658-6030 ♦ (949) 854-3100 ♦ Fax (949) 854-0676

INDEMNIFICATION AGREEMENT

203 98-039  
COP 98-352  
DR 98-164

File No.

Mission Albers - Rite Aid; 100 Mission Blvd.  
Project name and address

As part of this application, the applicant and property owner agree to defend, indemnify, and hold harmless the City of Santa Rosa, its agents, officers, councilmembers, employees, boards, commissions and Council from any claim, action or proceeding brought against any of the foregoing individuals or entities, the purpose of which is to attack, set aside, void or annul any approval of the application or related decision, or the adoption of any environmental document or negative declaration which relates to the approval. This indemnification shall include, but is not limited to, all damages, costs, expenses, attorney fees or expert witness fees that may be awarded to the prevailing party arising out of or in connection with the approval of the application or related decision, whether or not there is concurrent, passive or active negligence on the part of the City, its agents, officers, councilmembers, employees, boards, commissions and Council. If, for any reason, any portion of this indemnification agreement is held to be void or unenforceable by a court of competent jurisdiction, the remainder of the agreement shall remain in full force and effect.

The City of Santa Rosa shall have the right to appear and defend its interests in any action through its City Attorney or outside counsel. Neither the applicant nor the property owner shall be required to reimburse the City for attorneys fees incurred by the City Attorney or the City's outside counsel if the City chooses to appear and defend itself in the litigation.

I have read and agree with all of the above.

X JEFFREY BIRNBAM  
Applicant (please print name)

X [Signature]  
Applicant (please sign name)

X 12/19/98  
Date

[Signature] V.P.  
Property Owner (if other than applicant)  
(Please print name)  
WENDY L. HINDLEY

Property Owner (if other than applicant)  
(Please sign name)

Date



INDEMNIFICATION AGREEMENT

203 98-039  
C.D.P 98-352  
DR 98-164

File No.

Mission Albers - Ride Aid; 100 Mission Blvd.  
Project name and address

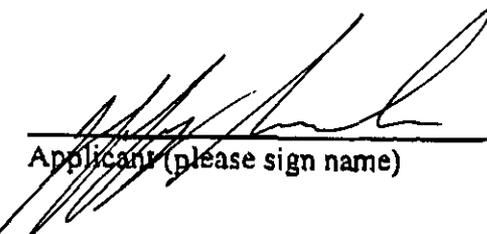
As part of this application, the applicant and property owner agree to defend, indemnify, and hold harmless the City of Santa Rosa, its agents, officers, councilmembers, employees, boards, commissions and Council from any claim, action or proceeding brought against any of the foregoing individuals or entities, the purpose of which is to attack, set aside, void or annul any approval of the application or related decision, or the adoption of any environmental document or negative declaration which relates to the approval. This indemnification shall include, but is not limited to, all damages, costs, expenses, attorney fees or expert witness fees that may be awarded to the prevailing party arising out of or in connection with the approval of the application or related decision, whether or not there is concurrent, passive or active negligence on the part of the City, its agents, officers, councilmembers, employees, boards, commissions and Council. If, for any reason, any portion of this indemnification agreement is held to be void or unenforceable by a court of competent jurisdiction, the remainder of the agreement shall remain in full force and effect.

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I have read and agree with all of the above.

X JEFFREY BIRNBAUM  
Applicant (please print name)

\_\_\_\_\_  
Property Owner (if other than applicant)  
(Please print name)

X   
Applicant (please sign name)

\_\_\_\_\_  
Property Owner (if other than applicant)  
(Please sign name)

X 12/19/98  
Date

\_\_\_\_\_  
Date

**NORTH AMERICAN TITLE COMPANY, INC.**

**DIRECT ALL INQUIRIES TO:  
LESLIE HUDSON, ESCROW OFFICER  
Our No.: 62219395**

**Buyer(s): DSL SERVICE COMPANY**

**PROPERTY ADDRESS  
A.P. NO. 032-190-011 THRU 014  
SANTA ROSA, CA**

CITY OF SANTA ROSA  
P.O. Box 1678  
Santa Rosa, CA 95402

DEC 21 1998

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

IN RESPONSE TO THE ABOVE REFERENCED APPLICATION FOR A POLICY OF TITLE INSURANCE,

**North American Title Company, Inc.**

HEREBY REPORTS THAT IT IS PREPARED TO ISSUE, OR CAUSE TO BE ISSUED, AS OF THE DATE HEREOF, A POLICY OR POLICIES OF TITLE INSURANCE, DESCRIBING THE LAND AND THE ESTATE OR INTEREST HEREINAFTER SET FORTH, INSURING AGAINST LOSS WHICH MAY BE SUSTAINED BY REASON OF ANY DEFECT, LIEN, OR ENCUMBRANCE NOT SHOWN OR REFERRED TO AS AN EXCEPTION BELOW OR NOT EXCLUDED FROM COVERAGE PURSUANT TO THE PRINTED SCHEDULES, CONDITIONS AND STIPULATIONS OF SAID POLICY FORMS.

THE PRINTED EXCEPTIONS AND EXCLUSIONS FROM THE COVERAGE OF SAID POLICY OR POLICIES ARE SET FORTH IN EXHIBIT A ATTACHED. COPIES OF THE POLICY FORMS SHOULD BE READ. THEY ARE AVAILABLE FROM THE OFFICE WHICH ISSUED THIS REPORT. THIS REPORT (AND ANY SUPPLEMENTS OR AMENDMENTS THERETO) IS ISSUED SOLELY FOR THE PURPOSE OF FACILITATING THE ISSUANCE OF A POLICY OF TITLE INSURANCE AND NO LIABILITY IS ASSUMED HEREBY. IF IT IS DESIRED THAT LIABILITY BE ASSUMED PRIOR TO THE ISSUANCE OF POLICY TITLE INSURANCE, A BINDER OR COMMITMENT SHOULD BE REQUESTED.

PLEASE READ THE EXCEPTIONS SHOWN OR REFERRED TO BELOW AND THE EXCEPTIONS AND EXCLUSIONS SET FORTH IN EXHIBIT A OF THIS REPORT CAREFULLY. THE EXCEPTIONS AND EXCLUSIONS ARE MEANT TO PROVIDE YOU WITH NOTICE OF MATTERS WHICH ARE NOT COVERED UNDER THE TERMS OF THE TITLE INSURANCE POLICY AND SHOULD BE CAREFULLY CONSIDERED.

IT IS IMPORTANT TO NOTE THAT THIS PRELIMINARY REPORT IS NOT A WRITTEN REPRESENTATION AS TO THE CONDITION OF TITLE AND MAY NOT LIST ALL LIENS, DEFECTS, AND ENCUMBRANCES AFFECTING TITLE TO THE LAND.

Dated as of NOVEMBER 18, 1998 AT 7:30 A.M.

**THE ESTATE OR INTEREST IN THE LAND HEREINAFTER DESCRIBED OR REFERRED TO COVERED BY THIS REPORT IS:**

**A FEE**

**TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:**

**DSL SERVICE COMPANY, A CALIFORNIA CORPORATION**

**The form of policy of title insurance contemplated by this report is:**

**CLTA Standard Coverage Policy - 1990. (Owner) (Lender) (Joint Protection)**

**At the date hereof exceptions to coverage in addition to the printed exceptions and exclusions contained in said policy form would be as follows:**

- 1.A) General and special property taxes, and any assessments collected with taxes, including utility assessments, for the fiscal year 1998/1999.**

<b>Total Amount:</b>	<b>\$1,446.92</b>
<b>First Installment:</b>	<b>\$723.46 PAID</b>
<b>Second Installment:</b>	<b>\$723.49 PAYABLE, BUT NOT YET DUE</b>
<b>Code Area:</b>	<b>004-009</b>
<b>Parcel No.:</b>	<b>032-190-011</b>

**Said matter affects: PORTION OF PARCEL 4 AND OTHER PARCELS**

- B) General and special property taxes, and any assessments collected with taxes, including utility assessments, for the fiscal year 1998/1999.**

<b>Total Amount:</b>	<b>\$4,512.46</b>
<b>First Installment:</b>	<b>\$2,256.23 PAID</b>
<b>Second Installment:</b>	<b>\$2,256.23 PAYABLE, BUT NOT YET DUE</b>
<b>Code Area:</b>	<b>004-009</b>
<b>Parcel No.:</b>	<b>032-190-013</b>

**Said matter affects: PORTION OF PARCELS ONE AND FOUR**

- C) General and special property taxes, and any assessments collected with taxes, including utility assessments, for the fiscal year 1998/1999.

Total Amount: \$4,404.82  
First Installment: \$2,020.41 PAID  
Second Installment: \$2,020.41 PAYABLE, BUT NOT YET DUE  
Code Area: 004-009  
Parcel No.: 032-190-013

Said matter affects: PORTIONS OF PARCELS ONE THROUGH FIVE

- D) General and special property taxes, and any assessments collected with taxes, including utility assessments, for the fiscal year 1998/1999.

Total Amount: \$2,433.02  
First Installment: \$1,216.51 PAID  
Second Installment: \$1,216.51 PAYABLE, BUT NOT YET DUE  
Code Area: 004-009  
Parcel No.: 032-190-014

Said matter affects: PORTIONS OF PARCELS TWO, THREE AND FIVE

2. The lien of supplemental taxes, if any, assessed arising out of the transfer of the estate to be insured pursuant to the provisions of Chapter 3.5 (commencing with Section 75) of the Revenue and Taxation Code of the State of California.
3. ANY EASEMENT for water course over that portion which lies within the creek as it formerly existed or now exists.

Creek: SANTA ROSA CREEK

Said matter affects: PARCELS FOUR AND FIVE

4. The effect of any change heretofore or hereafter occurring in the location of the SOUTHERLY boundary line along the portion of the lands described herein due to a change in the course of SANTA ROSA CREEK and/or the location of the banks of said CREEK and any defect in or failure to title resulting therefrom.

Said matter affects: PARCELS FOUR AND FIVE

5. Any adverse claim to any portion of said land which has been created by artificial means or has accreted to such portion so created.

Said matter affects: PARCELS FOUR AND FIVE

6. A waiver of any claims for damages by reason of the location, construction, landscaping or maintenance of a highway or freeway contiguous thereto, as contained in an instrument:

In favor of: STATE OF CALIFORNIA  
Recorded: FEBRUARY 29, 1922  
Instrument No.: 10335  
Book: 7  
Page: 184

7. An easement affecting the portion of said land and for the purpose stated herein, and incidental purposes.

In favor of: SONOMA COUNTY FLOOD CONTROL AND WATER  
CONSERVATION DISTRICT

No representation is made as to the present ownership of said easement.

For: FLOOD CONTROL AND DRAINAGE WORKS  
Recorded: NOVEMBER 6, 1958  
Instrument No.: F-56856  
Book: 1625  
Page: 359  
Affects: SOUTHERLY PORTION OF PARCELS FOUR AND  
FIVE

8. An easement affecting the portion of said land and for the purpose stated herein, and incidental purposes.

In favor of: CITY OF SANTA ROSA

No representation is made as to the present ownership of said easement.

For: TRUNK SEWER LINE  
Recorded: MARCH 25, 1959  
Instrument No.: F-68987  
Book: 1657  
Page: 45  
Affects: A PORTION OF PARCELS ONE AND THREE

9. An easement affecting the portion of said land and for the purpose stated herein, and incidental purposes.

In favor of: CITY OF SANTA ROSA

No representation is made as to the present ownership of said easement.

For: PUBLIC UTILITIES AND SEWER  
Recorded: MARCH 25, 1959  
Instrument No.: F-68989  
Book: 1657  
Page: 47  
Affects: A PORTION OF PARCEL FIVE AND OTHER PROPERTY

10. An easement affecting the portion of said land and for the purpose stated herein, and incidental purposes.

In favor of: SONOMA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

No representation is made as to the present ownership of said easement.

For: FLOOD CONTROL AND DRAINAGE WORKS  
Recorded: OCTOBER 26, 1959  
Instrument No.: F-90629  
Book: 1707  
Page: 421  
Affects: SOUTHERLY PORTION OF PARCEL FIVE AND OTHER PROPERTY

11. A waiver of any claims for damages by reason of the location, construction, landscaping or maintenance of a highway or freeway contiguous thereto, as contained in an instrument:

In favor of: STATE OF CALIFORNIA  
Recorded: SEPTEMBER 11, 1989  
Instrument No.: 89-85892

12. A Notice of Substandard Building.

Executed by: CITY OF SANTA ROSA BUILDING DIVISION  
Recorded: AUGUST 6, 1997  
Instrument No.: 1997 0068322

Said matter affects: PARCELS ONE, FOUR AND FIVE

13. Demand for payment pursuant to the terms of a mutual benefit agreement between the CITY OF SANTA ROSA Elementary and/or High School districts and DSL SERVICE COMPANY.

Dated: OCTOBER 5, 1998  
Recorded: OCTOBER 14, 1998  
Series/Instrument No.: 1998 0119389

Said document recites in part: The Developer, its successors and the Districts recognize it is to their mutual benefit that the Districts be provided with financial assistance in order that school facilities and related services be available to future inhabitants of the project.

Demand for payment should be requested from:

City School District: SANTA ROSA HIGH SCHOOL DIST.  
Address: ATTN: ASST. SUPERINTENDENT, BUSINESS  
211 RIDGWAY AVENUE  
SANTA ROSA, CA 95402

**Informational Note:**

No transfers or agreements to transfer the land described herein appear of record during the period of 6 months prior to the date of this report, other than as may be shown therein, except as follows:

Title of the vestee herein was acquired by deed:

**GRANT DEED:**

From: DSL SERVICE COMPANY, A CALIFORNIA CORPORATION  
To: DOWNEY SAVINGS AND LOAN ASSOCIATION, F.A., A FEDERAL ASSOCIATION  
Dated: OCTOBER 8, 1998  
Recorded: OCTOBER 16, 1998  
Instrument No.: 1998 0120243

**GRANT DEED:**

From: DOWNEY SAVINGS AND LOAN ASSOCIATION, F.A., A FEDERAL ASSOCIATION  
To: DSL SERVICE COMPANY, A CALIFORNIA CORPORATION  
Dated: OCTOBER 8, 1998  
Recorded: OCTOBER 16, 1998  
Instrument No.: 1998 0120244

**GRANT DEED:**

From: DOWNEY SAVINGS AND LOAN ASSOCIATION, F.A., A FEDERAL ASSOCIATION  
To: DSL SERVICE COMPANY, A CALIFORNIA CORPORATION  
Dated: OCTOBER 8, 1998  
Recorded: OCTOBER 16, 1998  
Instrument No.: 1998 0120245

GRANT DEED

From: DOWNEY SAVINGS AND LOAN ASSOCIATION, F.A.,  
A FEDERAL ASSOCIATION  
To: DSL SERVICE COMPANY, A CALIFORNIA  
CORPORATION  
Dated: OCTOBER 8, 1998  
Recorded: OCTOBER 16, 1998  
Instrument No.: 1998 0120246

GRANT DEED

From: DOWNEY SAVINGS AND LOAN ASSOCIATION, F.A.,  
A FEDERAL ASSOCIATION  
To: DSL SERVICE COMPANY, A CALIFORNIA  
CORPORATION  
Dated: OCTOBER 8, 1998  
Recorded: OCTOBER 16, 1998  
Instrument No.: 1998 0120247

GRANT DEED

From: DOWNEY SAVINGS AND LOAN ASSOCIATION, F.A.,  
A FEDERAL ASSOCIATION  
To: DSL SERVICE COMPANY, A CALIFORNIA  
CORPORATION  
Dated: OCTOBER 8, 1998  
Recorded: OCTOBER 16, 1998  
Instrument No.: 1998 0120248

SHORT TERM RATE MAY APPLY.

END OF EXCEPTIONS

**Description:**

**The land referred to herein is situated in the State of California, County of SONOMA, CITY OF SANTA ROSA, described as follows:**

**PARCEL ONE:**

LYING WITHIN THE CITY OF SANTA ROSA, COUNTY OF SONOMA, STATE OF CALIFORNIA AND BEING A PORTION OF THE LANDS OF DSL SERVICE COMPANY, AS DESCRIBED BY DEED RECORDED UNDER DOCUMENT NUMBER 1997-070708, OFFICIAL RECORDS OF SONOMA COUNTY, SAID PORTION BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A WELL MONUMENT NEAR THE INTERSECTION OF MISSION BOULEVARD AND STATE HIGHWAY 12, SAID MONUMENT SHOWN ON THAT RECORD OF SURVEY ON FILE IN BOOK 227 OF MAPS, PAGES 50-51, SONOMA COUNTY RECORDS, AND SHOWN ON SAID MAPS AS "R" 9 + 30.98 BC (STATE) = 9 + 30.39 BC (CITY), AND FROM SAID MONUMENT ANOTHER WELL MONUMENT BEARS SOUTH 59° 36' 25" EAST 998.14 FEET (RECORD OF SURVEY SHOWS SOUTH 60° 12' 13" EAST 998.35 FEET), SAID MONUMENT LABELED (0+00 CITY INTERSECTION OF CENTERLINES OF MISSION BLVD. AND MONTGOMERY DR.) ON SAID MAP; THENCE FROM THE POINT OF COMMENCEMENT SOUTH 59° 36' 25" EAST 403.17; THENCE NORTH 30° 23' 35" EAST 55.23 FEET TO THE POINT OF BEGINNING, SAID POINT LYING ON NORTHEASTERLY EDGE OF THAT PARCEL OF LAND DEEDED TO THE CITY OF SANTA ROSA BY DEED RECORDED UNDER DOCUMENT NUMBER 1981-057126, OFFICIAL RECORDS OF SONOMA COUNTY; THENCE FROM THE POINT OF BEGINNING AND ALONG SAID NORTHEASTERLY LINE NORTH 60° 03' 58" WEST 270.20 FEET; THENCE ON A NONTANGENT CURVE TO THE RIGHT FROM A TANGENT WHICH BEAR NORTH 41° 06' 49" WEST, WITH A RADIUS OF 362.11 FEET, THROUGH A CENTRAL ANGLE OF 4° 43' 44", FOR A LENGTH OF 29.89 FEET TO THE MOST SOUTHERLY CORNER OF THAT STRIP OF LAND DEEDED TO THE STATE OF CALIFORNIA BY DEED RECORDED UNDER DOCUMENT NUMBER 1989-085892, OFFICIAL RECORDS OF SONOMA; THENCE ALONG THE SOUTHEASTERLY LINE OF SAID STRIP OF LAND ON A CURVE TO THE RIGHT FROM A TANGENT WHICH BEARS NORTH 36° 23' 05" WEST, WITH A RADIUS OF 20.00 FEET, THROUGH A CENTRAL ANGLE OF 94° 27' 48", FOR A LENGTH OF 32.97 FEET TO A POINT OF REVERSE CURVATURE; THENCE ON A CURVE TO THE LEFT WITH A RADIUS OF 740.00 FEET, THROUGH A CENTRAL ANGLE OF 9° 49' 56", FOR A LENGTH OF 126.99 FEET; THENCE NORTH 48° 14' 47" EAST 138.00 FEET; THENCE LEAVING SAID SOUTHEASTERLY LINE OF THE LANDS OF THE STATE OF CALIFORNIA SOUTH 41° 45' 13" EAST 79.38 FEET; THENCE ON A CURVE TO THE LEFT WITH A RADIUS OF 200.00 FEET, THROUGH A CENTRAL ANGLE OF 14° 02' 11", FOR A LENGTH OF 49.00 FEET; THENCE SOUTH 55° 47' 24" EAST 150.69 FEET; THENCE ON A NONTANGENT CURVE TO THE LEFT FROM A TANGENT WHICH BEARS SOUTH 27° 54' 47" WEST, WITH A RADIUS OF 223.00 FEET, THROUGH A CENTRAL ANGLE OF 2° 50' 41",

FOR A LENGTH OF 11.07 FEET; THENCE ON A CURVE TO THE RIGHT WITH A RADIUS OF 177.00 FEET, THROUGH A CENTRAL ANGLE OF 15° 58' 36", FOR A LENGTH OF 49.36 FEET; THENCE SOUTH 41° 02' 42" WEST 161.52 FEET; THENCE SOUTH 80° 11' 15" WEST 34.03 FEET TO THE POINT OF BEGINNING.

A.P. NOS. 032-190-013 & 013 PORTIONS

PARCEL TWO:

LYING WITHIN THE CITY OF SANTA ROSA, COUNTY OF SONOMA, STATE OF CALIFORNIA AND BEING A PORTION OF THE LANDS OF DSL SERVICE COMPANY, AS DESCRIBED BY DEED RECORDED UNDER DOCUMENT NUMBER 1997-070708, OFFICIAL RECORDS OF SONOMA COUNTY, SAID PORTION BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A WELL MONUMENT NEAR THE INTERSECTION OF MISSION BOULEVARD AND STATE HIGHWAY 12, SAID MONUMENT SHOWN ON THAT RECORD OF SURVEY ON FILE IN BOOK 227 OF MAPS, PAGES 50-51, SONOMA COUNTY RECORDS, AND SHOWN ON SAID MAPS AS "R" 9+30.98 BC (STATE) = 9+30.98 BC (CITY), AND FROM SAID MONUMENT ANOTHER WELL MONUMENT BEARS SOUTH 59° 36' 25" EAST 998.14 FEET (RECORD OF SURVEY SHOWS SOUTH 60° 12' 13" EAST 998.35 FEET), SAID MONUMENT LABELED (0+00 CITY INTERSECTION OF CENTERLINES OF MISSION BLVD. AND MONTGOMERY DR.) ON SAID MAP; THENCE FROM THE POINT OF COMMENCEMENT NORTH 59° 10' 47" EAST 387.58 FEET TO A POINT ON THE SOUTHEASTERLY LINE OF THAT STRIP OF LAND DEEDED TO THE STATE OF CALIFORNIA BY DEED RECORDED UNDER DOCUMENT NUMBER 1989-085892, OFFICIAL RECORDS OF SONOMA COUNTY; SAID POINT BEING THE POINT OF BEGINNING; THENCE FROM SAID POINT SOUTH 41° 45' 13" EAST 79.38 FEET; THENCE ON A CURVE TO THE LEFT WITH A RADIUS OF 200.00 FEET, THROUGH A CENTRAL ANGLE OF 14° 02' 11", FOR A LENGTH OF 49.00 FEET; THENCE NORTH 48° 14' 47" EAST 198.39 FEET; THENCE NORTH 42° 19' 12" WEST 137.89 FEET TO THE SOUTHEASTERLY LINE OF STATE HIGHWAY 12; THENCE ALONG SAID SOUTHEASTERLY LINE SOUTH 48° 14' 47" WEST 36.58 FEET TO THE NORTHERLY CORNER OF SAID STRIP OF LAND DEEDED TO THE STATE OF CALIFORNIA; THENCE ALONG THE SOUTHERLY LINE OF SAID STRIP SOUTH 41° 45' 13" EAST 10.00 FEET; THENCE SOUTH 48° 14' 47" WEST 166.42 FEET TO THE POINT OF BEGINNING.

PARCEL THREE:

LYING WITHIN THE CITY OF SANTA ROSA, COUNTY OF SONOMA, STATE OF CALIFORNIA AND BEING A PORTION OF THE LANDS OF DSL SERVICE COMPANY, AS DESCRIBED BY DEED RECORDED UNDER DOCUMENT NUMBER 1997-070708, OFFICIAL RECORDS OF SONOMA COUNTY, SAID PORTION BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A WELL MONUMENT NEAR THE INTERSECTION OF MISSION BOULEVARD AND STATE HIGHWAY 12, SAID MONUMENT SHOWN ON THAT RECORD OF SURVEY ON FILE IN BOOK 227 OF MAPS, PAGES 50-51, SONOMA COUNTY RECORDS,

AND SHOWN ON SAID MAPS AS "R" 9 + 30.98 BC (STATE = 9 + 30.98 BC (CITY), AND FROM SAID MONUMENT ANOTHER WELL MONUMENT BEARS SOUTH 59° 36' 25" EAST 998.14 FEET (RECORD OF SURVEY SHOWS SOUTH 60° 12' 13" EAST 998.35 FEET), SAID MONUMENT LABELED (0 + 00 CITY INTERSECTION OF CENTERLINES OF MISSION BLVD. AND MONTGOMERY DR.) ON SAID MAP; THENCE FROM THE POINT OF COMMENCEMENT NORTH 59° 10' 47" EAST 387.58 FEET TO A POINT ON THE SOUTHEASTERLY LINE OF THAT STRIP OF LAND DEEDED TO THE STATE OF CALIFORNIA BY DEED RECORDED UNDER DOCUMENT NUMBER 1989-085892, OFFICIAL RECORDS OF SONOMA COUNTY; THENCE SOUTH 41° 45' 13" EAST 79.38 FEET; THENCE ON A CURVE TO THE LEFT WITH A RADIUS OF 200.00 FEET, THROUGH A CENTRAL ANGLE OF 14° 02' 11", FOR A LENGTH OF 49.00 FEET TO THE POINT OF BEGINNING; THENCE FROM SAID POINT SOUTH 55° 47' 24" EAST 150.69 FEET; THENCE ON A NONTANGENT CURVE TO THE LEFT FROM A TANGENT WHICH BEARS NORTH 27° 54' 47" EAST, WITH A RADIUS OF 223.00 FEET, THROUGH A CENTRAL ANGLE OF 42° 58' 15", FOR A LENGTH OF 167.25 FEET; THENCE NORTH 42° 19' 12" WEST 149.48 FEET; THENCE SOUTH 48° 14' 47" WEST 198.39 FEET TO THE POINT OF BEGINNING.

A.P. NOS. 032-190-013 & 014 PORTIONS

PARCEL FOUR:

LYING WITHIN THE CITY OF SANTA ROSA, COUNTY OF SONOMA, STATE OF CALIFORNIA AND BEING A PORTION OF THE LANDS OF DSL SERVICE COMPANY, AS DESCRIBED BY DEED RECORDED UNDER DOCUMENT NUMBER 1997-070708, OFFICIAL RECORDS OF SONOMA COUNTY, SAID PORTION BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A WELL MONUMENT NEAR THE INTERSECTION OF MISSION BOULEVARD AND STATE HIGHWAY 12, SAID MONUMENT SHOWN ON THAT RECORD OF SURVEY ON FILE IN BOOK 227 OF MAPS, PAGES 50-51, SONOMA COUNTY RECORDS, AND SHOWN ON SAID MAPS AS "R" 9 + 30.98 BC (STATE = 9 + 30.98 BC (CITY), AND FROM SAID MONUMENT ANOTHER WELL MONUMENT BEARS SOUTH 59° 36' 25" EAST 998.14 FEET (RECORD OF SURVEY SHOWS SOUTH 60° 12' 13" EAST 998.35 FEET), SAID MONUMENT LABELED (0 + 00 CITY INTERSECTION OF CENTERLINES OF MISSION BLVD. AND MONTGOMERY DR.) ON SAID MAP; THENCE FROM THE POINT OF COMMENCEMENT SOUTH 59° 36' 25" EAST 403.17 FEET; NORTH 30° 23' 35" EAST 55.23 FEET TO A POINT LYING ON THE NORTHEASTERLY EDGE OF THAT PARCEL OF LAND DEEDED TO THE CITY OF SANTA ROSA BY DEED RECORDED UNDER DOCUMENT NUMBER 1981-057126, OFFICIAL RECORDS OF SONOMA COUNTY; THENCE ALONG SAID NORTHEASTERLY EDGE SOUTH 60° 03' 58" EAST 25.50 FEET; THENCE SOUTH 48° 40' 48" EAST 60.47 FEET; THENCE SOUTH 60° 03' 58" EAST 10.50 FEET, THE POINT OF BEGINNING; THENCE LEAVING SAID NORTHEASTERLY LINE NORTH 09° 42' 20" WEST 36.96 FEET; THENCE NORTH 41° 02' 42" EAST 157.88 FEET; THENCE ON A CURVE TO THE LEFT WITH A RADIUS OF 223.00 FEET, THROUGH A CENTRAL ANGLE OF 3° 32' 43", FOR A LENGTH OF 13.80 FEET; THENCE SOUTH 52° 30' 01" EAST 180.18 FEET TO A POINT ON THE NORTHERLY LINE OF PARCEL 2 AS SHOWN ON PARCEL MAP NO. 328, ON FILE IN BOOK 307 OF MAPS, PAGES 35 AND 36, SONOMA COUNTY RECORDS; THENCE ALONG SAID

NORTHERLY LINE SOUTH 36° 04' 27" WEST 7.50 FEET; THENCE SOUTH 44° 26' 57" WEST 171.29 FEET TO THE EASTERLY LINE OF MISSION BOULEVARD; THENCE ALONG THE EASTERLY LINE OF MISSION BOULEVARD NORTH 60° 03' 58" WEST 143.97 FEET TO THE POINT OF BEGINNING.

A.P. NOS. 032-190-011, 012 & 013 PORTIONS

PARCEL FIVE:

LYING WITHIN THE CITY OF SANTA ROSA, COUNTY OF SONOMA, STATE OF CALIFORNIA AND BEING A PORTION OF THE LANDS OF DSL SERVICE COMPANY, AS DESCRIBED BY DEED RECORDED UNDER DOCUMENT NUMBER 1997-070708, OFFICIAL RECORDS OF SONOMA COUNTY, SAID PORTION BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A WELL MONUMENT NEAR THE INTERSECTION OF MISSION BOULEVARD AND STATE HIGHWAY 12, SAID MONUMENT SHOWN ON THAT RECORD OF SURVEY ON FILE IN BOOK 227 OF MAPS, PAGES 50-51, SONOMA COUNTY RECORDS, AND SHOWN ON SAID MAPS AS "R" 9+30.98 BC (STATE = 9+30.98 BC (CITY), AND FROM SAID MONUMENT ANOTHER WELL MONUMENT BEARS SOUTH 59° 36' 25" EAST 998.14 FEET (RECORD OF SURVEY SHOWS SOUTH 60° 12' 13" EAST 998.35 FEET), SAID MONUMENT LABELED (0+00 CITY INTERSECTION OF CENTERLINES OF MISSION BLVD. AND MONTGOMERY DR.) ON SAID MAP; THENCE FROM THE POINT OF COMMENCEMENT SOUTH 59° 36' 25" EAST 403.17 FEET; NORTH 30° 23' 35" EAST 55.23 FEET TO A POINT LYING ON THE NORTHEASTERLY EDGE OF THAT PARCEL OF LAND DEEDED TO THE CITY OF SANTA ROSA BY DEED RECORDED UNDER DOCUMENT NUMBER 1981-057126, OFFICIAL RECORDS OF SONOMA COUNTY; THENCE ALONG SAID NORTHEASTERLY EDGE SOUTH 60° 03' 58" EAST 25.50 FEET; THENCE SOUTH 48° 40' 48" EAST 60.47 FEET; THENCE SOUTH 60° 03' 58" EAST 10.50 FEET; THENCE LEAVING SAID NORTHEASTERLY LINE NORTH 09° 42' 20" WEST 36.96 FEET; THENCE NORTH 41° 02' 42" EAST 157.88 FEET; THENCE ON A CURVE TO THE LEFT WITH A RADIUS OF 223.00 FEET, THROUGH A CENTRAL ANGLE OF 03° 32' 43", FOR A LENGTH OF 13.80 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 52° 30' 01" EAST 180.18 FEET TO A POINT ON THE NORTHERLY LINE OF PARCEL 2 AS SHOWN ON PARCEL MAP NO. 328, ON FILE IN BOOK 307 OF MAPS, PAGES 35 AND 36, SONOMA COUNTY RECORDS; THENCE ALONG SAID NORTHERLY LINE NORTH 36° 04' 27" EAST 173.95 FEET; THENCE LEAVING SAID NORTHERLY LINE NORTH 42° 19' 12" WEST 146.24 FEET; THENCE ON A CURVE TO THE LEFT FROM A TANGENT WHICH BEARS SOUTH 77° 26' 32" WEST, WITH A RADIUS OF 177.00 FEET, THROUGH A CENTRAL ANGLE OF 52° 22' 26", FOR A LENGTH OF 161.80 FEET; THENCE ON A CURVE TO THE RIGHT WITH A RADIUS OF 223.00 FEET, THROUGH A CENTRAL ANGLE OF 12° 25' 53", FOR A LENGTH OF 48.38 FEET TO THE POINT OF BEGINNING.

A.P. NOS. 032-190-013 & 014 (PORTIONS)

**NOTE**

Pursuant to Section 12413.1 of the insurance code funds deposited in escrow must be held for the following time periods before they can be disbursed:

- A. Cash or wired funds--available for immediate disbursement after deposit in bank or confirmation of receipt in account.
- B. Cashier checks, certified checks, tellers checks-next day available funds.
- C. All other checks must be held in accordance with regulation CC adopted by the Federal Reserve Board of Governors before they may be disbursed.
- D. Drafts must be collected before they may be disbursed.

North American Title Company will not be responsible for accruals of interest or other charges resulting from compliance with the disbursement restrictions imposed by state law.

**FOR YOUR INFORMATION, OUR WIRE INSTRUCTIONS ARE:**

**WIRE TO:**

**IMPERIAL BANK  
REDONDO BEACH OFFICE  
2015 MANHATTAN BEACH BLVD  
REDONDO BEACH, CA 90278  
ABA # 122201444  
ATTN: SAN FRANCISCO OFFICE**

**CREDIT THE ACCOUNT OF:**

**NORTH AMERICAN TITLE COMPANY  
BANK ACCOUNT # 16-130-761  
ESCROW NO. 62219395  
COUNTY & BRANCH NO. 562-01  
ATTN: LESLIE HUDSON, ESCROW OFFICER**

## IMPORTANT NOTICE

THIS IS A NOTICE OF A WITHHOLDING REQUIREMENT (CALIFORNIA REVENUE AND TAXATION CODE SECTIONS 18805 & 26131) ON SALES OF REAL PROPERTY.

A RECENT CHANGE IN CALIFORNIA LAW REQUIRES STATE INCOME TAX WITHHOLDING OF 3-1/3 % ON ALL SALES OF REAL PROPERTY BY A SELLER WITH A LAST KNOWN ADDRESS OUTSIDE THE BOUNDARIES OF CALIFORNIA. THIS LAW APPLIES TO SALES OF REAL PROPERTY BY BOTH INDIVIDUALS AND CORPORATIONS. PARTNERSHIPS ARE EXEMPT.

THE ONLY REAL PROPERTY EXEMPT FROM REQUIREMENT IS :

1. THE SALES PRICE OF THE CALIFORNIA REAL PROPERTY CONVEYED DOES NOT EXCEED ONE HUNDRED THOUSAND DOLLARS (\$100,000), OR
2. THE SELLER EXECUTES A WRITTEN CERTIFICATE, UNDER PENALTY OF PERJURY, CERTIFYING THAT THE SELLER IS A RESIDENT OF CALIFORNIA, OR IF A CORPORATION, HAS A PERMANENT PLACE OF BUSINESS IN CALIFORNIA, OR
3. THE SELLER, WHO IS AN INDIVIDUAL, EXECUTES A WRITTEN CERTIFICATE, UNDER PENALTY OF PERJURY, THAT THE CALIFORNIA REAL PROPERTY BEING CONVEYED IS THE SELLER'S PRINCIPAL RESIDENCE (AS DEFINED IN SECTION 1034 OF THE INTERNAL REVENUE CODE).

SELLER MAY PROPERLY CLAIM CERTAIN EXEMPTIONS WHICH DO NOT RELATE TO THE PROPERTY ITSELF. IT IS THE BUYER WHO IS RESPONSIBLE FOR THE TAX WITHHOLDING OF SELLER'S PROCEEDS. PRINCIPALS AND THEIR REPRESENTATIVES MAY REQUEST MORE INFORMATION BY CONTACTING THE ADDRESS BELOW. THE SELLER MAY REQUEST A WAIVER OF WITHHOLDING BY CONTACTING:

FRANCHISE TAX BOARD  
WITHHOLDING AT SOURCE UNIT  
P.O. BOX 651  
SACRAMENTO, CA 95812-0651  
(916) 845-4900

AS10 SECURED TAX ROLL-S - ASMT INQUIRY 11/25/98  
 ASMT: 032 190 011 000 ESC YR: FEE ASMT: 032 190 011 000  
 STATUS: ORIGINAL BILL BILL DT: 09 09 98 BASE ASMT: 032 190 011 000  
 ASSESS: ACTION: COMPLETED  
 OWNER: DSL SERVICE COMPANY CODE AREA: 004 009  
 ADDRESS: C/O SCOTT S BROOKS SUPL CNT: 1 NOTES: NO  
 PO BOX 6030 EVENT DT:  
 NEWPORT BEACH CA 92658-6030 1ST: 723.46 11/20/98 PAID  
 2ND: 723.46 04/12/99 DUE  
 CORTAC # A347 CUSTOMER: TOTAL DUE: 723.46  
 SR CITIZEN N BNKRUP#: MEMO TOTAL-FEES INCLUDED: 0.00  
 SIT 1/2: 280 MISSION BLVD SANTA ROSA  
 RC # CHGE DATE ID R&T DESCRIPTION BILL TYPE XREF

APN: 032 190 011 000 DSL SERVICE COMPANY  
 TAX RATE DETAIL - SECURED TAX ROLL-S

TAX CDE DESCRIPTION	RATE TYP	1ST INSTALL AMOUNT	2ND INSTALL AMOUNT	TOTAL
010 PROP 13 TAX	1.000000 7 TAX	652.77	652.77	1,305.54
067 WARM SPRING	.006000 7 TAX	3.91	3.91	7.82
259 SANTA ROSA	.009500 7 TAX	6.20	6.20	12.40
367 SANTA ROSA	.011200 7 TAX	7.31	7.31	14.62
369 SANTA ROSA	.013500 7 TAX	8.81	8.81	17.62
371 SANTA ROSA	.009000 7 TAX	5.87	5.87	11.74
372 SANTA ROSA	.018100 7 TAX	11.81	11.81	23.62
535 ZN 1A, LAGUN	.000000 1 TAX	1.25	1.25	2.50
742 MARIN-SONOM	.000000 1 TAX	4.87	4.87	9.74
761 RINCON VLY	.000000 1 TAX	19.50	19.50	39.00
828 S ROSA STOR	.000000 1 TAX	1.16	1.16	2.32
*** TOTL RATE 7	1.067300 7			
TOTAL AMTS		TAX 696.68	696.68	1,393.36
		D/C 26.78	26.78	53.56
		SUB 723.46	723.46	1,446.92
		PEN 72.34	72.34	144.68
		CST 15.00	15.00	15.00
		FEE 0.00	0.00	0.00
		TOT 795.80	810.80	1,606.60

(AS13) APN: 032 190 011 000 DSL SERVICE COMPANY  
 \* \* \* \* \* VALUES SECURED TAX ROLL-S \* \* \* \* \*  
 VALUES AMOUNT  
 =====  
 LAND RESTRICTED: N 130,554  
 IMPROVEMENTS  
 STRUCTURAL 0  
 GROWING 0  
 FIXED 0  
 PERSONAL PROPERTY 0  
 BUSINESS INVENTORY 0  
 EXEMPTIONS  
 0  
 0  
 0  
 NET VALUE 130,554 ACRES: 0.64

ALL PARCELS HAVE BEEN DISPLAYED - CURRENT TAX YEAR FEE INDEX  
 TC16 11/25/98  
 TXCB51-14 FEE ASSESSMENT PARCEL LIST 14:34:15

FEE OR ASSMT  
 032 190 011 000  
 SEL APN DATE PAID TYPE OWNER  
 \* ----- 1 2 ----- \*  
 \_ 032 190 011 000 00/00/00 Y N SEC TAX ROLL DSL SERVICE COMPAN

ALL ASR CURR ROLL SUPL SHOWN. THERE MAY BE SUPL ON T/R. F1=T/R INDEX, F9=RET  
 PD044 COUNTY OF SONOMA 11/25/98  
 ASSESSOR CURRENT YEAR ROLL 14:34:28.6  
 INDEX OF SUPPLEMENTALS BY FEE  
 COMPLETED/IN PROCESS  
 \*\*\*\*\*

FEE ASMT: 032 190 011 000 FEE OWNER: DSL SERVICE COMPANY  
 DOCUMENT#/ CREATING  
 ASMT # NOTICE DATE EVENT DT STAT ASMT # OWNER  
 \*\*\*\*\*  
 990 062 783 97 R 070708 08/14/97 TAXR 032 190 011 DSL SERVICE COMPANY  
 12/04/97 DOCUMENTARY TAX DECLARATION FILED

WARNING...YOU ARE LOOKING AT LAST YEARS TAX ROLL  
 BS10 SECURED SUPPLEMENTAL-C - PRIOR 1 YR - ASMT INQUIRY - 11/25/98  
 ASMT: 990 062 783 000 97 ESC YR: 97 FEE ASMT: 032 190 011 000  
 STATUS: BILL DT: BASE ASMT: 032 190 011 000  
 ASSESS: ACTION: PENDING  
 OWNER: DSL SERVICE COMPANY CODE AREA: 004 009  
 ADDRESS: C/O SCOTT S BROOKS SUPL CNT: 2 NOTES: NO  
 PO BOX 6030 EVENT DT: 8 14 97  
 NEWPORT BEACH CA 92658-6030 1ST: 0.00 03/02/98 DUE  
 2ND: 2,328.96- 01/14/98 REFD  
 CORTAC # CUSTOMER: TOTAL DUE: 0.00  
 SR CITIZEN N BNKRPT: MEMO TOTAL-FEES INCLUDED: 0.00  
 SIT 1/2: 280 MISSION BLVD SANTA ROSA  
 RC # CHGE DATE ID R&T DESCRIPTION BILL TYPE XREF  
 R0000 01/14/98 B813 75.43 SB813 REFUNDS SR 00 97R0000

HHJ-A PUBLIC INFO NETWORK - ROLL INFORMATION 11/25/98  
 PARCEL NO. STREET ADDRESS UNIT CITY USE CODE TRA  
 -----  
 032-190-011 280 MISSION BLVD SR 0100 004-009  
 CURRENT ASSESSEE(S) LAND 130554 OR NO.  
 -----  
 DSL SERVICE COMPANY IMPROVEMENTS  
 C/O SCOTT S BROOKS PERSONAL PROPERTY CURR 97R070708  
 PO BOX 6030 EXEMPTIONS DT 08/14/97  
 NEWPORT BEACH CA 92658-6030 NET TAXABLE VALUE 130554 PREV  
 DT  
 TAXABLE

AS10 SECURED TAX ROLL-S - ASMT INQUIRY 11/25/98  
 ASMT: 032 190 012 000 ESC YR: FEE ASMT: 032 190 012 000  
 STATUS: ORIGINAL BILL BILL DT: 09 09 98 BASE ASMT: 032 190 012 000  
 ASSESS: ACTION: COMPLETED  
 OWNER: DSL SERVICE COMPANY CODE AREA: 004 009  
 ADDRESS: C/O SCOTT S BROOKS SUPL CNT: 1 NOTES: NO  
 PO BOX 6030 EVENT DT:  
 NEWPORT BEACH CA 92658-6030 1ST: 2,256.23 11/20/98 PAID  
 2ND: 2,256.23 04/12/99 DUE  
 CORTAC # A347 CUSTOMER: TOTAL DUE: 2,256.23  
 SR CITIZEN N BNKRUP#: MEMO TOTAL-FEES INCLUDED: 0.00  
 SIT 1/2: 100 MISSION BLVD SANTA ROSA  
 RC # CHGE DATE ID R&T DESCRIPTION BILL TYPE XREF

APN: 032 190 012 000 DSL SERVICE COMPANY  
 TAX RATE DETAIL - SECURED TAX ROLL-S

TAX CDE DESCRIPTION	RATE TYP	1ST INSTALL AMOUNT	2ND INSTALL AMOUNT	TOTAL
010 PROP 13 TAX	1.000000 7 TAX	2,088.89	2,088.89	4,177.78
067 WARM SPRING	.006000 7 TAX	12.53	12.53	25.06
259 SANTA ROSA	.009500 7 TAX	19.84	19.84	39.68
367 SANTA ROSA	.011200 7 TAX	23.39	23.39	46.78
369 SANTA ROSA	.013500 7 TAX	28.20	28.20	56.40
371 SANTA ROSA	.009000 7 TAX	18.80	18.80	37.60
372 SANTA ROSA	.018100 7 TAX	37.80	37.80	75.60
535 ZN 1A, LAGUN	.000000 1 TAX	1.25	1.25	2.50
742 MARIN-SONOM	.000000 1 TAX	4.87	4.87	9.74
761 RINCON VLY	.000000 1 TAX	19.50	19.50	39.00
828 S ROSA STOR	.000000 1 TAX	1.16	1.16	2.32
*** TOTL RATE 7	1.067300 7			
TOTAL AMTS	TAX	2,229.45	2,229.45	4,458.90
	D/C	26.78	26.78	53.56
	SUB	2,256.23	2,256.23	4,512.46
	PEN	225.62	225.62	451.24
	CST		15.00	15.00
	FEE	0.00	0.00	0.00
	TOT	2,481.85	2,496.85	4,978.70

(AS13) APN: 032 190 012 000 DSL SERVICE COMPANY  
 \* \* \* \* \* VALUES SECURED TAX ROLL-S \* \* \* \* \*  
 VALUES AMOUNT  
 =====  
 LAND RESTRICTED: N 417,778  
 IMPROVEMENTS  
 STRUCTURAL 0  
 GROWING 0  
 FIXED 0  
 PERSONAL PROPERTY 0  
 BUSINESS INVENTORY 0  
 EXEMPTIONS  
 0  
 0  
 0  
 NET VALUE 417,778 ACRES: 2.08

ALL PARCELS HAVE BEEN DISPLAYED - CURRENT TAX YEAR FEE INDEX  
 TC16 11/25/98  
 TXCB51-14 FEE ASSESSMENT PARCEL LIST 14:35:50

FEE OR ASSMT  
 032 190 012 000  
 SEL APN DATE PAID TYPE OWNER  
 = ===== 1 2 =====  
 \_ 032 190 012 000 00/00/00 Y N SEC TAX ROLL DSL SERVICE COMPAN

ALL ASR CURR ROLL SUPL SHOWN. THERE MAY BE SUPL ON T/R. F1=T/R INDEX, F9=RET  
 PD044 COUNTY OF SONOMA 11/25/98  
 ASSESSOR CURRENT YEAR ROLL 14:35:55.7  
 INDEX OF SUPPLEMENTALS BY FEE  
 COMPLETED/IN PROCESS  
 =====

FEE ASMT: 032 190 012 000 FEE OWNER: DSL SERVICE COMPANY  
 DOCUMENT#/ CREATING  
 ASMT # NOTICE DATE EVENT DT STAT ASMT # OWNER  
 =====  
 990 062 784 97 R 070708 08/14/97 TAXR 032 190 012 DSL SERVICE COMPANY  
 12/04/97 DOCUMENTARY TAX DECLARATION FILED

WARNING...YOU ARE LOOKING AT LAST YEARS TAX ROLL  
 BS10 SECURED SUPPLEMENTAL-C - PRIOR 1 YR - ASMT INQUIRY - 11/25/98  
 ASMT: 990 062 784 000 97 ESC YR: 97 FEE ASMT: 032 190 012 000  
 STATUS: BILL DT: 01 14 98 BASE ASMT: 032 190 012 000  
 ASSESS: ACTION: COMPLETED  
 OWNER: DSL SERVICE COMPANY CODE AREA: 004 009  
 ADDRESS: C/O SCOTT S BROOKS SUPL CNT: 2 NOTES: NO  
 PO BOX 6030 EVENT DT: 8 14 97  
 NEWPORT BEACH CA 92658-6030 1ST: 1,031.80 04/03/98 PAID  
 2ND: 938.00 04/03/98 PAID  
 CORTAC # CUSTOMER: TOTAL DUE: 0.00  
 SR CITIZEN N BNKRPT: MEMO TOTAL-FEES INCLUDED: 0.00  
 SIT 1/2: 100 MISSION BLVD SANTA ROSA  
 RC # CHGE DATE ID R&T DESCRIPTION BILL TYPE XREF

(BS14) APN: 990 062 784 000 97 DSL SERVICE COMPANY  
 PRIOR 1 YR TAX AMTS/PYMTS SECURED SUPPLEMENTAL-C  
 TAX 1ST INSTALL 2ND INSTALL TOTAL  
 CDE DESCRIPTION RATE TYP AMOUNT AMOUNT  
 TOTAL AMTS TAX 938.00 938.00 1,876.00  
 D/C 0.00 0.00 0.00  
 SUB 938.00 938.00 1,876.00  
 PEN 93.80 93.80 187.60  
 CST 15.00 15.00  
 FEE 0.00 0.00 0.00  
 TOT 1,031.80 1,046.80 2,078.60

SB813 DATE: 08/14/97 RATE: 0.83 DUE 03/02/98 06/30/98 XFER RATE: 100.000%  
 DAYS OWNED: 321 COLLECTION DATA  
 COLL DATE COLL/REFUND# BLIP# AMOUNT REFUND AMOUNT  
 1ST 04/03/98 J71 73 1010 1,031.80  
 2ND 04/03/98 J71 73 1011 938.00  
 REFUND 0.00

HHJ-A

PUBLIC INFO NETWORK - ROLL INFORMATION

11/25/98

PARCEL NO.	STREET ADDRESS		UNIT	CITY	USE CODE	TRA
032-190-012	100	MISSION	BLVD	SR	0100	004-009
CURRENT ASSESSEE(S)			LAND	417778	OR NO.	
-----			IMPROVEMENTS		-----	
DSL SERVICE COMPANY			PERSONAL PROPERTY		CURR 97R070708	
C/O SCOTT S BROOKS			EXEMPTIONS		DT 08/14/97	
PO BOX 6030			NET TAXABLE VALUE	417778	PREV	
NEWPORT BEACH	CA	92658-6030			DT	
TAXABLE						

AS10 SECURED TAX ROLL-S - ASMT INQUIRY 11/25/98  
 ASMT: 032 190 013 000 ESC YR: FEE ASMT: 032 190 013 000  
 STATUS: ORIGINAL BILL BILL DT: 09 09 98 BASE ASMT: 032 190 013 000  
 ASSESS: ACTION: COMPLETED  
 OWNER: DSL SERVICE COMPANY CODE AREA: 004 009  
 ADDRESS: C/O SCOTT S BROOKS SUPL CNT: 1 NOTES: NO  
 PO BOX 6030 EVENT DT:  
 NEWPORT BEACH CA 92658-6030 1ST: 2,020.41 11/20/98 PAID  
 2ND: 2,020.41 04/12/99 DUE  
 CORTAC # A347 CUSTOMER: TOTAL DUE: 2,020.41  
 SR CITIZEN N BNKRUP#: MEMO TOTAL-FEES INCLUDED: 0.00  
 SIT 1/2: 4606 HWY 12 SANTA ROSA  
 RC # CHGE DATE ID R&T DESCRIPTION BILL TYPE XREF

APN: 032 190 013 000 DSL SERVICE COMPANY  
 TAX RATE DETAIL - SECURED TAX ROLL-S

TAX		1ST INSTALL	2ND INSTALL	TOTAL
CDE DESCRIPTION	RATE TYP	AMOUNT	AMOUNT	
010 PROP 13 TAX	1.000000 7 TAX	1,867.95	1,867.95	3,735.90
067 WARM SPRING	.006000 7 TAX	11.20	11.20	22.40
259 SANTA ROSA	.009500 7 TAX	17.74	17.74	35.48
367 SANTA ROSA	.011200 7 TAX	20.92	20.92	41.84
369 SANTA ROSA	.013500 7 TAX	25.21	25.21	50.42
371 SANTA ROSA	.009000 7 TAX	16.81	16.81	33.62
372 SANTA ROSA	.018100 7 TAX	33.80	33.80	67.60
535 ZN 1A, LAGUN	.000000 1 TAX	1.25	1.25	2.50
742 MARIN-SONOM	.000000 1 TAX	4.87	4.87	9.74
761 RINCON VLY	.000000 1 TAX	19.50	19.50	39.00
828 S ROSA STOR	.000000 1 TAX	1.16	1.16	2.32
*** TOTL RATE 7	1.067300 7			
TOTAL AMTS	TAX	1,993.63	1,993.63	3,987.26
	D/C	26.78	26.78	53.56
	SUB	2,020.41	2,020.41	4,040.82
	PEN	202.04	202.04	404.08
	CST		15.00	15.00
	FEE	0.00	0.00	0.00
	TOT	2,222.45	2,237.45	4,459.90

(AS13) APN: 032 190 013 000 DSL SERVICE COMPANY  
 \* \* \* \* \* VALUES SECURED TAX ROLL-S \* \* \* \* \*  
 VALUES AMOUNT  
 =====  
 LAND RESTRICTED: N 373,590  
 IMPROVEMENTS  
 STRUCTURAL 0  
 GROWING 0  
 FIXED 0  
 PERSONAL PROPERTY 0  
 BUSINESS INVENTORY 0  
 EXEMPTIONS  
 0  
 0  
 0  
 NET VALUE 373,590 ACRES: 1.86

ALL PARCELS HAVE BEEN DISPLAYED

- CURRENT TAX YEAR FEE INDEX

TC16

11/25/98

TXCB51-14

FEE ASSESSMENT PARCEL LIST

14:37:51

FEE OR ASSMT  
032 190 013 000

SEL	APN	DATE	PAID	TYPE	OWNER
-----	-----	-----	1 2	-----	-----
032	190 013 000	00/00/00	Y N	SEC TAX ROLL	DSL SERVICE COMPAN

ALL ASR CURR ROLL SUPL SHOWN. THERE MAY BE SUPL ON T/R. F1=T/R INDEX, F9=RET  
 PD044 COUNTY OF SONOMA 11/25/98  
 ASSESSOR CURRENT YEAR ROLL 14:37:56.5  
 INDEX OF SUPPLEMENTALS BY FEE  
 COMPLETED/IN PROCESS  
 =====

FEE ASMT: 032 190 013 000 FEE OWNER: DSL SERVICE COMPANY  
 DOCUMENT#/  
 CREATING

ASMT #	NOTICE DATE	EVENT DT	STAT	ASMT #	OWNER
-----	-----	-----	----	-----	-----
990 062 785	97 R 070708	08/14/97	TAXR	032 190 013	DSL SERVICE COMPANY
	12/04/97				DOCUMENTARY TAX DECLARATION FILED

WARNING...YOU ARE LOOKING AT LAST YEARS TAX ROLL

BS10 SECURED SUPPLEMENTAL-C - PRIOR 1 YR - ASMT INQUIRY - 11/25/98  
 ASMT: 990 062 785 000 97 ESC YR: 97 FEE ASMT: 032 190 013 000  
 STATUS: BILL DT: 01 14 98 BASE ASMT: 032 190 013 000  
 ASSESS: ACTION: COMPLETED  
 OWNER: DSL SERVICE COMPANY CODE AREA: 004 009  
 ADDRESS: C/O SCOTT S BROOKS SUPL CNT: 1 NOTES: NO  
 PO BOX 6030 EVENT DT: 8 14 97  
 NEWPORT BEACH CA 92658-6030 1ST: 1,043.40 04/03/98 PAID  
 2ND: 948.55 04/03/98 PAID  
 CORTAC # CUSTOMER: TOTAL DUE: 0.00  
 SR CITIZEN N BNKRPT: MEMO TOTAL-FEES INCLUDED: 0.00  
 SIT 1/2: 4606 HWY 12 SANTA ROSA  
 RC # CHGE DATE ID R&T DESCRIPTION BILL TYPE XREF

(BS14) APN: 990 062 785 000 97 DSL SERVICE COMPANY  
 PRIOR 1 YR TAX AMTS/PYMTS SECURED SUPPLEMENTAL-C

TAX	CDE DESCRIPTION	RATE TYP	1ST INSTALL	2ND INSTALL	TOTAL
TOTAL AMTS	TAX		948.55	948.55	1,897.10
	D/C		0.00	0.00	0.00
	SUB		948.55	948.55	1,897.10
	PEN		94.85	94.85	189.70
	CST			15.00	15.00
	FEE		0.00	0.00	0.00
	TOT		1,043.40	1,058.40	2,101.80

SB813 DATE: 08/14/97 RATE: 0.83 DUE 03/02/98 06/30/98 XFER RATE: 100.000%  
 DAYS OWNED: 321 COLLECTION DATA

1ST	COLL DATE	COLL/REFUND#	BLIP#	AMOUNT	REFUND AMOUNT
1ST	04/03/98	J71 73 1012		1,043.40	
2ND	04/03/98	J71 73 1013		948.55	
REFUND					0.00

HHJ-A

PUBLIC INFO NETWORK - ROLL INFORMATION

11/25/98

PARCEL NO.	STREET ADDRESS		UNIT	CITY	USE CODE	TRA
032-190-013	4606	HWY 12		SR	0100	004-009
CURRENT ASSESSEE(S)			LAND	373590	OR NO.	
-----			IMPROVEMENTS		-----	
DSL SERVICE COMPANY			PERSONAL PROPERTY		CURR 97R070708	
C/O SCOTT S BROOKS			EXEMPTIONS		DT 08/14/97	
PO BOX 6030			NET TAXABLE VALUE	373590	PREV	
NEWPORT BEACH	CA	92658-6030			DT	
					TAXABLE	

AS10 SECURED TAX ROLL-S - ASMT INQUIRY 11/25/98  
 ASMT: 032 190 014 000 ESC YR: FEE ASMT: 032 190 014 000  
 STATUS: ORIGINAL BILL BILL DT: 09 09 98 BASE ASMT: 032 190 014 000  
 ASSESS: ACTION: COMPLETED  
 OWNER: DSL SERVICE COMPANY CODE AREA: 004 009  
 ADDRESS: C/O SCOTT S BROOKS SUPL CNT: 1 NOTES: NO  
 PO BOX 6030 EVENT DT:  
 NEWPORT BEACH CA 92658-6030 1ST: 1,216.51 11/20/98 PAID  
 2ND: 1,216.51 04/12/99 DUE  
 CORTAC # A347 CUSTOMER: TOTAL DUE: 1,216.51  
 SR CITIZEN N BNKRUP#: MEMO TOTAL-FEES INCLUDED: 0.00  
 SIT 1/2: 4608 HWY 12 SANTA ROSA  
 RC # CHGE DATE ID R&T DESCRIPTION BILL TYPE XREF

APN: 032 190 014 000 DSL SERVICE COMPANY  
 TAX RATE DETAIL - SECURED TAX ROLL-S

TAX		1ST INSTALL	2ND INSTALL	TOTAL
CDE DESCRIPTION	RATE TYP	AMOUNT	AMOUNT	
010 PROP 13 TAX	1.000000 7 TAX	1,114.74	1,114.74	2,229.48
067 WARM SPRING	.006000 7 TAX	6.68	6.68	13.36
259 SANTA ROSA	.009500 7 TAX	10.59	10.59	21.18
367 SANTA ROSA	.011200 7 TAX	12.48	12.48	24.96
369 SANTA ROSA	.013500 7 TAX	15.04	15.04	30.08
371 SANTA ROSA	.009000 7 TAX	10.03	10.03	20.06
372 SANTA ROSA	.018100 7 TAX	20.17	20.17	40.34
535 ZN 1A, LAGUN	.000000 1 TAX	1.25	1.25	2.50
742 MARIN-SONOM	.000000 1 TAX	4.87	4.87	9.74
761 RINCON VLY	.000000 1 TAX	19.50	19.50	39.00
828 S ROSA STOR	.000000 1 TAX	1.16	1.16	2.32
*** TOTL RATE 7	1.067300 7			
TOTAL AMTS	TAX	1,189.73	1,189.73	2,379.46
	D/C	26.78	26.78	53.56
	SUB	1,216.51	1,216.51	2,433.02
	PEN	121.65	121.65	243.30
	CST		15.00	15.00
	FEE	0.00	0.00	0.00
	TOT	1,338.16	1,353.16	2,691.32

(AS13) APN: 032 190 014 000 DSL SERVICE COMPANY  
 \* \* \* \* \* VALUES SECURED TAX ROLL-S \* \* \* \* \*  
 VALUES AMOUNT  
 =====  
 LAND RESTRICTED: N 222,949  
 IMPROVEMENTS  
 STRUCTURAL 0  
 GROWING 0  
 FIXED 0  
 PERSONAL PROPERTY 0  
 BUSINESS INVENTORY 0  
 EXEMPTIONS  
 0  
 0  
 0  
 NET VALUE 222,949 ACRES: 1.11

ALL PARCELS HAVE BEEN DISPLAYED - CURRENT TAX YEAR FEE INDEX  
 TC16 11/25/98  
 TXCB51-14 FEE ASSESSMENT PARCEL LIST 14:39:31

FEE OR ASSMT  
 032 190 014 000  
 SEL APN DATE PAID TYPE OWNER  
 = ===== 1 2 =====  
 \_ 032 190 014 000 00/00/00 Y N SEC TAX ROLL DSL SERVICE COMPAN

ALL ASR CURR ROLL SUPL SHOWN. THERE MAY BE SUPL ON T/R. F1=T/R INDEX, F9=RET  
 PD044 COUNTY OF SONOMA 11/25/98  
 ASSESSOR CURRENT YEAR ROLL 14:39:36.5  
 INDEX OF SUPPLEMENTALS BY FEE  
 COMPLETED/IN PROCESS  
 =====

FEE ASMT: 032 190 014 000 FEE OWNER: DSL SERVICE COMPANY  
 DOCUMENT#/ CREATING  
 ASMT # NOTICE DATE EVENT DT STAT ASMT # OWNER  
 =====  
 990 062 786 97 R 070708 08/14/97 TAXR 032 190 014 DSL SERVICE COMPANY  
 12/04/97 DOCUMENTARY TAX DECLARATION FILED

WARNING...YOU ARE LOOKING AT LAST YEARS TAX ROLL  
 BS10 SECURED SUPPLEMENTAL-C - PRIOR 1 YR - ASMT INQUIRY - 11/25/98  
 ASMT: 990 062 786 000 97 ESC YR: 97 FEE ASMT: 032 190 014 000  
 STATUS: BILL DT: 01 14 98 BASE ASMT: 032 190 014 000  
 ASSESS: ACTION: COMPLETED  
 OWNER: DSL SERVICE COMPANY CODE AREA: 004 009  
 ADDRESS: C/O SCOTT S BROOKS SUPL CNT: 1 NOTES: NO  
 PO BOX 6030 EVENT DT: 8 14 97  
 NEWPORT BEACH CA 92658-6030 1ST: 731.41 04/03/98 PAID  
 2ND: 664.92 04/03/98 PAID  
 CORTAC # CUSTOMER: TOTAL DUE: 0.00  
 SR CITIZEN N BNKRUPT: MEMO TOTAL-FEES INCLUDED: 0.00  
 SIT 1/2: 4608 HWY 12 SANTA ROSA  
 RC # CHGE DATE ID R&T DESCRIPTION BILL TYPE XREF

(BS14) APN: 990 062 786 000 97 DSL SERVICE COMPANY  
 PRIOR 1 YR TAX AMTS/PYMTS SECURED SUPPLEMENTAL-C  
 TAX 1ST INSTALL 2ND INSTALL  
 CDE DESCRIPTION RATE TYP AMOUNT AMOUNT TOTAL  
 TOTAL AMTS TAX 664.92 664.92 1,329.84  
 D/C 0.00 0.00 0.00  
 SUB 664.92 664.92 1,329.84  
 PEN 66.49 66.49 132.98  
 CST 15.00 15.00  
 FEE 0.00 0.00 0.00  
 TOT 731.41 746.41 1,477.82

SB813 DATE: 08/14/97 RATE: 0.83 DUE 03/02/98 06/30/98 XFER RATE: 100.000%  
 DAYS OWNED: 321 COLLECTION DATA  
 COLL DATE COLL/REFUND# BLIP# AMOUNT REFUND AMOUNT  
 1ST 04/03/98 J71 73 1014 731.41  
 2ND 04/03/98 J71 73 1015 664.92  
 REFUND 0.00

HHJ-A

PUBLIC INFO NETWORK - ROLL INFORMATION

11/25/98

PARCEL NO.	STREET ADDRESS		UNIT CITY	USE CODE	TRA
032-190-014	4608	HWY 12	SR	0100	004-009

CURRENT ASSESSEE(S)	LAND	222949	OR NO.
-----	IMPROVEMENTS		-----
DSL SERVICE COMPANY	PERSONAL PROPERTY		CURR 97R070708
C/O SCOTT S BROOKS	EXEMPTIONS		DT 08/14/97
PO BOX 6030	NET TAXABLE VALUE	222949	PREV
NEWPORT BEACH CA 92658-6030			DT
			TAXABLE

Please  
Verify  
Owner  
Correct

STATE HWY. No. 12

PARCEL ONE

PARCEL TWO

PARCEL THREE

PARCEL FOUR

PARCEL FIVE  
SANTA ROSA

CREEK

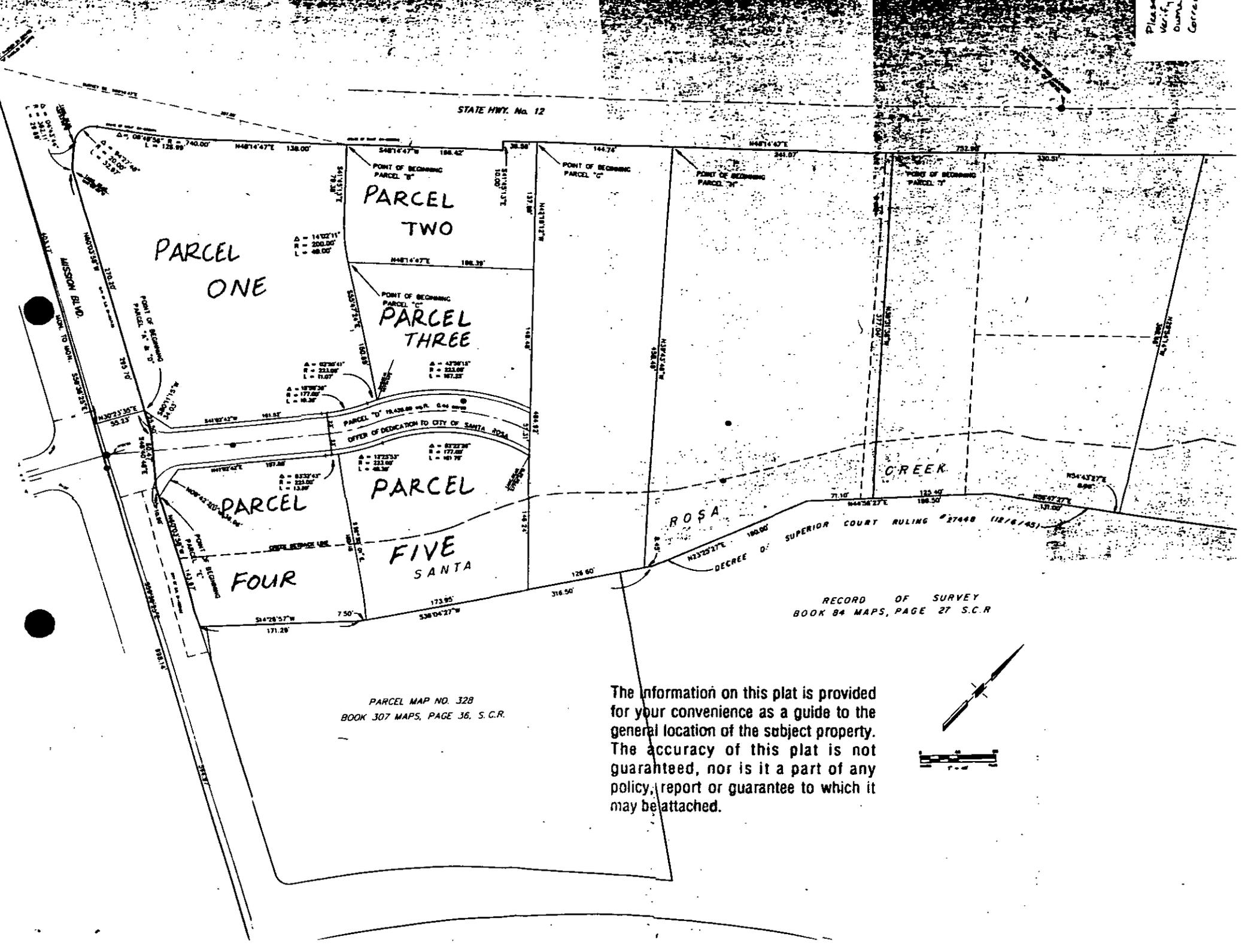
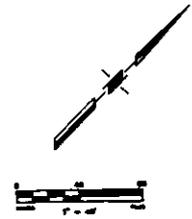
ROSA

DEGREE D:  
SUPERIOR COURT RULING #27448 (12/6/45)

PARCEL MAP NO. 328  
BOOK 307 MAPS, PAGE 36, S.C.R.

RECORD OF SURVEY  
BOOK 84 MAPS, PAGE 27 S.C.R.

The information on this plat is provided for your convenience as a guide to the general location of the subject property. The accuracy of this plat is not guaranteed, nor is it a part of any policy, report or guarantee to which it may be attached.



**EXHIBIT "A"**  
**LIST OF REPRINTED POLICY EXCLUSIONS AND EXCEPTIONS**  
**CALIFORNIA LAND TITLE ASSOCIATION STANDARD COVERAGE POLICY --1990**  
**EXCLUSIONS FROM COVERAGE**

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses which arise by reason of :

1. (a) Any law, ordinance or governmental regulation (including but not limited to building and zoning laws, ordinances, or regulations) restricting, regulating, prohibiting or relating to (i) the occupancy, use, or enjoyment of the land; (ii) the character, dimensions or location of any improvement now or hereafter erected on the land; (iii) a separation in ownership or a change in the dimensions or area of the land or any parcel of which the land is or was a part; or (iv) environmental protection, or the effect of any violation of these laws, ordinances or governmental regulations, except to the extent that a notice of the enforcement thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.  
(b) Any governmental police power not excluded by (a) above, except to the extent that a notice of the exercise thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
2. Rights of eminent domain unless notice of the exercise thereof has been recorded in the public records at Date of Policy, but not excluding from coverage any taking which has occurred prior to Date of Policy which would be binding on the rights of a purchaser for value without knowledge.
3. Defects, liens, encumbrances, adverse claims or other matters:
  - (a) whether or not recorded in the public records at Date of Policy, but created, suffered, assumed or agreed to by the insured claimant;
  - (b) not known to the Company, not recorded in the public records at Date of Policy, but known to the insured claimant and not disclosed in writing to the Company by the insured claimant prior to the date the insured claimant became an insured under this policy;
  - (c) resulting in no loss or damage to the insured claimant;
  - (d) attaching or created subsequent to Date of Policy or;
  - (e) resulting in loss or damage which would not have been sustained if the insured claimant had paid value for the insured mortgage or for the estate or interest insured by this policy.
4. Unenforceability of the lien of the insured mortgage because of the inability or failure of the insured at Date of Policy, or the inability or failure of any subsequent owner of the indebtedness, to comply with the applicable doing business laws of the state in which the land is situated.
5. Invalidity or unenforceability of the lien of the insured mortgage, or claim thereof, which arises out of the transaction evidenced by the insured mortgage and is based upon usury or any consumer credit protection or truth in lending law.
6. Any claim, which arises out of the transaction vesting in the insured the estate or interest insured by this policy or the transaction creating the interest of the insured lender, by reason of the operation of federal bankruptcy, state insolvency or similar creditors' rights laws.

**EXCEPTIONS FROM COVERAGE (SCHEDULE B - PART I)**

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of :

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records.  
Proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Any facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or which may be asserted by persons in possession thereof.
3. Easements, liens or encumbrances, or claims thereof, which are not shown by the public records.
4. Discrepancies, conflicts in boundary lines, shortage in area, encroachments, or any other facts which a correct survey would disclose, and which are not shown by the public records.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b) or (c) are shown by the public records.

**AMERICAN LAND TITLE ASSOCIATION OWNER'S POLICY (10-17-92)**  
**AND AMERICAN LAND TITLE ASSOCIATION LEASEHOLD OWNER'S POLICY (10-17-92)**  
**EXCLUSIONS FROM COVERAGE**

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses which arise by reason of :

1. (a) Any law, ordinance or governmental regulation (including but not limited to building and zoning laws, ordinances, or regulations) restricting, regulating, prohibiting or relating to (i) the occupancy, use, or enjoyment of the land; (ii) the character, dimensions or location of any improvement now or hereafter erected on the land; (iii) a separation in ownership or a change in the dimensions or area of the land or any parcel of which the land is or was a part; or (iv) environmental protection, or the effect of any violation of these laws, ordinances or governmental regulations, except to the extent that a notice of the enforcement thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.  
(b) Any governmental police power not excluded by (a) above, except to the extent that a notice of the exercise thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
2. Rights of eminent domain unless notice of the exercise thereof has been recorded in the public records at Date of Policy, but not excluding from coverage any taking which has occurred prior to Date of Policy which would be binding on the rights of a purchaser for value without knowledge.
3. Defects, liens, encumbrances, adverse claims or other matters:
  - (a) created, suffered, assumed or agreed to by the insured claimant;
  - (b) not known to the Company, not recorded in the public records at Date of Policy, but known to the insured claimant and not disclosed in writing to the Company by the insured claimant prior to the date the insured claimant became an insured under this policy.
  - (c) resulting in no loss or damage to the insured claimant;
  - (d) attaching or created subsequent to Date of Policy; or
  - (e) resulting in loss or damage which would not have been sustained if the insured claimant had paid value for the estate or interest insured by this policy.
4. Any claim which arises out of the transaction vesting in the Insured the estate or interest insured by this policy, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that is based on:
  - (a) the transaction creating the estate or interest insured by this policy being deemed a fraudulent conveyance or fraudulent transfer; or
  - (b) the transaction creating the estate or interest insured by the policy being deemed a preferential transfer except where the preferential transfer results from the failure:
    - (i) to timely record the instrument of transfer; or
    - (ii) of such recordation to impart notice to a purchaser for value or a judgment or lien creditor.

**AMERICAN LAND TITLE ASSOCIATION LOAN POLICY  
WITH A.L.T.A. ENDORSEMENT FORM 1 COVER SHEET (10-17-92)  
AND A.L.T.A. LEASEHOLD LOAN POLICY (10-17-92)**

**EXCLUSIONS FROM COVERAGE**

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses which arise by reason of:

1. (a) Any law, ordinance or governmental regulation (including but not limited to building and zoning laws, ordinances, or regulations) restricting, regulating, prohibiting or relating to (i) the occupancy, use, or enjoyment of the land; (ii) the character, dimensions or location of any improvement now or hereafter erected on the land; (iii) a separation in ownership or a change in the dimensions or area of the land or any parcel of which the land is or was a part; or (iv) environmental protection, or the effect of any violation of these laws, ordinances or governmental regulations, except to the extent that a notice of the enforcement thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.  
(b) Any governmental police power not excluded by (a) above, except to the extent that a notice of the exercise thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
  2. Rights of eminent domain unless notice of the exercise thereof has been recorded in the public records at Date of Policy, but not excluding from coverage any taking which has occurred prior to Date of Policy which would be binding on the rights of a purchaser for value without knowledge.
  3. Defects, liens, encumbrances, adverse claims or other matters:
    - (a) created, suffered, assumed or agreed to by the insured claimant;
    - (b) not known to the Company, not recorded in the public records at Date of Policy, but known to the insured claimant and not disclosed in writing to the Company by the insured claimant prior to the date the insured claimant became an insured under this policy;
    - (c) resulting in no loss or damage to the insured claimant;
    - (d) attaching or created subsequent to Date of Policy (except to the extent that this policy insures the priority of the lien of the insured mortgage over any statutory lien for services, labor or material \* [or to the extent insurance is afforded herein as to assessments for street improvements under construction or completed at Date of Policy]); or
    - (e) resulting in loss or damage which would not have been sustained if the insured claimant had paid value for the insured mortgage.
  4. Unenforceability of the lien of the insured mortgage because of the inability or failure of the insured at Date of Policy, or the inability or failure of any subsequent owner of the indebtedness, to comply with the applicable doing business laws of the state in which the land is situated.
  5. Invalidity or unenforceability of the lien of the insured mortgage, or claim thereof, which arises out of the transaction evidenced by the insured mortgage and is based upon usury or any consumer credit protection or truth in lending law.
  6. Any statutory lien for services, labor or materials (or the claim of priority of any statutory lien for services, labor or materials over the lien of the insured mortgage) arising from an improvement or work related to the land which is contracted for and commenced subsequent to Date of Policy and is not financed in whole or in part by proceeds of the indebtedness secured by the insured mortgage which at Date of Policy the insured has advanced or is obligated to advance.
  7. Any claim which arises out of the transaction creating the interest of the mortgagee insured by this policy, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that is based on:
    - (a) the transaction creating the interest of the insured mortgagee being deemed a fraudulent conveyance or fraudulent transfer; or
    - (b) the subordination of the interest of the insured mortgagee as a result of the application of the doctrine of equitable subordination; or
    - (c) the transaction creating the interest of the insured mortgagee being deemed a preferential transfer except where the preferential transfer results from the failure:
      - (i) to timely record the instrument of transfer; or
      - (ii) of such recordation to impart notice to a purchaser for value or a judgment or lien creditor.
- \* Inner Brackets denote coverage not contained in Leasehold Loan Policy.

**AMERICAN LAND TITLE ASSOCIATION RESIDENTIAL TITLE INSURANCE POLICY (6-1-87)**

**PRINTED POLICY EXCEPTIONS AND EXCLUSIONS**

The Exclusions and the Exceptions of the ALTA Residential Policy Form recite that you are not insured against loss or damage, costs, attorneys' fees and expenses resulting from:

**Exclusions**

1. Governmental police power, and the existence or violation of any law or government regulation. This includes building and zoning ordinances and also laws and regulations concerning:
  - land use
  - improvements on the land
  - land division
  - environmental protectionThis exclusion does not apply to violations or the enforcement of these matters which appear in the public records at Policy Date.  
This exclusion does not limit the zoning coverage described in Items 12 and 13 of Covered Title Risks.
2. The right to take the land by condemning it, unless:
  - a notice of exercising the right appears in the public records on the Policy Date.
  - the taking happened prior to the Policy Date and is binding on you if you bought the land without knowing of the taking.

**Standard Exceptions**

- (a) Any rights, interests or claims of parties in possession of the land not shown by the public records.
- (b) Any easements or liens not shown by the public records.  
This does not limit the lien coverage in Item 8 of the Covered Title Risks.
- (c) Any facts about the land which a correct survey would disclose and which are not shown by the public records.  
This does not limit the forced removal coverage in Item 12 of Covered Title Risks.
- (d) Any water rights, claims or title to water on or under the land.

3. Title Risks:

- that are created, allowed, or agreed to by you
- that are known to you, but not to us, on the Policy Date — unless they appeared in the public records
- that result in no loss to you
- that first affect your title after the Policy Date — this does not limit the labor and material lien coverage in Item 8 of Covered Title Risks

4. Failure to pay value for your title.

5. Lack of a right:

- to any land outside the area specifically described and referred to in Item 3 of Schedule A

or

- in streets, alleys, or waterways that touch your land

This exclusion does not limit the access coverage in Item 5 of Covered Title Risks.



CITY OF  
SANTA ROSA

June 13, 2001

DEPARTMENT OF COMMUNITY DEVELOPMENT  
100 Santa Rosa Avenue  
Post Office Box 1678  
Santa Rosa, CA 95402-1678  
FAX 707-543-3218  
FAX 707-543-3219

Attn: Wendell Handley  
DSL Service Company  
3501 Jamboree Road  
P.O. Box 6030  
Newport Beach, CA 92658-6030

**MISSION ARBORS/WALGREENS - 100 MISSION BOULEVARD; SANTA ROSA, CA**  
APN: 032-190-025 ZONE: C-1-PD PD#403 GENERAL PLAN: Retail & Business Service/Office  
FILE NO: MJP98-053 PROJECT DESCRIPTION: Pharmacy Final Design Review

The Santa Rosa Department of Community Development has completed its review of your application. Please be advised that your Final Design Review application has been granted based on your project description and official approved exhibit dated June 13, 2001. The Santa Rosa Department of Community Development has based its action on the following findings:

- The project is consistent with the Retail & Business Service/Office land use designation of the Santa Rosa General Plan in that the project would be retail use.
- The project has been reviewed in accordance with the provisions of the California Environmental Quality Act in that, based on an Initial Study dated May 6, 1999, potential significant effects have been mitigated to a level of insignificance. A Mitigated Negative Declaration was adopted on September 14, 1999.
- The project, as designed, is consistent with the polices set forth in the Santa Rosa Design Review Guidelines.
- The project and/or use, as designed and conditioned, will not constitute a nuisance or be injurious or detrimental to the public health, safety, or general welfare in that, as conditioned, no nuisance has been found to exist.

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:

1. A building permit is required.
2. Comply with all applicable federal, state, and local codes, including provisions for the disabled.
3. Compliance with the latest adopted ordinances, resolutions, policies and fees adopted by the City Council at the time of building permit review and approval.

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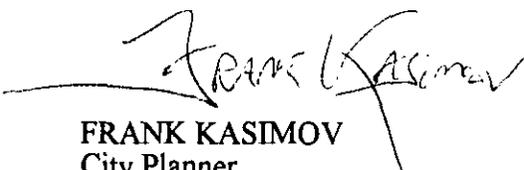
**COPY FINAL DESIGN REVIEW APPROVAL**

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4. Comply with all conditions of approval set forth in Planning Commission Resolution No. 9579 dated August 12, 1999 and Environmental Mitigation set forth in the Initial Study dated May 6, 1999.
5. The wall near the freestanding monument sign at the corner of Mission Boulevard and Highway 12 shall not intrude into the root zone of trees. Page A2.0 of the Final Design Review package shows the wall intruding into the canopy zone of the nearby oak. Page A-1.1 (submitted separately) shows the wall up to the edge of the canopy. The building plans shall show separation between the wall and the tree. Notes shall appear on the building plans clearly describing the separation between the wall and the tree and describing the means of protecting the tree (as set forth in the conditions of approval).
6. The mounting height of light fixtures in vehicle and storage areas shall not exceed 16 feet. Building permit plans shall reflect this condition.
7. On building permit plans, show detail of plastered masonry wall with color and finish to match building.
8. A separate permit is required for all signs.
9. Comply with the City Water Efficient Landscape Policy including a Certificate of Completion upon installation of project planting and irrigation.
10. Show irrigation plan on building permit plans.
11. This Design Review approval shall be valid for two years. If conditions have not been met or if work has not commenced within two years from date of approval, this approval shall automatically expire and shall be invalid unless an application for extension is filed prior to expiration.

This approval is subject to appeal within ten (10) working days from the date of approval. If a building permit is obtained within the appeal period and an appeal is also received, it is possible a delay could result. If further information or clarification is needed, please contact me at (707) 543-3258.



FRANK KASIMOV  
City Planner

rm

c: Wm. Knight; Knight/Wagner/Stocksdale Architects; 811 3rd St.; Santa Rosa, CA 95404  
Carlile Macy; 15 3rd St.; Santa Rosa, CA 95401  
Building Division  
Senior Building Inspector  
Engineering Division, D. Furnanz  
File

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**FINAL DESIGN REVIEW APPROVAL**

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ORDINANCE NO. 3442

ORDINANCE OF THE COUNCIL OF THE CITY OF SANTA ROSA AMENDING CHAPTER 20 OF THE SANTA ROSA CITY CODE - RECLASSIFICATION OF PROPERTY LOCATED AT 100 MISSION BOULEVARD - FILE NUMBER MJP98-053

THE PEOPLE OF THE CITY OF SANTA ROSA DO ENACT AS FOLLOWS:

Section 1. The Council finds, based on the evidence and records presented, planned development ("PD") treatment is appropriate, and that the reclassification to the C-1-PD District is appropriate for the property identified in Section 2, due to subject property's physical configuration and its location adjacent to established development.

The Council further finds and determines that the reclassification of the subject property from the U (Unclassified) District to the C-1-PD (Neighborhood Commercial Planned Development) District is consistent with the Santa Rosa General Plan in that:

1. The Zoning authorizes Retail and Office Land Uses in conformance with the policy of the Land Use Element of the City's General Plan in that it designates the site for Retail and Business Service and Office Land Uses.
2. Adequate City services can be provided for the proposed development.

The Council has reviewed and considered the approved and adopted Mitigated Negative Declaration for this project and determines that this reclassification will not have a significant effect on the environment as shown by the Mitigated Negative Declaration.

Section 2. All conditions required by law having been satisfied and all findings with relation thereto having been made, Chapter 20 of the Santa Rosa City Code is amended by amending the "Zoning Map of the City of Santa Rosa," as described in Section 20-01.010, so as to change the classification of the hereinafter described property as follows:

1. Assessor's Parcels Numbered 032-190-015 through -019 are changed to the C-1-PD District.
2. The Development Plan dated December 8, 1998, and stamped received July 12, 1999, and the Policy Statement dated July 1999 and stamped received August 16, 1999, on file in the Department of Community Development, are approved and the same shall govern all development of the property. In addition to any other conditions that are deemed appropriate or necessary at the time a use permit or other development permit is applied for, any development approval for this property shall be expressly conditioned to require the applicant to fulfill all of the conditions set forth in Planning Commission Resolution No. 9577 adopted August 12, 1999.

Section 3. This ordinance shall take effect the 31st day following its adoption.

IN COUNCIL DULY PASSED AND ADOPTED this 21st day of September, 1999.

AYES: (5) Mayor Condron; Councilmembers Martini, Vas Dupre, Rabinowitsh, Runyan

NOES: (0)

ABSENT: (0)

ABSTAIN: (2) Councilmembers Evans, Wright

APPROVED: Jenit Condron  
Mayor

ATTEST: Audrey Herzog  
Assistant City Clerk

APPROVED AS TO FORM

OCAC  
City Attorney

AGREEMENT FOR INSTALLATION AND MAINTENANCE  
OF  
CERTAIN LANDSCAPING AND IRRIGATION FACILITIES  
WITHIN THE  
MISSION ARBORS CREEK PARCEL

This Agreement is entered into this 18th day of July, 2000, by and between DSL Service Co., a California corporation, (hereinafter "Developer") and the City of Santa Rosa, California, a chartered city, (hereinafter "City").

RECITALS

A. Developer is the fee title owner and developer of the proposed Mission Arbors commercial retail shopping center ("Center"), to be situated on real property with a street address of 100 Mission Boulevard, Santa Rosa, and which is currently identified as Sonoma County Assessors Parcels numbered 032-190-018 and 032-190-019.

B. Developer has obtained a conditional use permit from City to construct and operate the Center. The conditional use permit requires that all land within the creek setback along Santa Rosa Creek, which is legally described on Exhibit "A" and depicted on Exhibit "B" attached hereto, shall be granted to, and accepted by, the City of Santa Rosa. Further, certain landscaping and irrigation improvements are required to be made on this parcel ("parcel") by Developer and that the Developer enter into an agreement with the City under which the City will assume permanent maintenance responsibility of the landscaping and irrigation facilities.

C. Developer wishes to pay a sum of money to City, which sum would, in City's estimation, pay all costs of maintaining the parcel by City in perpetuity, once the landscaping is properly installed, becomes established, and is maintained by Developer for a period of time, all as more particularly set forth in this Agreement.

D. City is willing to assume permanent maintenance responsibility of the landscaping and irrigation facilities on the parcel upon the terms and conditions set forth below. Developer is willing to fulfill such terms and conditions.

E. "Permanent maintenance responsibility" as used in this Agreement refers not only to periodic irrigation, trimming, spraying, and weeding of the subject landscaping but, also, to the maintenance and replacement of its irrigation system and the replacement of its plant materials as may be required, in City's sole judgment, from time to time.

## AGREEMENT

Based on the foregoing recitals, the parties agree as follows:

1. Developer, prior to the issuance of a building permit for the Center, shall, among other things, submit to City, for review and approval by the City's Recreation and Parks Department, detailed irrigation and landscaping plans and specifications for the parcel. Developer shall make all changes and corrections necessary to obtain the Department's approval of such plans and specifications. The landscaping plans and specifications, as submitted by Developer, shall be in accordance with the requirements and criteria of City's Recreation and Parks Department, whether oral or written, and shall include, in addition to all other requirements, a permanent irrigation system serviced through the existing water meter and with a backflow device as required by City. The plans and specifications for the landscaping shall be approved by City's Recreation and Parks Department when that Department has determined that compliance with its requirements and criteria has been achieved by Developer.
2. Developer, prior to the issuance of a building permit for the Center, shall pay to City the sum of \$ 5,685.00 for City's assumption of the obligations set forth in paragraph 5.
3. Prior to the issuance of a building permit for the Center, Developer shall deposit with City the separate sum of \$ 1,023.00 to secure and guarantee to City the proper maintenance of the landscaping on the parcel by Developer for a period of two years after the date the landscaping and irrigation facilities have been accepted by City.
4. From the date City accepts the installed landscaping improvements and irrigation facilities, Developer shall actively maintain the landscaping in a clean, weed free, properly fertilized, properly watered, and healthy condition for a period of two years. If during the two-year period, any installed landscaping dies or becomes so diseased or otherwise afflicted that it, in the judgment of City's Director of Recreation and Parks, requires replacement, Developer shall, upon written notice from the Director, at Developer's sole cost, and within twenty (20) days or such longer period as may be specified by the Director in the notice, remove and replace the landscaping that is in such a condition. If ten percent (10%) or more of the installed landscaping reaches such an afflicted or a dead condition at any time, or from time to time, during Developer's two-year maintenance period, then the maintenance period shall be automatically extended for an additional two-year period dating from the date the last of the replacement landscaping is satisfactorily installed and accepted by City. City's Director of Recreation and Parks shall give Developer written notice of any such extension.
5. If, upon the expiration of the two-year maintenance period and any extension(s) thereof as provided in Paragraph 4, the landscaping within the parcel is in a clean, weed free and healthy condition and the irrigation facilities are operating properly, City shall accept permanent maintenance responsibility therefor and City's Director of Recreation and Parks shall give Developer written notice of City's acceptance. Developer shall then be without further responsibility for the

maintenance of the landscaping. City's standard or degree of maintenance of the parcel landscaping, once it has accepted permanent maintenance responsibility, shall be solely as determined by City and no third party, including, but not limited to Developer or any owner or occupant of property within the Center, shall have any claim, right, power, or authority to require that City's maintenance be accomplished to meet any particular standard.

6. City shall return to Developer all sums remaining in the security deposit, referred to in Paragraph 3, upon City's acceptance of permanent maintenance responsibility for the parcel as provided in Paragraph 5. If during the two-year maintenance period and any extensions thereof, Developer fails to maintain the landscaping in the manner described in Paragraph 4, or to fulfill its other obligations as therein specified, City, after written notice of such failure has been given to Developer by City and Developer has failed to correct the identified problem(s), may use the said security deposit as needed to fulfill the obligations of Developer identified in the notice. Complete expenditure by City of the security sum so deposited by Developer shall not release Developer of its obligations under Paragraph 4.

7. Prior to the start of any work in the creek setback, Developer shall obtain an Encroachment Permit from City. Developer shall strictly comply with all City's requirements and rules when working within the creek setback.

8. Developer shall be solely liable for any and all loss or damage to property and injury to persons, including death, arising from its performance under this Agreement.

Developer shall provide all security and insurance for the installation of the said landscaping and other improvements as required by the Encroachment Permit. All security and insurance required of Developer to secure the installation of improvements to be installed under the Encroachment Permit shall apply fully to the installation of the subject landscaping required under that permit, as well as all other improvements therein specified.

Developer shall indemnify, defend, and hold City, its officers and employees, harmless from any and all liability, claims, or demands arising out of the Developer's performance under this Agreement, including, but not limited to, the design and installation of the irrigation facilities and landscaping, and any claims of negligent review, approval and inspection by City of such facilities and improvements.

9. Any notice required or permitted to be given under this Agreement shall be effective upon personal delivery to the offices of City or Developer as listed below, or shall be effective four (4) days after the notice is deposited in the United States Postal Service mail, by registered or certified mail, in a sealed envelope, postage fully prepaid and addressed to the respective parties as follows:

TO DEVELOPER: DSL Service Co.  
Attn: Wendell E. Hindley, Sr. Vice President  
3501 Jamboree Road, North Tower, 5<sup>th</sup> Floor  
Newport Beach, CA 92660  
Tel: (949) 509-4229  
Fax: (949) 854-0676

With a copy to: DSL Service Company  
Attn: Legal Department  
3501 Jamboree Road, North Tower, 5<sup>th</sup> Floor  
Newport Beach, CA 92660  
Tel: (949) 509-4231  
Fax: (949) 854-0676

TO CITY: Director of Recreation and Parks Department  
City of Santa Rosa  
415 Steele Lane  
Santa Rosa, CA 95403  
Tel: (707) 543-3292  
Fax: (707) 543-3288

10. The provisions of this Agreement may only be amended by further written agreement between the parties.

11. Developer, its officers, employees, agents and contractors act in an independent capacity under this Agreement and are not, and shall not represent themselves to be, officers, employees, agents or a partner of the City.

12. The provisions of this Agreement contain all of the agreements of the parties with respect to the matters contained herein and no prior agreement or understandings pertaining to any such matters shall be effective for any purpose.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day fully executed by the parties.

DSL SERVICE COMPANY  
a California Corporation

CITY OF SANTA ROSA  
a Charter City

Date 6-7-00

Date July 18, 2000

By [Signature]  
Dan Rosenthal, President

By [Signature]  
Michael Martini, Vice Mayor

By [Signature]  
Wendell Hindley, Sr. Vice President

ATTEST [Signature]  
Assistant City Clerk

APPROVED AS TO FORM  
City Attorney

By [Signature]  
6-23-00

EXHIBIT "A"

CREEK AREA DEDICATION

All that real property lying within the City of Santa Rosa, County of Sonoma, State of California and being a portion of the lands of DSL Service Company L.P., as said lands are described by deed recorded under Document No. 1998-120247 & 1998-120248, Official Records of Sonoma County, said portion being more particularly described as follows:

BEGINNING at a point on the northeasterly right of way line of Mission Boulevard, being the most southerly corner of said lands; thence along said right of way line North 60° 03' 58" West 96.22 feet; thence leaving said right of way line on a nontangent curve to the right from a tangent which bears North 30°27' 34" East, with a radius of 36.00 feet, through a central angle of 42° 38' 18", for a length of 26.79 feet; thence on a curve to the left with a radius of 244.00 feet, through a central angle of 6° 52' 05", for a length of 29.25 feet; thence North 41° 19' 16" East 182.73 feet; thence North 38° 13' 21" East 17.77 feet; thence North 27° 25' 02" East 34.57 feet; thence North 07° 33' 08" East 11.77 feet; thence North 39° 24' 33" East 29.09 feet; thence North 23° 37' 27" East 34.39 feet; thence North 31° 32' 23" East 25.11 feet to a point on the northeasterly line of said lands of DSL; thence along said northeasterly line South 42° 19' 12" East 100.57 feet; thence along the southeasterly line of said lands South 36° 04' 27" West 181.45 feet; thence South 44° 26' 57" West 171.29 feet to the POINT OF BEGINNING.

Containing 31,217.51 sq. ft. more or less.

BASIS OF BEARINGS:

Being South 60° 03' 58" East along the northeasterly line of Mission Blvd. as shown on that Record of Survey on file in Book 588 of Maps, Pages 49-50, Sonoma County Records.

Being a portion of APN's 032-190-018 & 019.

R-Sheet 4448

This description prepared by Carlile • Macy.

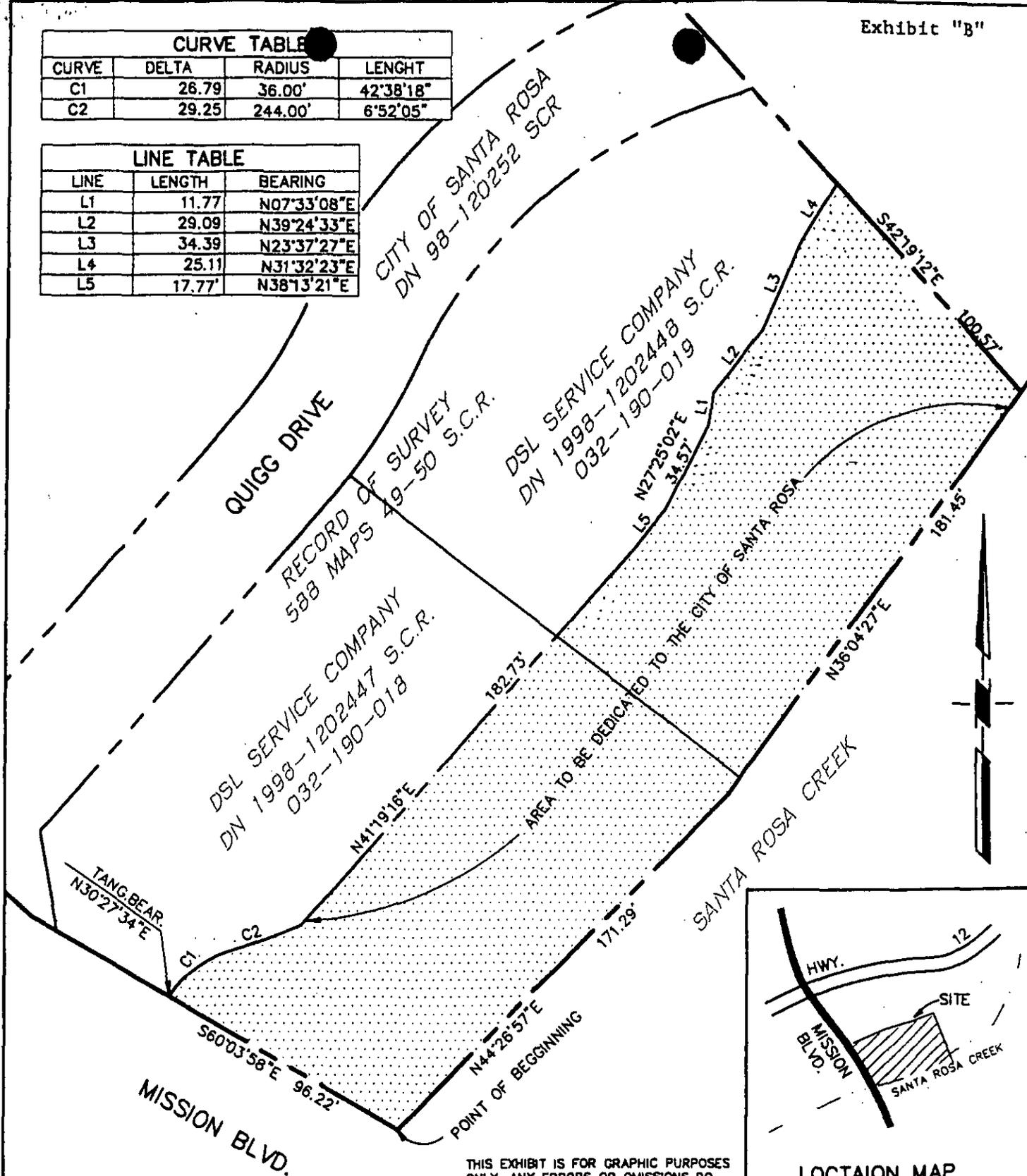
  
BRUCE E. JARVIS  
PLS 5143  
EXP 6/30/03



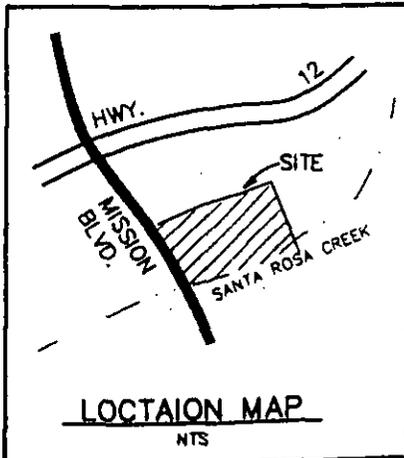
MARCH 24, 2000  
DATE

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGHT
C1	26.79	36.00'	42'38"18"
C2	29.25	244.00'	6'52"05"

LINE TABLE		
LINE	LENGTH	BEARING
L1	11.77	N07°33'08"E
L2	29.09	N39°24'33"E
L3	34.39	N23°37'27"E
L4	25.11	N31°32'23"E
L5	17.77	N38°13'21"E



THIS EXHIBIT IS FOR GRAPHIC PURPOSES ONLY. ANY ERRORS OR OMISSIONS DO NOT AFFECT THE RECORD TITLE INTEREST



AUTHORITY: REZONING

OWNER AND MAILING ADDRESS	PROPERTY AREAS	CITY OF SANTA ROSA		
DSL SERVICE COMPANY, L.P. 3501 JAMBOREE RD NEWPORT BEACH CA 92660	TAKE 31,218 SQ. FT. REMAINDER 35,084 SQ. FT. TOTAL 66,302 SQ. FT.	DSL SERVICE COMPANY, L.P. TO CITY OF SANTA ROSA		
A.P. No. 032-190-018 & 019	CITY ACQUISITION DEED	Scale: 1"=50'		15 FEB. 2000
O.R. No. 1998-120247, 1998-120248		OWN. JMD	APPROVED	FILE NO.
O.R. No. _____	O.R. _____	CHK. BEJ		R-4448

DWG: RS\_CRR\_CSRL.DWG



CITY OF SANTA ROSA  
DEPARTMENT OF COMMUNITY DEVELOPMENT  
ENGINEERING DIVISION RECEIPT

№ 0948

DATE 16 JUN 00

NAME DOWNLY SAVINGS & LOAN ASSN.

ADDRESS 3501 JAMBORRE ROAD, SUITE 1200  
NEWPORT BEACH, CA 92660

PROJECT NAME 100 MISSION BLVD. (MISSION ARBORS)

FOR LANDSCAPE MAINTENANCE

MAINT RESPONSIBILITY \$685 SECURITY DEP. \$1,023

PAID IN FULL       BALANCE DUE \$ \_\_\_\_\_

Aerial Photos	0100-3853	\$ _____
Engineering/Inspection Fees	0100-3608	\$ _____
Street Lights/Inside City Limits	0244-3690	\$ _____
Deferred Landscape	0806-2101	\$ <u>6708<sup>00</sup></u>
Cash Participation	0880-2141	\$ _____
Deferred Street Improvement	0880-2147	\$ _____
Improvement Security	0880-2167	\$ _____
Monumentation Security	0880-2171	\$ _____
Street Lights/Outside City Limits	0880-2193	\$ _____
_____	_____	\$ _____
_____	_____	\$ _____
TOTAL		\$ <u>6708<sup>00</sup></u>

CASH       CHECK # 088508 AND  
088509

Received by: David L. Turney

White - Customer      Yellow - Finance      Pink - File      Gold/Red - Spindle



REFERENCE: 060800

3501 JAMBOREE ROAD • P.O. BOX 6030 • NEWPORT BEACH, CA 92658-6030

No.96 88508

90-7035  
3222

CHECK NO. 088508

\*\* FIVE THOUSAND SIX HUNDRED EIGHTY-FIVE DOLLARS \*\*

DSL SERVICE COMPANY

DATE  
06/09/00

AMOUNT  
\*\*\*\*\*\$5,685.00

VOID AFTER 60 DAYS

PAY TO  
THE  
ORDER  
OF

CITY OF SANTA ROSA

DSL SERVICE COMPANY  
Over 10,000 Dollars Two Signatures Required

Downey Savings and Loan Association  
Bayview Office  
3501 Jamboree Road, Suite 1200  
Newport Beach, California 92660

*[Signature]*  
GENERAL ACCOUNT  
CONTROLLER

⑈96088508⑈ ⑆322270356⑆2555000084⑈



REFERENCE: 060800A

3501 JAMBOREE ROAD • P.O. BOX 6030 • NEWPORT BEACH, CA 92658-6030

No.96 88509

90-7035  
3222

CHECK NO. 088509

\*\* ONE THOUSAND TWENTY-THREE DOLLARS \*\*

DSL SERVICE COMPANY

DATE  
06/09/00

AMOUNT  
\*\*\*\*\*\$1,023.00

VOID AFTER 60 DAYS

PAY TO  
THE  
ORDER  
OF

CITY OF SANTA ROSA

DSL SERVICE COMPANY  
Over 10,000 Dollars Two Signatures Required

Downey Savings and Loan Association  
Bayview Office  
3501 Jamboree Road, Suite 1200  
Newport Beach, California 92660

*[Signature]*  
GENERAL ACCOUNT  
CONTROLLER

⑈96088509⑈ ⑆322270356⑆2555000084⑈

RESOLUTION NO. 24495

RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA ROSA APPROVING AN AGREEMENT FOR INSTALLATION AND MAINTENANCE OF CERTAIN LANDSCAPING AND IRRIGATION FACILITIES WITH THE MISSION ARBORS CREEK PARCEL, LOCATED AT 100 MISSION BOULEVARD - FILE NUMBER MAJ95-0034

WHEREAS, the Council adopted Ordinance No. 3442 on September 21, 1999, approving a rezoning for Mission Arbors, a commercial development located at the southeast corner of Mission Boulevard and Highway 12; and

WHEREAS, the ordinance adopts conditions of approval set forth in Planning Commission Resolution No. 9577, adopted August 12, 1999; and

WHEREAS, Condition No. 111 of Planning Commission Resolution No. 9577 sets forth the developer's responsibility for development of the creek trail area and installation of improvements, including the hard path, soft path, landscaping and irrigation; and

WHEREAS, the condition also states that the developer shall enter into an agreement with the City for maintenance of the creek parcel, where the developer agrees to maintain the landscaping and irrigation for a period of two years after which the City will assume permanent maintenance responsibility with funds provided by the developer, and sets forth the financial terms of the agreement; and

WHEREAS, the developer, DSL Service Company, has signed the agreement and paid the City \$6,708.00 per the agreement, and the funds were deposited into the Deferred Landscape account 0806-2101 on June 16, 2000; and

WHEREAS, the maintenance agreement is modeled after the back-on landscape agreements that the City has with developers as set forth in Council Policy 000-22, City Assumption of Permanent Maintenance of Landscaped Parcels.

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Santa Rosa approves the Agreement for Installation and Maintenance of Certain Landscaping and Irrigation Facilities within the Mission Arbors Creek Parcel and authorizes the mayor to execute said Agreement.

IN COUNCIL DULY PASSED this 18th day of July, 2000.

AYES: (6) Vice Mayor Martini; Councilmembers Vas Dupre, Evans, Rabinowitch, Runyan, Wright

NOES: (0)

ABSENT: (1) Mayor Condron

ABSTAIN: (0)

ATTEST: Andrey Heuser  
Assistant City Clerk

APPROVED: [Signature]  
Vice Mayor

APPROVED AS TO FORM:

[Signature]  
City Attorney

RESOLUTION NO. 24137

RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA ROSA APPROVING AND ADOPTING A MITIGATED NEGATIVE DECLARATION FOR THE PROPOSED REZONING OF PROPERTY LOCATED AT 100 MISSION BOULEVARD - FILE NO. MJP98-053

WHEREAS, the Environmental Coordinator has conducted an Initial Study on the possible environmental consequences of the proposed rezoning of the area from the U (Unclassified) District to the C-1-PD (Neighborhood Commercial Planned Development) District, which study is dated May 6, 1999, and is on file in the Department of Community Development; and

WHEREAS, the study was completed and the same did not identify any significant effects on the environment which would result from the proposed rezoning, provided the mitigation measures therein identified and listed are implemented; and

WHEREAS, the Environmental Coordinator, based upon the Initial Study, determined that the potential environmental effects of the proposed rezoning would be mitigated by the therein identified and listed mitigation measures to the point where no significant environmental effects would occur and the Environmental Coordinator, based on this determination, prepared a Mitigated Negative Declaration, subject to the implementation of the mitigation measures; and

WHEREAS, a notice of Mitigated Negative Declaration was posted and given and comments from the public and interested persons were invited; and

WHEREAS, a noticed public hearing on the project was held before the Planning Commission, which affirmed the determination of the Environmental Coordinator; and

WHEREAS, a noticed public hearing was held on September 14, 1999, before the Council, at which hearing all those wishing to be heard on the proposed Mitigated Negative Declaration were allowed to speak and present evidence concerning the environmental effects of the proposed rezoning designation; and

WHEREAS, the Council has reviewed and considered the subject environmental study, the findings and determination of the Environmental Coordinator, the proposed Mitigated Negative Declaration, any written comments received during the public review period, the oral and written comments, statements, and other evidence presented by all persons, including members of the public and staff members, who appeared and addressed the Council at the public hearing; and

WHEREAS, the Council has before it all of the necessary environmental information required by the California Environmental Quality Act to properly analyze and evaluate any and all of the potential environmental impacts of the proposed rezoning.

NOW, THEREFORE, BE IT RESOLVED that based on the evidence presented and the records and files herein, the Council adopts and incorporates by this reference the findings of the Environmental Coordinator, dated May 6, 1999, which findings are on file in the Department of

Community Development and confirms the determination of the Environmental Coordinator with respect to the proposed rezoning of the territory situated therein to the C-1-PD (Neighborhood Commercial Planned Development) District.

BE IT FURTHER RESOLVED that based on the evidence presented, the records and files herein, and the findings above made, the Council determines that the proposed rezoning will not have a significant effect on the environment if the mitigation measures listed and identified on the Mitigated Negative Declaration are implemented and the Council approves and adopts the subject Mitigated Negative Declaration for rezoning of the area included therein to the C-1-PD (Neighborhood Commercial Planned Development) District.

IN COUNCIL DULY PASSED this 14th day of September, 1999.

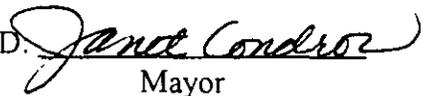
AYES: (5) Mayor Condron; Councilmembers Martini, Vas Dupre,  
Rabinowitsh, Runyan

NOES: (0)

ABSENT: (1) Councilmember Wright

ABSTAIN: (1) Councilmember Evans

APPROVED:

  
Mayor

ATTEST:

  
Assistant City Clerk

APPROVED AS TO FORM

  
City Attorney

Reso. No. 24137

Page 2 of 2



CITY OF  
SANTA ROSA

DEPARTMENT OF COMMUNITY DEVELOPMENT  
100 Santa Rosa Avenue  
Post Office Box 1678  
Santa Rosa, CA 95402-1678

October 30, 2002

North American Title Company  
2755 Mendocino Avenue  
Santa Rosa, CA 95403  
ATTN: DEBRA LARGE

WALGREENS PHARMACY - 4610 SONOMA HIGHWAY, SANTA ROSA, CA

Dear Ms. Large,

The purpose of this letter is to confirm that Assessor's Parcel Number 032-190-025, 4610 Sonoma Highway, located at the southeast corner of Sonoma Highway and Mission Boulevard, is zoned C-1-PD (Neighborhood Commercial Planned Development). Consistent with the zoning, the Planning Commission approved a conditional use permit by the adoption of Resolution No. 9579 on August 12, 1999, to allow a pharmacy with 24-hour, 7 days per week operation and drive-through service.

Please contact me at 543-3258 if you have any questions.

Sincerely,

FRANK KASIMOV  
City Planner

ORDINANCE NO. 3442

ORDINANCE OF THE COUNCIL OF THE CITY OF SANTA ROSA AMENDING CHAPTER 20 OF THE SANTA ROSA CITY CODE - RECLASSIFICATION OF PROPERTY LOCATED AT 100 MISSION BOULEVARD - FILE NUMBER MJP98-053

THE PEOPLE OF THE CITY OF SANTA ROSA DO ENACT AS FOLLOWS:

Section 1. The Council finds, based on the evidence and records presented, planned development ("PD") treatment is appropriate, and that the reclassification to the C-1-PD District is appropriate for the property identified in Section 2, due to subject property's physical configuration and its location adjacent to established development.

The Council further finds and determines that the reclassification of the subject property from the U (Unclassified) District to the C-1-PD (Neighborhood Commercial Planned Development) District is consistent with the Santa Rosa General Plan in that:

- 1. The Zoning authorizes Retail and Office Land Uses in conformance with the policy of the Land Use Element of the City's General Plan in that it designates the site for Retail and Business Service and Office Land Uses.
- 2. Adequate City services can be provided for the proposed development.

The Council has reviewed and considered the approved and adopted Mitigated Negative Declaration for this project and determines that this reclassification will not have a significant effect on the environment as shown by the Mitigated Negative Declaration.

Section 2. All conditions required by law having been satisfied and all findings with relation thereto having been made, Chapter 20 of the Santa Rosa City Code is amended by amending the "Zoning Map of the City of Santa Rosa," as described in Section 20-01.010, so as to change the classification of the hereinafter described property as follows:

- 1. Assessor's Parcels Numbered 032-190-015 through -019 are changed to the C-1-PD District.
- 2. The Development Plan dated December 8, 1998, and stamped received July 12, 1999, and the Policy Statement dated July 1999 and stamped received August 16, 1999, on file in the Department of Community Development, are approved and the same shall govern all development of the property. In addition to any other conditions that are deemed appropriate or necessary at the time a use permit or other development permit is applied for, any development approval for this property shall be expressly conditioned to require the applicant to fulfill all of the conditions set forth in Planning Commission Resolution No. 9577 adopted August 12, 1999.

Section 3. This ordinance shall take effect the 31st day following its adoption.

IN COUNCIL DULY PASSED AND ADOPTED this 21st day of September, 1999.

AYES: (5) Mayor Condrón; Councilmembers Martini, Vas Dupre, Rabinowitsh, Runyan

NOES: (0)

ABSENT: (0)

ABSTAIN: (2) Councilmembers Evans, Wright

APPROVED: Janet Condrón  
Mayor

ATTEST: Audrey Herzog  
Assistant City Clerk

APPROVED AS TO FORM  
Dee  
City Attorney

RESOLUTION NO. 9577

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ROSA RECOMMENDING TO CITY COUNCIL REZONING FROM THE "U" (UNCLASSIFIED) TO C-1-PD (NEIGHBORHOOD COMMERCIAL - PLANNED DEVELOPMENT) OF PROPERTY SITUATED AT 100 MISSION BOULEVARD - MISSION ARBORS - FILE NUMBER MJP98-053

WHEREAS, after public hearing, the Planning Commission of the City of Santa Rosa believes that the present classification of property situated at 100 Mission Boulevard in the "U" (Unclassified) District is no longer appropriate and that rezoning is required for public convenience, necessity and general welfare; and

WHEREAS, the Planning Commission hereby finds and determines:

- A. The project is consistent with the Office and Retail Business Service Land Use designations of the General Plan and with General Plan Policies LUR-3b, UD-2f, and JUC-1a
- B. The project will not have a significant effect on the environment pursuant to the California Environmental Quality Act (CEQA) if the mitigation measures contained in the Mitigated Negative Declaration are implemented.

NOW, THEREFORE, BE IT RESOLVED that the Santa Rosa City Planning Commission recommends approval and adoption of the rezoning, and approves and adopts the Policy Statement stamped received July 28, 1999 and the Development Plan received July 12, 1999, on file in the Community Development Department, subject to the following conditions:

**DEPARTMENT OF COMMUNITY DEVELOPMENT**

**GENERAL:**

- 1. For site-specific improvements, Sonoma County Water Agency (SCWA) staff recommend that the drainage design for the project be in compliance with the SCWA's Flood Control Design Criteria.
- 2. The SCWA is concerned with maintaining access to the SCWA easement along Santa Rosa Creek located adjacent to the subject property. Maintenance and access to the creek may be affected by the proposed walking path and storm drain outfalls into Santa Rosa Creek. Please provide civil design plans which show development within the SCWA Santa Rosa Creek easement that may obstruct access to the creek.
- 3. A Revocable License will be required for construction work within the SCWA easement along Santa Rosa Creek. For questions on obtaining a Revocable License, please contact Bob Oller at 707/521-1865
- 4. A 5.0 foot wide Public Utility Easement (PUE) shall be offered for dedication by the property owner along the front of Parcels A, B, C, E and F bordering the Quigg Drive and the private drive.

5. Quigg Drive shall be dedicated as a public street and the private drive shall be dedicated as a PUE by the property owner.
6. CalTrans reserves the right to make specific comments on design and signal phasing requirements during the permit phase when plans will be submitted for review.
7. 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.
8. All work shall be done according to the final approved plans stamped received July 12, 1999. A Conditional Use Permit for each phase of the project is required and shall be subject to conditions contained therein.
9. Grading cross sections shall be as shown on preliminary Engineering plans stamped received July 23, 1999.
10. The improvement plans submittal shall include a sound wall along the east property line between the commercial and residential uses.

**BUILDING DIVISION:**

11. Provide an estimate of cubic yard excavation and cubic yard fill, with provision for any import or export.
12. Clear hours of work and any necessary restrictions on construction access with City Planning, Traffic, and Engineering Divisions.
13. Dedicate any necessary public right-of-ways and easements.
14. Contaminated material assessment is required.
15. A soils report is required. The report must address: Existing fills, potential for liquefaction and contaminated soils.
16. State Department of Fish and Game agreement is required for work in the creek area. Army Corps of Engineer approval may also be required.
17. Comply with City creek setback requirements.
18. Building pads must be above the 100-year water surface as approved by SCWA.
19. Abandonment or retention of any existing well must comply with City and County requirements.
20. Complete any pending lot line adjustment.
21. A building permit is required.
22. Comply with all federal, state and local codes, disabled access included.

23. This building is located in seismic zone X per City Building Ordinance. Designs of structures and portion of structures shall be those forces as determined in the 1994 Uniform Building Code (U.B.C.), multiplied by a factor of 1.24. For all Building Permit Applications made on July 1, 1999 or after, the building must be designed per the 1997 U.B.C.
24. Roof drainage and parking lot drainage flows are not allowed over sidewalk areas; conduct to an approved storm drain system or through the face of curb per City Standard No. 407.
25. Drainage improvements must be reviewed and approved by Sonoma County Water Agency prior to issuance of the building permit.
26. Provide easements and maintenance agreements for cross-lot uses.
27. An erosion control plan is required prior to issuance of a building permit.
28. Construction projects disturbing five (5) or more acres are required to file a Notice of Intent to comply with the terms of the general permit to discharge storm water associated with construction activity with the State Water Resources Control Board prior to the issuance of any grading permit.

**ENGINEERING DIVISION:**

29. Developer's engineer shall obtain the current City Design and Construction Standards and the Community Development Department's Standard Conditions of Approval dated December 8, 1998 and comply with all requirements therein unless specifically waived or altered by written variance by the City Engineer.
30. In addition, the following summary constitutes the specific conditions of approval on the subject application/development based on the plans stamped received July 12, 1999:

**PARCEL AND EASEMENT DEDICATION**

31. All land within the creek setback area of Santa Rosa Creek shall be granted to, and accepted by, the City of Santa Rosa in fee title.
32. A Public Utility Easement shall be granted to the City of Santa Rosa over the private drive. The easement shall be configured to encompass all publicly maintained appurtenances, such as water services, fire hydrants and sewer cleanouts.
33. A minimum 15 foot wide public storm drain easement shall be granted to the City of Santa Rosa over the alignment of the proposed storm drain extending from Quigg Drive to Santa Rosa Creek.
34. Private access, drainage and utility easements shall be provided, as necessary, over the portions of the private drive on parcels A, B and C. Each easement shall be in favor of the other two parcels.

35. Minimum 10 foot wide private drainage easements shall be provided over all cross lot private drainage systems.

#### **PUBLIC IMPROVEMENTS**

36. Highway 12 shall be dedicated and improved to major street standards along the frontage of the project. Pavement width shall be 32 feet face of median curb to face of curb with a minimum 7 foot wide contiguous sidewalk. If tree wells are desired, contiguous sidewalk shall be widened to 9 foot width and tree wells shall be installed per City Std. 262. Per CalTrans requirements, planter strip is not allowed along the State Highway frontage. Additional right-of-way shall be dedicated to the State of California, if and where necessary, such that the new property line is minimum ½ foot behind the back of sidewalk. A 7.5 foot public utility easement shall be granted behind the property line to the City of Santa Rosa.
37. Sidewalk shall be installed along the Mission Boulevard frontage generally as shown on the plans. Where sidewalk is contiguous, width shall be 7 feet minimum.
38. 5.5 foot wide sidewalk easements and 10.5 foot wide public utility easements shall be granted to the City of Santa Rosa, behind the property line along both sides of Quigg Drive.

Note: A 46 foot wide Quigg Drive minor street right-of-way has previously been granted to the City of Santa Rosa through this site.

39. Quigg Drive shall be improved to minor street standards. Pavement width shall be 36 feet curb to curb, with a 5 foot sidewalk behind a 5 foot planter strip on both sides..
40. The developer shall be responsible for the construction of a bus turnout in accordance with City Std. 220 or 221 on Mission Boulevard. The developer may also be responsible for the construction of a bus turnout on Highway 12. The bus stops shall be located near pedestrian entry walkways on both streets. The locations and configurations shall be subject to approval of the City Parking and Transit Department, the City Department of Community Development, and CalTrans.
41. 6' x 11' pads and adequate lighting shall be provided behind the sidewalk at each bus stop. The pads shall be contained within public right-of-way or public sidewalk easement.
42. Any broken curb, gutter and/or sidewalk shall be replaced per current City standards.
43. City Std.250C driveway approaches shall be installed where the private drive takes access off Highway 12 and Quigg Drive. This is in lieu of the current proposal for a 250A driveway approach on Highway 12 and a street type entrance on Quigg Drive.
44. The developer shall construct a meandering Class I bikeway/pedestrian path along the north side of Santa Rosa Creek in the general location shown on the plans. The path shall also be designed to serve as a maintenance access road. The path shall have a 10 foot paved asphalt width with 1 foot aggregate base shoulders on both sides. The same type of path, or alternate type as approved in conjunction with Design Review approval, shall

be constructed, extending from Quigg Drive to the creek path, through the proposed public storm drain easement / pedestrian link.

45. Public improvement plans shall be prepared by a Registered Civil Engineer licensed to practice in the State of California. An improvement plan submittal shall be provided to *Community Development Engineering for referral to appropriate City agencies and ultimate approval by the City Engineer*. The public improvement plans shall include: all traffic signal improvements; Highway 12, Mission Blvd., and Quigg Drive improvements; the common private drive serving parcels A, B and C; the storm drain access road to Santa Rosa Creek between parcels E and F; and all improvements within the creek setback of Santa Rosa Creek including all publicly maintained landscape and irrigation improvements.
46. An Encroachment Permit must be obtained from the Department of Public Works prior to beginning any work within the public Right-of-Way or for any work on utilities located within public easements.
47. A CalTrans Encroachment Permit shall be obtained prior to beginning any work in the Highway 12 Right-of-Way.
48. A soils report is required and shall be provided with the improvement plans submitted for review.

#### TRAFFIC

49. The developer shall be responsible for installation of a traffic signal at the Quigg Drive/Mission Blvd. intersection.
50. A left turn lane shall be improved as necessary for the southbound Mission Boulevard to Quigg Drive movement.
51. Improvement plans shall include a complete signing, striping, and street lighting plan.
52. A reduced size CalTrans R-41 (Right Turn Only) sign shall be installed at the driveway exit on to Highway 12 and an R-10 (One Way) sign shall be installed in the Highway 12 median opposite the driveway exit.
53. *Striping plans shall include a left turn lane for the westbound Quigg Drive to southbound Mission Boulevard movement.*
54. Cable, conduit and pull boxes shall be installed per City standard, as necessary to interconnect the new Quigg Drive/Mission Blvd. traffic signal with the existing Mission Blvd. traffic signals at Highway 12 and Montgomery Drive.
55. Conduit and pull boxes shall be installed per City standard for future traffic signal interconnect along Highway 12 frontage.
56. A traffic control plan for Highway 12 and Mission Boulevard is required for this project. The plan shall be in conformance with the State of California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work

Zones, 1996. 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 and is subject to that review and approval process.

#### **PUBLIC STORM DRAIN**

57. Hydraulic design shall conform to Sonoma County Water Agency criteria. Prior to approval of improvement plans, an approval letter shall be obtained from the Sonoma County Water Agency for storm drainage review.
58. Proposed development must conform to 40 CFR (Code of Federal Regulations) parts 122, 123 and 124, National Pollutant Discharge Elimination System (NPDES) Permit applications for storm water discharge. Project must also conform with any design and construction policies adopted by the City to conform with these regulations.
59. The proposed storm drain between parcels E and F and downstream of Quigg Drive shall be public. A structure shall be installed on the north side of Quigg Drive to delineate the point of connection between the public and private storm drain systems.
60. Access to all public storm drain systems and structures shall be over a minimum 12 foot wide all weather access road of compacted shale. The access road shall be contained within a 15 foot public storm drain easement.
61. The storm drain layout shown on the plans is not approved and is considered conceptual only. Public storm drain should not angle across sidewalk and private improvements, and off-site public storm drain should be centered within 15 foot easements. At the time of improvement plans, the storm drain system shall be redesigned to meet City standards.

#### **GRADING & DRAINAGE**

62. Soils reports are required and shall be submitted with the building permit applications and the improvement plan submittal..
63. Any soil/water contamination on the site shall be monitored and, where appropriate, remediated to the satisfaction of the City Fire Department and the Regional Water Quality Control Board.
64. Work within the driplines of trees to be saved shall be done under the supervision and approval of an arborist. A note shall be included in the grading plans stating that a construction fence shall be installed around the driplines of all trees to remain prior to commencing with any grading work. Driplines of trees overhanging the property line shall be afforded the same level of protection as trees on site that are to remain.
65. Grading shall occur only between April 15 and October 15 unless otherwise approved by the City Engineer or Chief Building Official in conjunction with an approved erosion and sedimentation control plan.
66. Disturbed slopes shall be stabilized and revegetated.

67. An erosion control plan shall be provided. Offsite properties and existing drainage systems shall be protected from siltation coming from the site.
68. Prior to approval of improvement plans and prior to issuance of a building permit, a Streambed Alteration Agreement shall be obtained from the State Department of Fish and Game for all proposed work in the creek setback area.

#### OVERHEAD UTILITY LINES

69. All overhead utility lines along the project frontage shall be placed underground including electrical distribution lines, telephone and cable television in conformance with the City's undergrounding ordinance. Electrical main feeder lines may remain overhead but shall be relocated to behind the new curb location and spare conduits placed in the street for future undergrounding of the main feeder lines.
70. Any existing on-site overhead utilities shall be removed. New services to new structures shall be underground.
71. The developer shall coordinate, and where necessary, pay for the relocation of any power poles or other existing public utilities, as necessary.
72. The developer shall be responsible for the installation of street lights on the Highway 12 frontage. Street lights shall be per City Std. 610 or comparable CalTrans standard.
73. The developer shall be responsible for the installation and/or relocation of City standard street lights on the Mission Boulevard frontage, as necessary. Street lights shall be per City Std. 610.
74. The developer shall be responsible for the installation of City standard street lights on Quigg Drive. Street lights shall be per Std. 612.

#### COMMON IMPROVEMENTS

75. The private drive serving parcels A, B and C shall be constructed in conjunction with the public improvements. Pavement width shall be 30 feet curb to curb with a minimum 7 foot wide contiguous sidewalk along the east side. If tree wells are desired, contiguous sidewalk shall be widened to 9 foot width and tree wells shall be installed per City Std. 262.
76. The private drive shall be constructed under continuous inspection 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 U.B.C. special inspection requirements. All costs related to such inspection shall be borne by the owner/developer.
77. Private street lights shall be installed on the private drive and shall meet City standards for minimum average maintained foot-candle and the uniformity ratio for a minor street. All private lighting shall be privately owned and maintained. Private lighting fixtures shall be subject to staff design review.
78. A Reciprocal Easement Agreement shall be entered into to provide for maintenance of the common private drive together with associated drainage improvements, street lighting,

etc. It may also be desirable to provide for common maintenance of other improvements on parcels A, B and C (driveways and parking areas, drainage facilities, private utilities, exterior lighting, irrigation and landscaping, etc.).

#### PRIVATE IMPROVEMENTS

79. On-site grading, drainage and site improvement plans, to be included as part of the building permit submittals, shall be prepared by a registered civil engineer.
80. Site drainage and private storm drain facilities shall meet the requirements of the Chief Building Official or his designated representative.
81. Hydraulic design shall conform to Sonoma County Water Agency criteria. All storm water run-off shall be collected via an underground drainage system and discharged to the nearest public downstream facility possessing adequate capacity to accept the run-off.
82. An approval letter shall be obtained from the Sonoma County Water Agency for storm drainage review.
83. Parking and access improvements shall comply with state and federal handicap access requirements.
84. Parking spaces shall be striped according to City standards and in compliance with the City Zoning Code.
85. Directional arrows shall be stenciled on the asphalt pavement at project entrances, at entrances and exits of drive-thru aisles, and as appropriate within internal driveways.
86. In conjunction with development of Parcel A (Rite Aid Pharmacy site), the following signs shall be installed:
  - a. On both sides of the driveway, at the driveway entrance to the drive-thru window:  
"DRIVE-THRU WINDOW ONLY. ALL OTHER TRAFFIC USE MAIN EXIT"
  - b. Reduced size CalTrans R-11 (Do Not Enter) signs shall be installed on Quigg Drive on both sides of the drive-thru driveway exit:
87. In conjunction with development of Parcel B (Downey Savings site), reduced size CalTrans R-11 (Do Not Enter) signs shall be installed on both sides of the drive-thru driveway exit.
88. Exterior site lighting plans shall be included with the building permit submittals.
89. Retaining wall systems on site shall be designed by a Registered Civil Engineer per the recommendations of the soils engineer.

## UTILITIES

90. The engineer shall provide a detailed utility plan showing on-site and off-site sewer, water and fire protection systems, and their connections to existing sewer and water facilities. The plan shall also show any wells existing or to be abandoned, and septic systems to be abandoned. Separate irrigation meters are required. An irrigation plan showing maximum GPM flow required at each control valve, maximum GPM flow at meter, peak monthly usage, and connections must be provided. Submit Improvement Plans for the City Engineer's signature.
91. Demand, processing and meter fees and meter sizes will be determined after review of building plans. Submit details of plumbing fixtures, including the amount of fixtures and the size of service lines ( 3/4", 1/2" etc.) to Utilities Engineering for review. Provide estimated peak monthly water usage for both domestic and irrigation uses.
92. Water and sewer mains shall be installed per current City Standards. The minimum size of water mains serving commercial parcels is 12". All sewer mains must be a minimum of 8" diameter. All water and sewer mains must be installed a minimum of 10' apart horizontally. All public mains must be a minimum of 5' from all structures, curbs, property lines or edge of easement. The water main is too close to the curb just east of the private drive. Manholes must have clear access at all times (i.e. not located within parking stalls, etc.). Sewer mains shall not be deeper than 14' or shallower than 3', depth from finished grade measured over pipe. The parallel collector main shown on the plans can be eliminated by making the sewer connection for the north east parcel to the private street main. A stub ending in a cleanout shall be installed from a new manhole on the trunk sewer. The sewer laterals for the two southerly lots can be off this stub. The alignment of the water and sewer mains on site will be reviewed during plan check and must be co-ordinated with the apartment project to the east. Water meters and sewer cleanouts shall be in the public right of way or in dedicated easements per current City standards.
93. A public easement shall be provided for public utility mains outside of the public right of way. The width of the easement shall be 15 feet wide for a single utility and 20 feet wide for a double utility, whichever is greater, and shall be centered over the facility. The easement shall be configured to include all publicly maintained appurtenances and structures. No surface structure including but not limited to roof eaves, decks or pools may encroach into the easement. Footings and foundations may encroach into the one to one line from the pipe depth to the top of grade if approved in writing by the Chief Building Official and the Director of Utilities. This information shall be added to the improvement plans. Trees may not be planted within 10' of a public sewer main.
94. Separate (domestic and irrigation) water and sewer services shall be provided for each lot. Water and sewer services shall be installed per current City Standards. Water and sewer laterals must be a minimum of 5' apart. Water services shall be designed as combination services where applicable.
95. Utility Service Agreements shall be signed by the property owner for each property and all metered connections prior to occupancy. The Agreement will be prepared by the Utilities Department after the meter sizes have been determined. Contact Utilities Engineering to obtain agreement.

96. An Encroachment Permit from the City's Public Works Department is required for all work in the public right-of-way.
97. No reinforced concrete may be used in decorative street surfacing placed over publicly maintained water and/or sewer facilities. Water main valves must be located outside of the concrete area.
98. If wells exist on the property, one of the following conditions apply:
  - a. Retention of wells must comply with City and County codes. Retention of wells must be approved by the Sonoma County Permit and Resource Management Department. 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.
99. Connection of the 12" water main to the existing main will require a shutdown for a cut-in tee and valve. Call Utilities Engineering for fees and scheduling. Advance notice is required.
100. A pressure regulating valve is required for all domestic connections within this project and shall be noted on the improvement plans.
101. The engineer shall provide calculations to show fire flow requirements can be met.
102. Any septic systems within the project boundaries shall be abandoned per Sonoma County Environmental Health standards and City of Santa Rosa Building Division requirements.
103. Coordinate fire hydrant locations with the Fire and Utilities Departments during the plan check process. Contact the Fire Department for building sprinkler requirements.

#### **FIRE DEPARTMENT**

104. Fire hydrant installation shall be as shown on the revised plans stamped received July 12, 1999. Fire hydrants as proposed shall be relocated/added as indicated below:
105. The dead end water main on the new private road shall be not less than 12-inch unless hydraulic calculations are provided showing an 8-inch main will deliver the required fire flows.
106. Water mains, fire hydrants and fire department access driveways shall be constructed and in service prior to bring combustible construction materials to the site.
107. Detailed plans for installation of automatic sprinklers shall be provided to the Fire Department for approval prior to installation.
108. The water main on Quigg Road shall be a 12-inch to coordinate with the proposed apartment project to the east.

109. Installation of private fire mains/hydrants (if any) and automatic sprinklers require permits by the Fire Department.
110. The soil remediation plan appears acceptable in concept; an application for a permit for soil remediation is required.

#### RECREATION AND PARKS DEPARTMENT

111. The developer is responsible for development of the creek trail area plan and installation of improvements, i.e., hard path, soft path, landscaping and irrigation. New landscaping within the creek trail area should be hardy/durable natives which require little maintenance or irrigation once established.

The developer shall enter into an agreement with the City relative to maintenance responsibility of the creek parcel, wherein the developer will agree to maintain the landscaping and irrigation for a period of two years after which the City will assume permanent maintenance responsibility. The landscape plans, to be included with the public improvement plans, shall be subject to approval by the Department of Recreation and Parks, and the agreement shall be approved and authorized by the City Council prior to approval of the improvement plans. The terms of the agreement shall include the following:

- a. The formula that will be used to determine the amount sufficient to provide annual maintenance from the interest generated is \$.05 per square foot times the capitalization rate. The capitalization rate is 100/9 or 11.11.

Based on an estimated area of 5,700 square feet, the maintenance responsibility would be  $5,700 \text{ s.f.} \times (\$0.05 \times 100/9) = \$3,167.00$

- b. The developer will deposit, with the City, a separate sum equal to \$0.05 per square foot times two years to secure and guarantee to the City proper maintenance of the landscaped parcel by the developer for a period of two years after the date the landscaping is accepted by the City per the agreement.

Based on an estimated area of 5,700 square feet, the security deposit would be  $5,700 \text{ s.f.} \times (\$0.05 \times 2) = \$570.00$

112. 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 Tree Division Superintendent. Planting shall be done in accordance with the City "Standards and Specifications for Planting Parkway Trees". Tree planting locations shall be marked by the City Tree Division personnel, contact Dan Watts at 543-3422. Copies of the Master Street Tree Plan list and the standards are available at both the Community Development Department and Parks Division offices.
113. The heritage oak located in the northwest corner of the project shall be protected through all phases of construction as directed by the City's Tree Ordinance #2858. Since the proposed development will encroach upon the protected perimeter of this tree, special measures shall be utilized and shown on the plans to allow roots to obtain oxygen and nutrients as needed.

**TRANSIT DEPARTMENT**

- 114. Bus turnouts shall be provided on both Highway 12 and Mission Boulevard. /a bus turnout on Mission Boulevard should be located far-side Quigg Drive.
- 115. A concrete pad shall be constructed at both bus stops (6 feet by 11 feet). A bus shelter, approved by our department, shall be provided, installed and maintained at the Mission Boulevard bus stop. A fee of \$5,000 shall be paid to our department in-lieu of providing and installing the shelter. Maintenance of the bus shelter shall be defined in an agreement with our department. Maintenance is defined as routine cleaning (e.g., trash removal, panel cleaning).
- 116. Per the Bicycle Master Plan and Santa Rosa Creek Master Plan, a standard 10-foot wide asphalt multi-use path shall be constructed along Santa Rosa Creek. A soft path shall also be provided along the creek per the Santa Rosa Creek Master Plan.
- 117. Until an undercrossing is constructed at Mission Boulevard, signage shall be installed at Mission Boulevard directing users of the multi-use path to cross Mission Boulevard at Quigg Drive.
- 118. The pedestrian linkage to Santa Rosa Creek shall have a public use easement.
- 119. Development adjacent to Santa Rosa Creek shall be oriented towards the creek.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission finds and determines this entitlement to use would not be granted but for the applicability and validity of each and every one of the above conditions and that if any one or more of the above said conditions are invalid, this entitlement to use would not have been granted without requiring other valid conditions for achieving the purposes and intent of such approval.

BE IT FURTHER RESOLVED that the Planning Commission recommends to the City Council the approval and adoption of the rezoning of property, and approval and adoption of the Development Plan and Policy Statement for property situated at 100 Mission Boulevard from the U (Unclassified) District to the C-1-PD District (Neighborhood Commercial - Planned Development District), said property more precisely described as: Assessor's Parcel Number(s) 032-190-015, 032-190-016, 032-190-017, 032-190-018, and 032-190-019.

REGULARLY PASSED AND ADOPTED by the Planning Commission of the City of Santa Rosa on this 12<sup>th</sup> day of August, 1999, by the following vote:

Ayes: (5) (Blanchard, Dias, Edwards, Johnson, Denietolis)  
Noes: (0)  
Abstentions: (1) (Carlile)  
Absent (0)

APPROVED:   
CHAIRMAN

ATTEST:   
SECRETARY

COUNCIL POLICY

Subject:	Policy Number	Effective Date	Number of Pages
CITY ASSUMPTION OF PERMANENT MAINTENANCE OF LANDSCAPED PARCELS	000-22	4-5-88	1 of 2

BACKGROUND

For a number of years prior to August of 1986 the subject of City assumption of maintenance of landscaped parcels was the subject of much private developer interest within the City of Santa Rosa. Establishing homeowner associations as part of the subdivision approval process in order to maintain landscaped parcels was cumbersome, time-consuming, and expensive. Many different alternatives were proposed and explored. Until August of 1986, however, the City was not open to any alternatives to the traditional solution of providing maintenance via a homeowners association. Since that time the City has, in a number of instances, made use of a landscape maintenance agreement as part of the final map approval process of a subdivision to effect a transfer of maintenance responsibility from the subdivider to the City. The agreements have been drawn so no cost was incurred to the City by the transfer.

Subsequent to August 1986, and leading up to the present, interest among private maintenance associations specifically, and the private development community in general, has grown in utilizing the maintenance agreement mechanism to transfer permanent maintenance responsibility for existing landscaped parcels (as opposed to parcels being newly created as a function of final map approvals) to the City.

PURPOSE

To define the conditions under which the City will accept permanent maintenance responsibility for landscaped parcels.

POLICY

Applicability

The transference of permanent maintenance responsibility of landscaped parcels from private entities to the City is limited to those situations wherein a homeowner's association would have to be created or already exists solely for the purpose of maintaining landscaping on landscaped parcels held in common and to the following locations:

- A. Adjacent to major streets,
- B. Adjacent to collector streets where the landscaping is a logical extension of landscaping along an intersecting major street and extends only far enough along the collector street so as to define an entry or provide a logical conclusion to the landscaping along the major street; and
- C. Those other locations deemed appropriate by the Director of the Recreation and Parks Department.

In all instances, the transfer of maintenance responsibility is not to be viewed as a right of the private developer, but an option available to the City.

PROCEDURE

In order to assure that a consistent procedure is followed in the transfer of permanent maintenance responsibility, the following steps shall be followed:

COUNCIL POLICY

Subject:	Policy Number	Effective Date	Number of Pages
CITY ASSUMPTION OF PERMANENT MAINTENANCE OF LANDSCAPED PARCELS	000-22	4-5-88	2 of 2

- A. The private entity shall complete and submit to the Department of Recreation and Parks the appropriate agreement, as developed in standard format and as may periodically be revised by the City Attorneys Office, applicable to the circumstances attendant to the landscaped parcel or parcels in question, as well as any other relevant information deemed pertinent and necessary by the Department of Recreation and Parks.

Note: The agreements shall, at a minimum, provide for achieving the desired end of the City assuming maintenance of landscaped parcels while at the same time obligating the subdivider to (i) install the landscaping, (ii) pay a cash sum to act as a security deposit to ensure adequate upkeep for a two year maintenance period (during which the subdivider shall be required to provide maintenance), and (iii) pay a cash sum the City will invest and then, upon acceptance of full maintenance responsibility, utilize the interest earned from its investment to maintain the landscaping in perpetuity. (The principal will remain undiminished over time.) The specific amounts to be deposited or paid to the City shall be determined by multiplying the area (in square feet) of landscaping to be maintained by a dollar amount (dollars per square foot) sufficient to the purpose. The sufficiency of the amounts shall be determined by the application of formulas set forth and revised as necessary by the Department of Administrative Services (who shall coordinate its activities with the Department of Recreation and Parks).

- B. The Director of the Department of Recreation and Parks (or designee) shall review the agreement and relevant required information and the Director may recommend to the City Council that the City assume permanent maintenance responsibility for the parcel or parcels in question, stipulate the dollar amounts to be included in the agreement and execute the agreement, after Council approval.
- C. If a final subdivision map approval is necessary to create the parcel or parcels in question, the Department of Recreation and Parks shall forward the executed agreement to the Department of Community Development and the Department of Community Development shall then, as a function of a final subdivision map approval process, require payment of all monies required by the agreement before the final map is submitted to the Council for approval. Should the final map not be approved, the monies collected shall be returned.
- D. If a final subdivision map approval is not necessary to create the parcel or parcels in question, the Department of Recreation and Parks shall, subsequent to the receipt of all monies as stipulated in the agreement, proceed with carrying the matter forward as a separate item to the City Council for review and approval. Should approval not be granted, the monies collected as set forth in the agreement shall be returned.

## 8.8 PUBLIC HEARING - RECLASSIFICATION - MISSION ARBORS

Frank Kasimov, City Planner, made the staff presentation. The proposal is a rezoning to the C-1-PD combining district on five acres located at 100 Mission Boulevard, the southeast corner of Sonoma Highway and Mission Boulevard. Mr. Kasimov pointed out that as a PD District, the zoning would be based on a development plan and a policy statement. He displayed the development plan and discussed the focus of the policy statement.

On August 12, 1999, the Planning Commission recommended approval of a Mitigated Negative Declaration and a rezoning of the property to the C-1-PD District.

In addition, contingent upon Council approval of the rezoning, the Commission approved two conditional use permits:

- 1) A Conditional Use Permit application for a 24-hour, 16,637 square-foot Rite Aid Pharmacy on the largest parcel, Parcel A, 1.83 acres, which is located in the northwest corner of the property adjacent to Mission Boulevard and Sonoma Highway.
- 2) A Conditional Use Permit application for a 3,625 square foot Downey Savings and Loan building on Parcel B (0.60 acre) which is located in the northeast part of the property adjacent to Sonoma Highway. The Savings and Loan would be open Mondays through Thursday 9:00 a.m. to 4:00 p.m., Fridays 9:00 a.m. to 6:00 p.m. and Saturdays 9:00 a.m. to 2:00 p.m. and would have a maximum of 6 employees on a single shift. The drive through ATM window would be operable 24 hours a day.

Mr. Kasimov displayed a map showing the location of the subject parcels. There are no development plans for three parcels, one of which would be zoned for office uses. The two parcels located adjacent to Santa Rosa Creek would be zoned specifically for restaurant or other food serving uses.

Mr. Kasimov said that a neighborhood meeting was held in January for this project and the apartment project to the east. Approximately 50 to 60 people attended. Their major concern related to traffic. Traffic issues were addressed in a traffic study dated March 1999 and in subsequent correspondence. The traffic analysis concludes that with mitigations there would not be any significant traffic impacts resulting from this project and the apartment project combined. The traffic analysis was reviewed and supported by the City's Traffic Engineer.

Mr. Kasimov said the Design Review Board reviewed the project; i.e., the site design and proposal for the Rite Aid and DSL Bank. Their comments were overall favorably related to the site plan and architect. He reviewed some of the Board's suggestions related to vegetation.

It is recommended by the Planning Commission and the Department of Community Development that the City Council, by resolution, adopt the Negative Declaration and introduce an ordinance to reclassify the subject property to the C-1-PD District.

Mr. Kasimov responded to questions raised by Councilmember Runyan. He said the Planning Commission approved a Conditional Use Permit, which will go into affect if the rezoning is approved, which will authorize the pharmacy to remain open 24 hours, as well as the drive-through portion of it. The bank would close at various hours, depending on the day of the week, but the ATM machine would be open 24 hours a day.

There was a brief discussion regarding the origin of Quig Drive; i.e., the name came from Jerry Quig who once worked in the City's Public Works Department.

In response to Councilmember Rabinowitsh, Mr. Kasimov confirmed that there is a planned undercrossing under Mission Boulevard which would link the creek to the proposed development. However, it is not part of this project. Councilmember Rabinowitsh referred to the residential project to the east which was approved and questioned whether the landscaping of this project and that one can be coordinated to ensure that there is continuity in terms of the look of the driveway. Mr. Kasimov said it makes sense to do that. Staff has spoken

with the project applicants and their landscape architect, and pointed out what the Council had mentioned for the other project. Staff suggested that they make the vegetation plan similar to the type and pattern of the other project. Staff will be able to review this again at the final design review stage.

Mayor Condron opened the public hearing.

Denise Peter, Carlile-Macy, representing Downey Savings & Loan, said the site is a former location of a bowling alley and equipment rental yard, but is now vacant. She displayed the Area Development Plan which illustrated the project proposal in relationship to the surrounding, existing, and proposed uses to the east of the subject site. She displayed an illustration showing the relationship between the approved apartment project and the proposed shopping center. She said the project was designed per the City's zoning requirements, which require a sound wall between commercial and residential uses. Another consideration was that there are two separate applicants for these projects. The apartment project was approved without any requirement for connections to this site along the shared easterly property boundary.

Ms. Peter said the Planning Commission had asked that consideration be given to providing additional pedestrian connections with the apartment project. However, it was felt that the existing trails and the creek path are in visible public locations and trying to add another pedestrian connection would have opened up problems with security and surveillance. In addition, the developer did not have the permission of the apartment project owner to do that and so they stayed with the original proposal.

Ms. Peter reviewed the project landscape plan, which illustrates the two specific proposed uses as well as the three vacant parcels. She discussed the need for Use Permits, a drive-through ATM machine, and a drive-through prescription pharmacy. She said the project was approved by the Planning Commission to have the retail portion of the store open 24 hours as well without the requirement for a pharmacy.

Ms. Peter explained that with the first use going in, the developer is required to install Quig Drive, the new private entrance between Highway 12 and Quig Drive, and the creek trail improvements, as well as storm drain improvements, and a temporary connection to the creek trail. She pointed out that in accordance with the regulations in the Policy Statement, this project will have to be brought back to the Planning Commission with all details to ensure the use will compliment the creek and encourage people to use it.

Jack Osborne, 5636 Del Monte Court, said that while he does not object to the development, he objects to the idea that they want to install a road accessing Highway 12. He questioned whether the additional 24-hour stores will create lighting problems and asked what consideration has been given to lighting. He said he doesn't want to see access off Highway 12. Quig Drive should be the only egress and ingress. Traffic should not be added/taken off Highway 12 that close to Mission Boulevard.

Walter Laubs, TJKM Transportation Consultant, said he prepared the Traffic Study for this project and the apartment project next door. Individual reports were prepared and then combined after the public meeting. He said TJKM has been working with Caltrans on the issue related the driveway off Highway 12. Caltrans is in complete accord with the driveway off Highway 12, though it must be a right-in, right-out driveway. He said there will be widening on Highway 12 to allow the turns in. The spacing of the driveway is such that there won't be problems with the merge from Mission Boulevard to Highway 12.

Hearing no further comments, Mayor Condron closed the public hearing.

Councilmember Rabinowitsh indicated that he will support the proposal. He expressed appreciation to Mr. Sass and Mr. Knight for attending the Creek Implementation Committee meetings during which discussions were held related to how the creek and project could interrelate.

Councilmember Runyan briefly noted the history of this site, pointing out that the proposed project will be an improvement.

MOVED by Councilmember Rabinowitsh, seconded by Vice Mayor Martini, CARRIED BY A 5-0-1 VOTE (Councilmember Evans abstaining) TO ADOPT AND WAIVE THE READING OF THE TEXT OF:

RESOLUTION NO. 24137 ENTITLED: RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA ROSA APPROVING AND ADOPTING A MITIGATED NEGATIVE DECLARATION FOR THE PROPOSED REZONING OF PROPERTY LOCATED AT 100 MISSION BOULEVARD - FILE NO. MJP98-053 (Item 8.8).

MOVED by Councilmember Rabinowitsh, seconded by Vice Mayor Martin, CARRIED BY A 5-0-1 VOTE (Councilmember Evans abstaining) TO INTRODUCE AND WAIVE THE READING OF THE TEXT OF:

AN ORDINANCE ENTITLED: ORDINANCE OF THE COUNCIL OF THE CITY OF SANTA ROSA AMENDING CHAPTER 20 OF THE SANTA ROSA CITY CODE - RECLASSIFICATION OF PROPERTY LOCATED AT 100 MISSION BOULEVARD - FILE NUMBER MJP98-053 (Item 8.8).

## 7. CONSENT ITEMS

City Attorney Chouteau announced that it is necessary to add Item 7.6 to the Agenda because it is necessary to appoint the Assistant City Manager to serve until the recently-appointed City Manager assumes his duties the third week of August in order to ensure that City services can be provided in a timely manner during the interim.

MOVED by Councilmember Vas Dupre, seconded by Councilmember Evans, CARRIED UNANIMOUSLY (6-0 vote) TO ADD ITEM 7.6 TO THE AGENDA.

It was confirmed that the contract with the Chamber of Commerce (Item 7.5) was discussed and approved in the recently-adopted budget.

Jack Osborne, 5636 Del Monte Court, suggested that before Council act on Item 7.1, they take into consideration that in response to his letter to the District Attorney, the District Attorney has sent a letter to the City Attorney questioning the validity of Mr. Osborne's complaint. He said he doesn't know if this matter has been resolved. He asked for additional information about Items 7.4 and 7.5. He referred to Item 7.6 and asked for clarification as to whether former City Manager Blackman will work as a consultant in conjunction with the Interim City Manager.

Duane De Witt, Roseland resident, referred to Item 7.1 and said that prior to one of the Closed Sessions, he had asked Council not to increase the salary for the City Manager position. He read section 54957 of the Brown Act, noting that Council did not have an agency-designated representative at the Closed Session during which the salary was discussed. He said he has discussed the section with representatives from the First Amendment Coalition, who do not believe this matter was handled appropriately. He acknowledged, however, that they may not interpret this section of the Brown Act in the same way as the City Attorney. He demanded that Council rescind the action on the contract dated June 28, 2000.

City Attorney Chouteau referred to Item 7.1 and clarified that Council acted in an open session on June 27, 2000, to adopt the City Manager's contract. The following week Council introduced the ordinance setting the City Manager's salary. The ordinance is before Council tonight for adoption. He stated that both of the prior actions were taken during open session.

Councilmember Vas Dupre referred to Mr. Osborne's comments, noting that the Agenda does not give the reader as much information as would be helpful. She then expressed her continuing concern about Item 7.5, the contact with the Chamber of Commerce for convention and visitors bureau services. While she acknowledged the admirable job done by the Chamber, she said she would vote against this item because this contract was part of the budget package and was "pitted against" other concerns.

MOVED by Councilmember Runyan, seconded by Councilmember Vas Dupre, CARRIED UNANIMOUSLY (6-0 vote) TO ADOPT AND WAIVE THE READING OF THE TEXTS OF THE ORDINANCES IDENTIFIED AS ITEMS 7.1 AND 7.2.

### 7.1 ORDINANCE ADOPTION - ESTABLISHING THE CITY MANAGER'S SALARY

ORDINANCE NO. 3486 ENTITLED: ORDINANCE OF THE COUNCIL OF THE CITY OF SANTA ROSA ESTABLISHING WAGES, HOURS AND OTHER TERMS AND CONDITIONS OF EMPLOYMENT FOR CITY MANAGER.

### 7.2 ORDINANCE ADOPTION - ANNEXATION/PREZONING NESR 2-00 (951, 965, 977, AND 987 MIDDLE RINCON ROAD)

ORDINANCE NO. 3487 ENTITLED: ORDINANCE OF THE COUNCIL OF THE CITY OF SANTA ROSA PREZONING THE AREA INCLUDED WITHIN THE PROPOSED NESR 2-00 ANNEXATION LOCATED

AT 951, 965, 977, AND 987 MIDDLE RINCON ROAD - FILE NUMBER ANX99-004.

MOVED by Councilmember Runyan, seconded by Councilmember Evans, CARRIED UNANIMOUSLY (6-0 vote) TO ADOPT AND WAIVE THE READING OF THE TEXTS OF THE RESOLUTIONS IDENTIFIED AS ITEMS 7.3, 7.4 AND 7.6.

**7.3 RESOLUTION - ELDER ABUSE PREVENTION GRANT RENEWAL**

RESOLUTION NO. 24494 ENTITLED: RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA ROSA AUTHORIZING ACCEPTANCE OF THE SECOND YEAR OF THE ELDER ABUSE GRANT FROM THE OFFICE OF CRIMINAL JUSTICE PLANNING.

**7.4 RESOLUTION - MISSION ARBORS LANDSCAPE MAINTENANCE AGREEMENT**

RESOLUTION NO. 24495 ENTITLED: RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA ROSA APPROVING AN AGREEMENT FOR INSTALLATION AND MAINTENANCE OF CERTAIN LANDSCAPING AND IRRIGATION FACILITIES WITH THE MISSION ARBORS CREEK PARCEL, LOCATED AT 100 MISSION BOULEVARD - FILE NUMBER MAJ95-0034.

**\*7.6 RESOLUTION - APPOINTMENT OF INTERIM CITY MANAGER**

RESOLUTION NO. 24497 ENTITLED: RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA ROSA APPOINTING INTERIM CITY MANAGER.

MOVED by Councilmember Runyan, seconded by Councilmember Evans, CARRIED BY A 4-1-1 VOTE (Councilmember Vas Dupre opposing, Councilmember Wright abstaining) TO ADOPT AND WAIVE THE READING OF THE TEXT OF THE RESOLUTION IDENTIFIED IN ITEM 7.6.

**7.5 RESOLUTION - CONTRACT WITH THE SANTA ROSA CHAMBER OF COMMERCE TO PROVIDE CONVENTION AND VISITOR'S BUREAU SERVICES**

RESOLUTION NO. 24496 ENTITLED: RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA ROSA APPROVING THE 2000-2001 CONTRACT WITH THE SANTA ROSA CHAMBER OF COMMERCE FOR SANTA ROSA CONVENTION AND VISITOR SERVICES.

AGENDA SUMMARY FORM

(1) TITLE OF AGENDA ITEM: Mission Arbors Landscape Maintenance Agreement

(2) REQUESTED AGENDA DATE: July 18, 2000 CITY MANAGER'S OFFICE CLEARANCE: \_\_\_\_\_

(3) REQUESTED BY: COMMUNITY DEVELOPMENT Frank Kasimov  
(Staff Member)

(4) RECOMMENDED ACTION:  CONSENT ITEM  SCHEDULED ITEM  PUBLIC HEARING

(5) AGENDA SUMMARY: SEE ATTACHED

(6) ENVIRONMENTAL REVIEW STATUS:

NOT A PROJECT  EXEMPT PROJECT \_\_\_\_\_ NOT A PROJECT AT THIS TIME  
(Classification)

NEGATIVE DECLARATION APPROVED BY CC 9/14/99 EIR CERTIFIED BY P.C. OR C.C. \_\_\_\_\_  
(Date)

ENVIRONMENTAL CLEARANCE: Shayne R. Goldberg 6/30/00  
(Environmental Coordinator) (Date)

(7) FINANCIAL CERTIFICATION:

DOES ITEM REQUIRE EXPENDITURE OF FUNDS:  YES  NO

FUNDS BUDGETED \_\_\_\_\_ ESTIMATED DOLLAR AMOUNT \$ \_\_\_\_\_  
(Account Number)

RECOMMENDED SOURCE OF FUNDS IF FUNDS NOT APPROPRIATED \_\_\_\_\_

CERTIFICATION BY FINANCE DEPARTMENT  
IF ITEM REQUIRES EXPENDITURE OF FUNDS: \_\_\_\_\_  
(Finance Director) (Date)

(8) REVIEWED BY CITY ATTORNEY'S OFFICE:

RECOMMENDED ACTION:  ORDINANCE 1 RESOLUTION  OTHER \_\_\_\_\_  
\_\_\_\_\_  
(Attorney's Office) (Date)

(9) NOTIFICATION BY CITY CLERK REQUESTED:

- A. DSL Service Co., Attn: Wendell E. Hindley, Sr. Vice President, 3501 Jamboree Road, North Tower, 5<sup>th</sup> Floor, Newport Beach, CA 92660
- B. Phil Dodd, Director of Design and Construction at the above address
- C. Legal Department at the above address
- D. Mike Sass, 8215 Starr Road, Windsor, CA 95492

(10) CERTIFICATION OF ORIGINATING DEPARTMENT HEAD Shayne R. Goldberg 6/30/00  
(Date)

(11) EMERGENCY SCHEDULING CLEARANCE \_\_\_\_\_  
(City Manager) (Date)

## AGENDA SUMMARY ATTACHMENT

### MISSION ARBORS LANDSCAPE AGREEMENT

The Council approved a rezoning for Mission Arbors with a condition that the developer enter into an agreement with the City wherein the developer agrees to maintain the landscaping and irrigation on the creekside parcel for a period of two years after which the City will assume permanent maintenance responsibility with funds provided by the developer under an agreement with the City.

#### RECOMMENDATION

It is recommended by the Department of Community Development that the Council authorize the mayor to execute the landscape maintenance agreement for Mission Arbors with DSL Service Company.

CITY OF SANTA ROSA  
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL  
SUBJECT: MISSION ARBORS LANDSCAPE AGREEMENT  
INITIATED BY: FRANK KASIMOV  
DEPARTMENT OF COMMUNITY DEVELOPMENT  
APPLICANT: DSL SERVICE COMPANY  
OWNER: DOWNEY SAVINGS AND LOAN  
AGENDA ACTION: RESOLUTION

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ISSUE(S)

1. Should the Council approve a landscape agreement with DSL Service Company to maintain the creekside parcel for the Mission Arbors development?

BACKGROUND

1. The Council adopted Ordinance No. 3442 on September 21, 1999, approving a rezoning for Mission Arbors, a commercial development, located at the southeast corner of Mission Boulevard and Highway 12.
2. The ordinance refers to conditions set forth in Planning Commission Resolution No. 9577, adopted August 12, 1999.

ANALYSIS

1. Condition 111 of Planning Commission Resolution No. 9577 sets forth the developer's responsibility for development of the creek trail area and installation of improvements, including the hard path, soft path, landscaping and irrigation.
2. The condition also states that the developer shall enter into an agreement with the City for maintenance of the creek parcel, where the developer agrees to maintain the landscaping and irrigation for a period of two years after which the City will assume permanent maintenance responsibility with funds provided by the developer. The condition sets forth the financial terms of the agreement.
3. The developer, DSL Service Company, has signed the agreement and paid the City \$6,708.00 per the agreement. The funds were deposited into the Deferred Landscape account 0806-2101 on June 16, 2000.
4. The maintenance agreement is modeled after the back-on landscape agreements that the City has with developers as set forth in Council Policy 000-22, City Assumption of Permanent Maintenance of Landscaped Parcels.

Attachments:

- Council Ordinance No. 3442
- Planning Commission Resolution No. 9577
- Council Policy 000-22
- Agreement for Installation and Maintenance of Certain Landscaping and Irrigation Facilities within the Mission Arbors Creek Parcel
- Copy of checks totaling \$6,708
- Copy of City of Santa Rosa Department of Community Development, Engineering Division Receipt No. 0948

RECOMMENDATION

It is recommended by the Department of Community Development that the Council authorize the mayor to execute the landscape maintenance agreement for Mission Arbors with DSL Service Company.

Frank

AGENDA SUMMARY FORM

(1) TITLE OF AGENDA ITEM: MISSION ARBORS REZONING

(2) REQUESTED AGENDA DATE: 9/14/99 CITY MANAGER'S OFFICE CLEARANCE: \_\_\_\_\_

(3) REQUESTED BY: COMMUNITY DEVELOPMENT FRANK KASIMOV  
(Staff Member)

(4) RECOMMENDED ACTION: \_\_\_\_\_ CONSENT ITEM \_\_\_\_\_ SCHEDULED ITEM XX PUBLIC HEARING

(5) AGENDA SUMMARY: SEE ATTACHED

(6) ENVIRONMENTAL REVIEW STATUS:

NOT A PROJECT EXEMPT PROJECT \_\_\_\_\_ NOT A PROJECT AT THIS TIME  
(Classification)

NEGATIVE DECLARATION XX EIR CERTIFIED BY P.C. OR C.C. \_\_\_\_\_  
(Circle One) (Date)

ENVIRONMENTAL CLEARANCE: [Signature] 8-27-99  
(Environmental Coordinator) (Date)

(7) FINANCIAL CERTIFICATION:

DOES ITEM REQUIRE EXPENDITURE OF FUNDS: \_\_\_\_\_ YES XX NO

FUNDS BUDGETED \_\_\_\_\_ ESTIMATED DOLLAR AMOUNT \$ \_\_\_\_\_  
(Account Number)

RECOMMENDED SOURCE OF FUNDS IF FUNDS NOT APPROPRIATED \_\_\_\_\_

CERTIFICATION BY FINANCE DEPARTMENT  
IF ITEM REQUIRES EXPENDITURE OF FUNDS: \_\_\_\_\_  
(Finance Director) (Date)

(8) REVIEWED BY CITY ATTORNEY'S OFFICE:

RECOMMENDED ACTION: XX ORDINANCE \_\_\_\_\_ RESOLUTION \_\_\_\_\_ OTHER \_\_\_\_\_  
\_\_\_\_\_  
(Attorney's Office) (Date)

(9) NOTIFICATION BY CITY CLERK REQUESTED:

A. Downey Savings & Loan, Attn: Dave Casty, 3501 Jamboree Road, North Tower #500, Newport Beach, CA 92658

B. Carlile-Macy, Atten: Denise Peter, 15 Third Street, Santa Rosa, CA 95401

C. \_\_\_\_\_

(10) CERTIFICATION OF ORIGINATING DEPARTMENT HEAD [Signature] 8/27/99  
(Date)

(11) EMERGENCY SCHEDULING CLEARANCE \_\_\_\_\_  
(City Manager) (Date)

## AGENDA SUMMARY ATTACHMENT

### MISSION ARBORS REZONING

The proposal is a rezoning to the C-1-PD combining district on five acres located at 100 Mission Boulevard, the southeast corner of Sonoma Highway and Mission Boulevard.

On August 12, 1999, the Planning Commission recommended approval of a mitigated negative declaration and a rezoning of the property to the C-1-PD district.

In addition, contingent upon Council approval of the rezoning, the Commission approved two conditional use permits:

- 1) A conditional use permit application for a 24-hour, 16,637 square foot Rite Aid Pharmacy on the largest parcel, Parcel A, 1.83 acres, which is located in the northwest corner of the property adjacent to Mission Boulevard and Sonoma Highway.
- 2) A conditional use permit application for a 3,625 square foot Downey Savings and Loan building on Parcel B (0.60 acres) which is located in the northeast part of the property adjacent to Sonoma Highway. The savings and loan would be open Monday -Thursday 9 a.m. to 4 p.m., Fridays 9 a.m. to 6 p.m. and Saturday 9 a.m. to 2 p.m. and would have a maximum of 6 employees on a single shift. The drive through ATM window would be operable 24 hours a day.

There are no development plans for three parcels, one of which would be zoned for office uses, and the two parcels located adjacent to Santa Rosa Creek would be zoned specifically for restaurant or other food serving uses.

### RECOMMENDATION

It is recommended by the Planning Commission and the Department of Community Development that the City Council, by resolution, adopt the Negative Declaration and introduce an ordinance to reclassify the subject property to the C-1-PD District.

RESOLUTION NO.

RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA ROSA APPROVING AND ADOPTING A MITIGATED NEGATIVE DECLARATION FOR THE PROPOSED REZONING OF PROPERTY LOCATED AT 100 MISSION BOULEVARD - FILE NO. MJP98-053

WHEREAS, the Environmental Coordinator has conducted an Initial Study on the possible environmental consequences of the proposed rezoning of the area from the U (Unclassified) District to the C-1-PD (Neighborhood Commercial Planned Development) District, which study is dated May 6, 1999 and is on file in the Department of Community Development; and

WHEREAS, the study was completed and the same did not identify any significant effects on the environment which would result from the proposed rezoning, provided the mitigation measures therein identified and listed are implemented; and

WHEREAS, the Environmental Coordinator, based upon the Initial Study, determined that the potential environmental effects of the proposed rezoning would be mitigated by the therein identified and listed mitigation measures to the point where no significant environmental effects would occur and the Environmental Coordinator, based on this determination, prepared a Negative Declaration, subject to the implementation of the mitigation measures; and

WHEREAS, a notice of Negative Declaration was posted and given and comments from the public and interested persons were invited; and

WHEREAS, a noticed public hearing on the project was held before the Planning Commission, which affirmed the determination of the Environmental Coordinator; and

WHEREAS, a noticed public hearing was held on September 14, 1999 before the Council, at which hearing all those wishing to be heard on the proposed Mitigated Negative Declaration were allowed to speak and present evidence concerning the environmental effects of the proposed rezoning designation; and

WHEREAS, the Council has reviewed and considered the subject environmental study, the findings and determination of the Environmental Coordinator, the proposed Mitigated Negative Declaration, any written comments received during the public review period, the oral and written comments, statements, and other evidence presented by all persons, including members of the public and staff members, who appeared and addressed the Council at the public hearing; and

WHEREAS, the Council has before it all of the necessary environmental information required by the California Environmental Quality Act to properly analyze and evaluate any and all of the potential environmental impacts of the proposed rezoning.

NOW, THEREFORE, BE IT RESOLVED that the Council, based on the evidence presented and the records and files herein, adopts and incorporates by this reference the findings of the Environmental Coordinator, dated May 6, 1999 which findings are on file in the Department of Community Development and confirms the determination of the Environmental Coordinator with respect to the proposed rezoning of the territory situated therein to the C-1-PD (Neighborhood Commercial Planned Development) District.

BE IT FURTHER RESOLVED that the Council, based on the evidence presented and the records and files herein and the findings above made, determines that the proposed rezoning will not have a significant effect on the environment if the mitigation measures listed and identified on the Negative Declaration are implemented and the Council approves and adopts the subject Mitigated Negative Declaration for rezoning of the area included therein to the C-1-PD (Neighborhood Commercial Planned Development) District.

IN COUNCIL DULY PASSED

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED: \_\_\_\_\_  
Mayor

ATTEST: \_\_\_\_\_  
Assistant City Clerk

APPROVED AS TO FORM

\_\_\_\_\_  
City Attorney

ORDINANCE NO.

ORDINANCE OF THE COUNCIL OF THE CITY OF SANTA ROSA AMENDING  
CHAPTER 20 OF THE SANTA ROSA CITY CODE - RECLASSIFICATION OF PROPERTY  
LOCATED AT 100 MISSION BOULEVARD - FILE NUMBER MJP98-053

THE PEOPLE OF THE CITY OF SANTA ROSA DO ENACT AS FOLLOWS:

Section 1. The Council finds, based on the evidence and records presented, planned development ("PD") treatment is appropriate, and that the reclassification to the C-1-PD District is appropriate for the property identified in Section 2, due to subject property's physical configuration and its location adjacent to established development.

The Council further finds and determines that the reclassification of the subject property from the U (Unclassified) District to the C-1-PD (Neighborhood Commercial Planned Development) District is consistent with the Santa Rosa General Plan in that:

1. The Zoning authorizes Retail and Office Land Uses in conformance with the policy of the Land Use Element of the City's General Plan in that it designates the site for Retail and Business Service and Office Land Uses.
2. Adequate City services can be provided for the proposed development.
3. The Council has read, reviewed and considered the approved and adopted Mitigated Negative Declaration for this project and determines that this reclassification will not have a significant effect on the environment as shown by the Mitigated Negative Declaration.

Section 2. All conditions required by law having been satisfied and all findings with relation thereto having been made, Chapter 20 of the Santa Rosa City Code is amended by amending the "Zoning Map of the City of Santa Rosa," as described in Section 20-01.010, so as to change the classification of the hereinafter described property as follows:

1. Assessor's Parcel(s) Number(ed) 032-190-015 through -019 are changed to the C-1-PD District.
2. The Development Plan dated December 8, 1998 and stamped received July 12, 1999, and the Policy Statement dated July 1999 and stamped received August 16, 1999, on file in the Department of Community Development, are approved and the same shall govern all development of the property.

In addition to any other conditions that are deemed appropriate or necessary at the time a use permit or other development permit is applied for, any development approval for this property shall be expressly conditioned to require the applicant to fulfill all of the following conditions:

**DEPARTMENT OF COMMUNITY DEVELOPMENT**

**GENERAL:**

1. For site-specific improvements, Sonoma County Water Agency (SCWA) staff recommend that the drainage design for the project be in compliance with the SCWA's Flood Control Design Criteria.
2. The SCWA is concerned with maintaining access to the SCWA easement along Santa Rosa Creek located adjacent to the subject property. Maintenance and access to the creek may be affected by the proposed walking path and storm drain outfalls into Santa Rosa Creek.

Please provide civil design plans which show development within the SCWA Santa Rosa Creek easement that may obstruct access to the creek.

3. A Revocable License will be required for construction work within the SCWA easement along Santa Rosa Creek. For questions on obtaining a Revocable License, please contact Bob Oller at 707/521-1865
4. A 5.0 foot wide Public Utility Easement (PUE) shall be offered for dedication by the property owner along the front of Parcels A, B, C, E and F bordering the Quigg Drive and the private drive.
5. Quigg Drive shall be dedicated as a public street and the private drive shall be dedicated as a PUE by the property owner.
6. CalTrans reserves the right to make specific comments on design and signal phasing requirements during the permit phase when plans will be submitted for review.
7. 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.
8. All work shall be done according to the final approved plans stamped received July 12, 1999. A Conditional Use Permit for each phase of the project is required and shall be subject to conditions contained therein.
9. Grading cross sections shall be as shown on preliminary Engineering plans stamped received July 23, 1999.
10. The improvement plans submittal shall include a sound wall along the east property line between the commercial and residential uses.

**BUILDING DIVISION:**

11. Provide an estimate of cubic yard excavation and cubic yard fill, with provision for any import or export.
12. Clear hours of work and any necessary restrictions on construction access with City Planning, Traffic, and Engineering Divisions.
13. Dedicate any necessary public right-of-ways and easements.
14. Contaminated material assessment is required.
15. A soils report is required. The report must address: Existing fills, potential for liquefaction and contaminated soils.
16. State Department of Fish and Game agreement is required for work in the creek area. Army Corps of Engineer approval may also be required.
17. Comply with City creek setback requirements.
18. Building pads must be above the 100-year water surface as approved by SCWA.

19. Abandonment or retention of any existing well must comply with City and County requirements.
20. Complete any pending lot line adjustment.
21. A building permit is required.
22. Comply with all federal, state and local codes, disabled access included.
23. This building is located in seismic zone X per City Building Ordinance. Designs of structures and portion of structures shall be those forces as determined in the 1994 Uniform Building Code (U.B.C.), multiplied by a factor of 1.24. For all Building Permit Applications made on July 1, 1999 or after, the building must be designed per the 1997 U.B.C.
24. Roof drainage and parking lot drainage flows are not allowed over sidewalk areas; conduct to an approved storm drain system or through the face of curb per City Standard No. 407.
25. Drainage improvements must be reviewed and approved by Sonoma County Water Agency prior to issuance of the building permit.
26. Provide easements and maintenance agreements for cross-lot uses.
27. An erosion control plan is required prior to issuance of a building permit.
28. Construction projects disturbing five (5) or more acres are required to file a Notice of Intent to comply with the terms of the general permit to discharge storm water associated with construction activity with the State Water Resources Control Board prior to the issuance of any grading permit.

**ENGINEERING DIVISION:**

29. Developer's engineer shall obtain the current City Design and Construction Standards and the Community Development Department's Standard Conditions of Approval dated December 8, 1998 and comply with all requirements therein unless specifically waived or altered by written variance by the City Engineer.
30. In addition, the following summary constitutes the specific conditions of approval on the subject application/development based on the plans stamped received July 12, 1999:

**PARCEL AND EASEMENT DEDICATION**

31. All land within the creek setback area of Santa Rosa Creek shall be granted to, and accepted by, the City of Santa Rosa in fee title.
32. A Public Utility Easement shall be granted to the City of Santa Rosa over the private drive. The easement shall be configured to encompass all publicly maintained appurtenances, such as water services, fire hydrants and sewer cleanouts.

33. A minimum 15 foot wide public storm drain easement shall be granted to the City of Santa Rosa over the alignment of the proposed storm drain extending from Quigg Drive to Santa Rosa Creek.
34. Private access, drainage and utility easements shall be provided, as necessary, over the portions of the private drive on parcels A, B and C. Each easement shall be in favor of the other two parcels.
35. Minimum 10 foot wide private drainage easements shall be provided over all cross lot private drainage systems.

#### PUBLIC IMPROVEMENTS

36. Highway 12 shall be dedicated and improved to major street standards along the frontage of the project. Pavement width shall be 32 feet face of median curb to face of curb with a minimum 7 foot wide contiguous sidewalk. If tree wells are desired, contiguous sidewalk shall be widened to 9 foot width and tree wells shall be installed per City Std. 262. Per CalTrans requirements, planter strip is not allowed along the State Highway frontage. Additional right-of-way shall be dedicated to the State of California, if and where necessary, such that the new property line is minimum ½ foot behind the back of sidewalk. A 7.5 foot public utility easement shall be granted behind the property line to the City of Santa Rosa.
37. Sidewalk shall be installed along the Mission Boulevard frontage generally as shown on the plans. Where sidewalk is contiguous, width shall be 7 feet minimum.
38. 5.5 foot wide sidewalk easements and 10.5 foot wide public utility easements shall be granted to the City of Santa Rosa, behind the property line along both sides of Quigg Drive.  
  
Note: A 46 foot wide Quigg Drive minor street right-of-way has previously been granted to the City of Santa Rosa through this site.
39. Quigg Drive shall be improved to minor street standards. Pavement width shall be 36 feet curb to curb, with a 5 foot sidewalk behind a 5 foot planter strip on both sides..
40. The developer shall be responsible for the construction of a bus turnout in accordance with City Std. 220 or 221 on Mission Boulevard. The developer may also be responsible for the construction of a bus turnout on Highway 12. The bus stops shall be located near pedestrian entry walkways on both streets. The locations and configurations shall be subject to approval of the City Parking and Transit Department, the City Department of Community Development, and CalTrans.
41. 6' x 11' pads and adequate lighting shall be provided behind the sidewalk at each bus stop. The pads shall be contained within public right-of-way or public sidewalk easement.
42. Any broken curb, gutter and/or sidewalk shall be replaced per current City standards.
43. City Std.250C driveway approaches shall be installed where the private drive takes access off Highway 12 and Quigg Drive. This is in lieu of the current proposal for a 250A driveway approach on Highway 12 and a street type entrance on Quigg Drive.
44. The developer shall construct a meandering Class I bikeway/pedestrian path along the north side of Santa Rosa Creek in the general location shown on the plans. The path shall also be

designed to serve as a maintenance access road. The path shall have a 10 foot paved asphalt width with 1 foot aggregate base shoulders on both sides. The same type of path, or alternate type as approved in conjunction with Design Review approval, shall be constructed, extending from Quigg Drive to the creek path, through the proposed public storm drain easement / pedestrian link.

45. Public improvement plans shall be prepared by a Registered Civil Engineer licensed to practice in the State of California. An improvement plan submittal shall be provided to Community Development Engineering for referral to appropriate City agencies and ultimate approval by the City Engineer. The public improvement plans shall include: all traffic signal improvements; Highway 12, Mission Blvd., and Quigg Drive improvements; the common private drive serving parcels A, B and C; the storm drain access road to Santa Rosa Creek between parcels E and F; and all improvements within the creek setback of Santa Rosa Creek including all publicly maintained landscape and irrigation improvements.
46. An Encroachment Permit must be obtained from the Department of Public Works prior to beginning any work within the public Right-of-Way or for any work on utilities located within public easements.
47. A CalTrans Encroachment Permit shall be obtained prior to beginning any work in the Highway 12 Right-of-Way.
48. A soils report is required and shall be provided with the improvement plans submitted for review.

#### TRAFFIC

49. The developer shall be responsible for installation of a traffic signal at the Quigg Drive/Mission Blvd. intersection.
50. A left turn lane shall be improved as necessary for the southbound Mission Boulevard to Quigg Drive movement.
51. Improvement plans shall include a complete signing, striping, and street lighting plan.
52. A reduced size CalTrans R-41 (Right Turn Only) sign shall be installed at the driveway exit on to Highway 12 and an R-10 (One Way) sign shall be installed in the Highway 12 median opposite the driveway exit.
53. Striping plans shall include a left turn lane for the westbound Quigg Drive to southbound Mission Boulevard movement.
54. Cable, conduit and pull boxes shall be installed per City standard, as necessary to interconnect the new Quigg Drive/Mission Blvd. traffic signal with the existing Mission Blvd. traffic signals at Highway 12 and Montgomery Drive.
55. Conduit and pull boxes shall be installed per City standard for future traffic signal interconnect along Highway 12 frontage.
56. A traffic control plan for Highway 12 and Mission Boulevard is required for this project. The plan shall be in conformance with the State of California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones, 1996. 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 and is subject to that review and approval process.

#### PUBLIC STORM DRAIN

57. Hydraulic design shall conform to Sonoma County Water Agency criteria. Prior to approval of improvement plans, an approval letter shall be obtained from the Sonoma County Water Agency for storm drainage review.
58. Proposed development must conform to 40 CFR (Code of Federal Regulations) parts 122, 123 and 124, National Pollutant Discharge Elimination System (NPDES) Permit applications for storm water discharge. Project must also conform with any design and construction policies adopted by the City to conform with these regulations.
59. The proposed storm drain between parcels E and F and downstream of Quigg Drive shall be public. A structure shall be installed on the north side of Quigg Drive to delineate the point of connection between the public and private storm drain systems.
60. Access to all public storm drain systems and structures shall be over a minimum 12 foot wide all weather access road of compacted shale. The access road shall be contained within a 15 foot public storm drain easement.
61. The storm drain layout shown on the plans is not approved and is considered conceptual only. Public storm drain should not angle across sidewalk and private improvements, and off-site public storm drain should be centered within 15 foot easements. At the time of improvement plans, the storm drain system shall be redesigned to meet City standards.

#### GRADING & DRAINAGE

62. Soils reports are required and shall be submitted with the building permit applications and the improvement plan submittal.
63. Any soil/water contamination on the site shall be monitored and, where appropriate, remediated to the satisfaction of the City Fire Department and the Regional Water Quality Control Board.
64. Work within the driplines of trees to be saved shall be done under the supervision and approval of an arborist. A note shall be included in the grading plans stating that a construction fence shall be installed around the driplines of all trees to remain prior to commencing with any grading work. Driplines of trees overhanging the property line shall be afforded the same level of protection as trees on site that are to remain.
65. Grading shall occur only between April 15 and October 15 unless otherwise approved by the City Engineer or Chief Building Official in conjunction with an approved erosion and sedimentation control plan.
66. Disturbed slopes shall be stabilized and revegetated.
67. An erosion control plan shall be provided. Offsite properties and existing drainage systems shall be protected from siltation coming from the site.

68. Prior to approval of improvement plans and prior to issuance of a building permit, a Streambed Alteration Agreement shall be obtained from the State Department of Fish and Game for all proposed work in the creek setback area.

#### OVERHEAD UTILITY LINES

69. All overhead utility lines along the project frontage shall be placed underground including electrical distribution lines, telephone and cable television in conformance with the City's undergrounding ordinance. Electrical main feeder lines may remain overhead but shall be relocated to behind the new curb location and spare conduits placed in the street for future undergrounding of the main feeder lines.
70. Any existing on-site overhead utilities shall be removed. New services to new structures shall be underground.
71. The developer shall coordinate, and where necessary, pay for the relocation of any power poles or other existing public utilities, as necessary.
72. The developer shall be responsible for the installation of street lights on the Highway 12 frontage. Street lights shall be per City Std. 610 or comparable CalTrans standard.
73. The developer shall be responsible for the installation and/or relocation of City standard street lights on the Mission Boulevard frontage, as necessary. Street lights shall be per City Std. 610.
74. The developer shall be responsible for the installation of City standard street lights on Quigg Drive. Street lights shall be per Std. 612.

#### COMMON IMPROVEMENTS

75. The private drive serving parcels A, B and C shall be constructed in conjunction with the public improvements. Pavement width shall be 30 feet curb to curb with a minimum 7 foot wide contiguous sidewalk along the east side. If tree wells are desired, contiguous sidewalk shall be widened to 9 foot width and tree wells shall be installed per City Std. 262.
76. The private drive shall be constructed under continuous inspection 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 U.B.C. special inspection requirements. All costs related to such inspection shall be borne by the owner/developer.
77. Private street lights shall be installed on the private drive and shall meet City standards for minimum average maintained foot-candle and the uniformity ratio for a minor street. All private lighting shall be privately owned and maintained. Private lighting fixtures shall be subject to staff design review.
78. A Reciprocal Easement Agreement shall be entered into to provide for maintenance of the common private drive together with associated drainage improvements, street lighting, etc. It may also be desirable to provide for common maintenance of other improvements on parcels A, B and C (driveways and parking areas, drainage facilities, private utilities, exterior lighting, irrigation and landscaping, etc.).

## PRIVATE IMPROVEMENTS

79. On-site grading, drainage and site improvement plans, to be included as part of the building permit submittals, shall be prepared by a registered civil engineer.
80. Site drainage and private storm drain facilities shall meet the requirements of the Chief Building Official or his designated representative.
81. Hydraulic design shall conform to Sonoma County Water Agency criteria. All storm water run-off shall be collected via an underground drainage system and discharged to the nearest public downstream facility possessing adequate capacity to accept the run-off.
82. An approval letter shall be obtained from the Sonoma County Water Agency for storm drainage review.
83. Parking and access improvements shall comply with state and federal handicap access requirements.
84. Parking spaces shall be striped according to City standards and in compliance with the City Zoning Code.
85. Directional arrows shall be stenciled on the asphalt pavement at project entrances, at entrances and exits of drive-thru aisles, and as appropriate within internal driveways.
86. In conjunction with development of Parcel A (Rite Aid Pharmacy site), the following signs shall be installed:
  - a. On both sides of the driveway, at the driveway entrance to the drive-thru window: "DRIVE-THRU WINDOW ONLY. ALL OTHER TRAFFIC USE MAIN EXIT"
  - b. Reduced size CalTrans R-11 (Do Not Enter) signs shall be installed on Quigg Drive on both sides of the drive-thru driveway exit:
87. In conjunction with development of Parcel B (Downey Savings site), reduced size CalTrans R-11 (Do Not Enter) signs shall be installed on both sides of the drive-thru driveway exit.
88. Exterior site lighting plans shall be included with the building permit submittals.
89. Retaining wall systems on site shall be designed by a Registered Civil Engineer per the recommendations of the soils engineer.

## UTILITIES

90. The engineer shall provide a detailed utility plan showing on-site and off-site sewer, water and fire protection systems, and their connections to existing sewer and water facilities. The plan shall also show any wells existing or to be abandoned, and septic systems to be abandoned. Separate irrigation meters are required. An irrigation plan showing maximum GPM flow required at each control valve, maximum GPM flow at meter, peak monthly usage, and connections must be provided. Submit Improvement Plans for the City Engineer's signature.
91. Demand, processing and meter fees and meter sizes will be determined after review of building plans. Submit details of plumbing fixtures, including the amount of fixtures and the

size of service lines ( 3/4", 1/2" etc.) to Utilities Engineering for review. Provide estimated peak monthly water usage for both domestic and irrigation uses.

92. Water and sewer mains shall be installed per current City Standards. The minimum size of water mains serving commercial parcels is 12". All sewer mains must be a minimum of 8" diameter. All water and sewer mains must be installed a minimum of 10' apart horizontally. All public mains must be a minimum of 5' from all structures, curbs, property lines or edge of easement. The water main is too close to the curb just east of the private drive. Manholes must have clear access at all times (i.e. not located within parking stalls, etc.). Sewer mains shall not be deeper than 14' or shallower than 3', depth from finished grade measured over pipe. The parallel collector main shown on the plans can be eliminated by making the sewer connection for the north east parcel to the private street main. A stub ending in a cleanout shall be installed from a new manhole on the trunk sewer. The sewer laterals for the two southerly lots can be off this stub. The alignment of the water and sewer mains on site will be reviewed during plan check and must be co-ordinated with the apartment project to the east. Water meters and sewer cleanouts shall be in the public right of way or in dedicated easements per current City standards.
93. A public easement shall be provided for public utility mains outside of the public right of way. The width of the easement shall be 15 feet wide for a single utility and 20 feet wide for a double utility, whichever is greater, and shall be centered over the facility. The easement shall be configured to include all publicly maintained appurtenances and structures. No surface structure including but not limited to roof eaves, decks or pools may encroach into the easement. Footings and foundations may encroach into the one to one line from the pipe depth to the top of grade if approved in writing by the Chief Building Official and the Director of Utilities. This information shall be added to the improvement plans. Trees may not be planted within 10' of a public sewer main.
94. Separate (domestic and irrigation) water and sewer services shall be provided for each lot. Water and sewer services shall be installed per current City Standards. Water and sewer laterals must be a minimum of 5' apart. Water services shall be designed as combination services where applicable.
95. Utility Service Agreements shall be signed by the property owner for each property and all metered connections prior to occupancy. The Agreement will be prepared by the Utilities Department after the meter sizes have been determined. Contact Utilities Engineering to obtain agreement.
96. An Encroachment Permit from the City's Public Works Department is required for all work in the public right-of-way.
97. No reinforced concrete may be used in decorative street surfacing placed over publicly maintained water and/or sewer facilities. Water main valves must be located outside of the concrete area.
98. If wells exist on the property, one of the following conditions apply:
  - a. Retention of wells must comply with City and County codes. Retention of wells must be approved by the Sonoma County Permit and Resource Management Department. 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.
- 99. Connection of the 12" water main to the existing main will require a shutdown for a cut-in tee and valve. Call Utilities Engineering for fees and scheduling. Advance notice is required.
- 100. A pressure regulating valve is required for all domestic connections within this project and shall be noted on the improvement plans.
- 101. The engineer shall provide calculations to show fire flow requirements can be met.
- 102. Any septic systems within the project boundaries shall be abandoned per Sonoma County Environmental Health standards and City of Santa Rosa Building Division requirements.
- 103. Coordinate fire hydrant locations with the Fire and Utilities Departments during the plan check process. Contact the Fire Department for building sprinkler requirements.

#### **FIRE DEPARTMENT**

- 104. Fire hydrant installation shall be as shown on the revised plans stamped received July 12, 1999. Fire hydrants as proposed shall be relocated/added as indicated below:
- 105. The dead end water main on the new private road shall be not less than 12-inch unless hydraulic calculations are provided showing an 8-inch main will deliver the required fire flows.
- 106. Water mains, fire hydrants and fire department access driveways shall be constructed and in service prior to bring combustible construction materials to the site.
- 107. Detailed plans for installation of automatic sprinklers shall be provided to the Fire Department for approval prior to installation.
- 108. The water main on Quigg Road shall be a 12-inch to coordinate with the proposed apartment project to the east.
- 109. Installation of private fire mains/hydrants (if any) and automatic sprinklers require permits by the Fire Department.
- 110. The soil remediation plan appears acceptable in concept; an application for a permit for soil remediation is required.

#### **RECREATION AND PARKS DEPARTMENT**

- 111. The developer is responsible for development of the creek trail area plan and installation of improvements, i.e., hard path, soft path, landscaping and irrigation. New landscaping within the creek trail area should be hardy/durable natives which require little maintenance or irrigation once established.

The developer shall enter into an agreement with the City relative to maintenance responsibility of the creek parcel, wherein the developer will agree to maintain the landscaping and irrigation for a period of two years after which the City will assume permanent maintenance responsibility. The landscape plans, to be included with the public

improvement plans, shall be subject to approval by the Department of Recreation and Parks, and the agreement shall be approved and authorized by the City Council prior to approval of the improvement plans. The terms of the agreement shall include the following:

- a. The formula that will be used to determine the amount sufficient to provide annual maintenance from the interest generated is \$.05 per square foot times the capitalization rate. The capitalization rate is 100/9 or 11.11.

Based on an estimated area of 5,700 square feet, the maintenance responsibility would be  $5,700 \text{ s.f.} \times (\$0.05 \times 100/9) = \$3,167.00$

- b. The developer will deposit, with the City, a separate sum equal to \$0.05 per square foot times two years to secure and guarantee to the City proper maintenance of the landscaped parcel by the developer for a period of two years after the date the landscaping is accepted by the City per the agreement.

Based on an estimated area of 5,700 square feet, the security deposit would be  $5,700 \text{ s.f.} \times (\$0.05 \times 2) = \$570.00$

112. 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 Tree Division Superintendent. Planting shall be done in accordance with the City "Standards and Specifications for Planting Parkway Trees". Tree planting locations shall be marked by the City Tree Division personnel, contact Dan Watts at 543-3422. Copies of the Master Street Tree Plan list and the standards are available at both the Community Development Department and Parks Division offices.
113. The heritage oak located in the northwest corner of the project shall be protected through all phases of construction as directed by the City's Tree Ordinance #2858. Since the proposed development will encroach upon the protected perimeter of this tree, special measures shall be utilized and shown on the plans to allow roots to obtain oxygen and nutrients as needed.

#### TRANSIT DEPARTMENT

114. Bus turnouts shall be provided on both Highway 12 and Mission Boulevard. /a bus turnout on Mission Boulevard should be located far-side Quigg Drive.
115. A concrete pad shall be constructed at both bus stops (6 feet by 11 feet). A bus shelter, approved by our department, shall be provided, installed and maintained at the Mission Boulevard bus stop. A fee of \$5,000 shall be paid to our department in-lieu of providing and installing the shelter. Maintenance of the bus shelter shall be defined in an agreement with our department. Maintenance is defined as routine cleaning (e.g., trash removal, panel cleaning).
116. Per the Bicycle Master Plan and Santa Rosa Creek Master Plan, a standard 10-foot wide asphalt multi-use path shall be constructed along Santa Rosa Creek. A soft path shall also be provided along the creek per the Santa Rosa Creek Master Plan.
117. Until an undercrossing is constructed at Mission Boulevard, signage shall be installed at Mission Boulevard directing users of the multi-use path to cross Mission Boulevard at Quigg Drive.

118. The pedestrian linkage to Santa Rosa Creek shall have a public use easement.

119. Development adjacent to Santa Rosa Creek shall be oriented towards the creek.

Section 3. This ordinance shall take effect the 31st day following its adoption.

IN COUNCIL DULY PASSED AND ADOPTED

AYES:

NOES:

ABSENT:

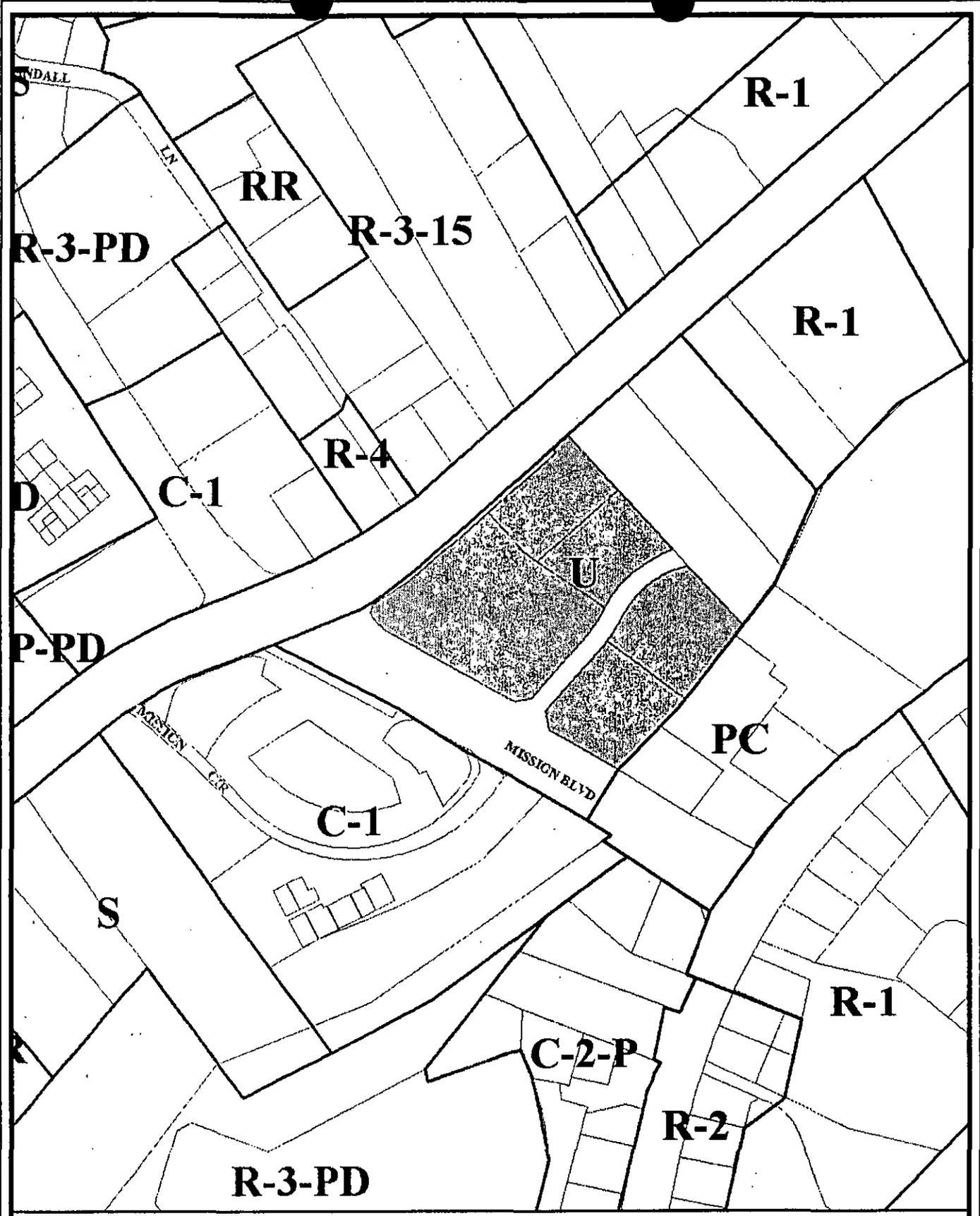
ABSTAIN:

APPROVED: \_\_\_\_\_  
Mayor

ATTEST: \_\_\_\_\_  
Assistant City Clerk

APPROVED AS TO FORM

\_\_\_\_\_  
City Attorney



Mission Arbors - 100 Mission Blvd.

AUG 16 1999

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

**POLICY STATEMENT**  
**Mission Arbors**  
**100 Mission Boulevard**  
**APN: 032-190-011, 012, 013, 014 (portion)**  
**July, 1999**

**PURPOSE**

The purpose of the Mission Arbors Neighborhood Commercial, Planned Development zoning designation (C-1-PD) is to:

- Limit the variety of uses allowed at this location, and encourage land uses which complement the site's creekside setting.
- Establish a shared vehicular and pedestrian circulation system.
- Provide linkages to the Santa Rosa Creek trail and undeveloped land to the east.
- Allow for shared parking opportunities to minimize the amount of paved surfaces.
- Establish design criteria for development adjacent to the creek.

The five (5) acre vacant project site is located at the southeast corner of Mission Boulevard and Highway 12. Existing site features include:

- A sewer main which is parallel and approximately 200' to the north of Santa Rosa Creek.
- Public road right-of-way (Quigg Drive) parallel to Santa Rosa Creek.
- Santa Rosa Creek along the project's southerly boundary.
- One heritage oak tree, located near the northwest property corner in Cal-Trans right-of-way.

Site terrain ranges in elevation from 215' at Santa Rosa Creek to 247' at the northeast project corner. The central portion of the site, where most development would occur, is 230' to 235' in elevation. Highway 12 rises easterly from 240' to 250' along the project's frontage.

The site contains five (5) legal lots (Parcels A, B, C, E, F).

**PROJECT STANDARDS**

**Principle Permitted Uses.**

<b>Parcel A</b>	<b>Parcels B, C</b>	<b>Parcels E, F</b>
(1) Retail stores and shops conducted wholly within a building not to exceed 20,000 square feet, including drug stores; but not including secondhand stores, convenience markets, liquor stores, or taverns (2) Prescription pharmacies	(1) Professional offices and services of all types (2) Banks and financial institutions	(1) None.

**Conditionally Permitted Uses.**

<b>Parcel A</b>	<b>Parcels B, C</b>	<b>Parcels E, F(See Note 1.)</b>
(1) Drive-through facilities accessory to permitted uses (2) Outdoor sales accessory to permitted uses	(1) Drive-through facilities accessory to permitted uses (2) Day care centers (3) Medical offices, clinics (4) Office/residential mixed use buildings (5) Parking Lots	(1) Restaurants, including walk-away, excluding drive-thru and fast food facilities (2) Cafes and coffee shops (3) Retail bakeries (4) Other similar food serving uses as determined by the Planning Commission

**Note 1.**

Any use established on Parcels E/F shall require a Conditional Use Permit approved by the Planning Commission. Subsequent re-occupancy of the building with the same or less intense use may be approved by the Director of Community Development.

**Minimum Lot Area & Dimensions:** None  
**Building Height:** 45 feet  
**Maximum Lot Coverage:** 85%

**Setbacks:**

Parcels A & B: As shown on Development Plan.

Parcels C, E, & F : As approved with future Conditional Use Permit and/or Design Review approval, with the exception that a 10' setback to any adjacent "R" district shall be maintained.

**Parking:**

On-site parking shall be in accordance with Chapter 20-04 of the Santa Rosa Zoning Code, with the following variations:

1. The minimum parking ratio for the entire five (5) acre site shall be the shopping center standard of one (1) space per 250 square feet.
2. Reductions for shared parking between complementary uses (ex: restaurant/office, commercial/office/residential) may be considered through a Conditional Use Permit process; per the parking provisions of the zoning code.
3. Easements for shared parking are required.

**CREEKSIDE PARCEL DESIGN CRITERIA**  
**(FROM SANTA ROSA CREEK DESIGN GUIDELINES):**

**Site planning.**

1. Development of plans along the creek corridor shall be designed to preserve and incorporate the creek as an asset into the development.
2. Orient development, views, and outdoor spaces to the creek corridor.
3. Buildings shall be laid out to maintain and promote views to the creek from adjacent properties.
4. Outdoor spaces shall be designed with landscaped pedestrian links and bike path to creek trails.

5. Provide site furnishings such as bike racks, signage, benches, public areas, and lighting to accentuate the trail, the business and public access.
6. Consolidate trash, recyclables, utility and loading area on the site and incorporate into architecture. Avoid visibility from the creek of such accessory structures.

#### **Parking/Vehicular Circulation.**

1. Parking should be consolidated to the sides of the parcel and screened from off-site views.
2. Promote the opportunity to consolidate side parking areas between multiple parcels through the use of easements.

#### **Pedestrian Circulation.**

1. Develop strong pedestrian links to commercial entrances from parking areas and creek trails for people of all abilities.
2. Use architectural features, plantings, and special paving materials to aid in defining entrances.
3. Enhance pedestrian activity along the creek and at business entry points by widening trail width and providing additional site furnishings or extension of building architecture (trellis, waterproof awnings, etc., )
4. Use canopy trees to shade outdoor spaces and paths of travel. In hardscape areas use 4' minimum tree wells with grates or granite square cobbles with root aeration tubes and irrigation systems to promote healthy growth and longevity.

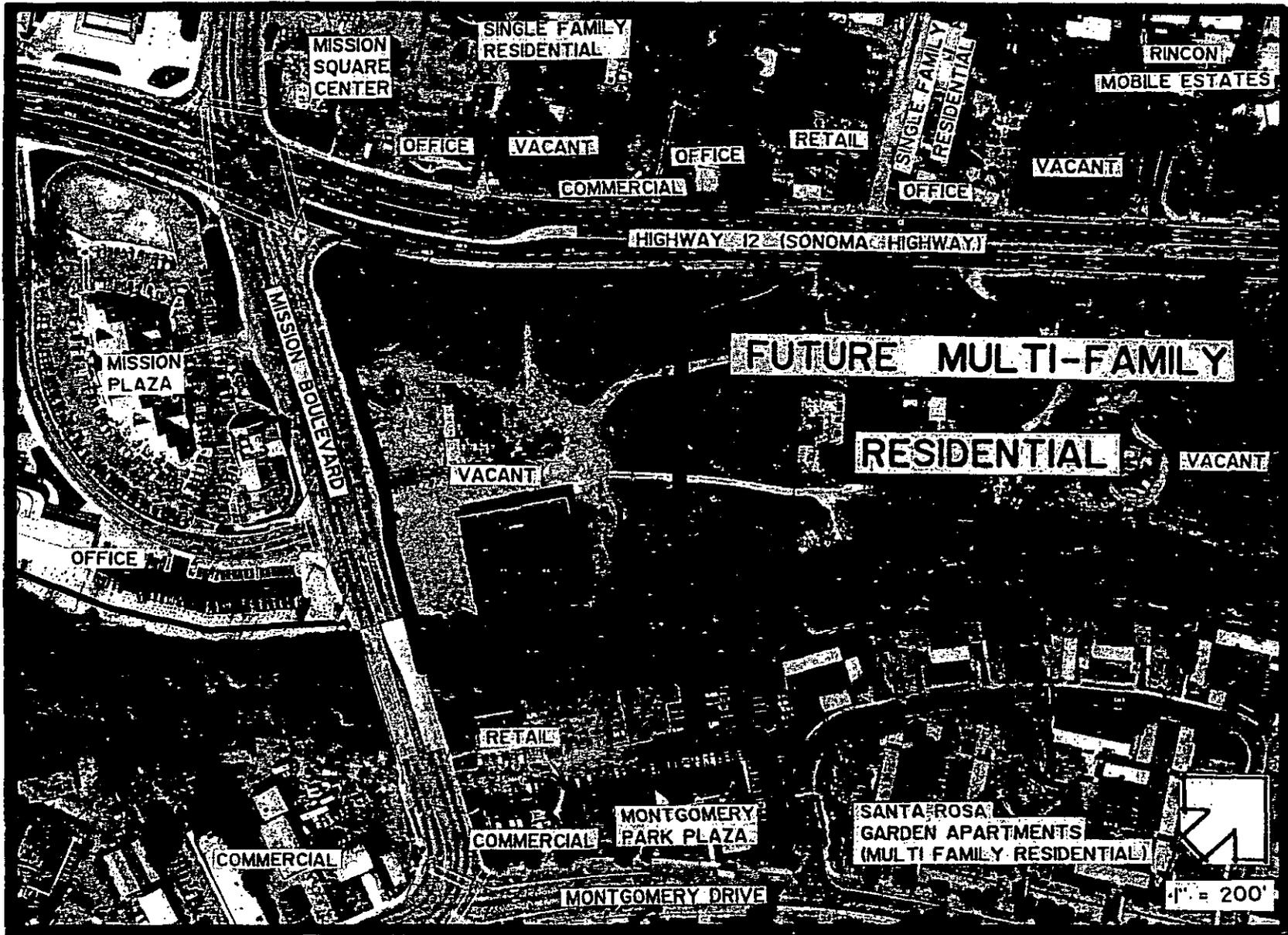
#### **Architecture.**

1. Buildings shall be oriented toward the creek with pedestrian connections provided from creekside paths to individual buildings located along the creek.
2. Buildings shall be sited and designed to take advantage of creek views.
3. Multi-story buildings must be stepped back from the creek. Single stories only are permitted directly adjacent to the creek.
4. Permanent screening integrated into the architecture of the building must be constructed for trash, storage and service/loading areas visible from the creek corridor.

5. Building architecture should enhance the pedestrian use of the creek with pedestrian-scaled architectural elements on the side facing the creek. These elements could include recessed entries, arbors, display windows, awnings and signage as appropriate to the use of the building. Large areas of blank exterior walls are undesirable.
6. Outdoor spaces between the creek and buildings facing the creek are required. Outdoor space must be equivalent to a minimum of 5% of the building's street level square footage. Outdoor space may be in the form of a terrace, patio, yard, balcony or other usable space. Views to the creek must be provided from the outdoor space.
7. Landscaping between buildings and the creek should complement plant materials used in the creek greenway. Use of native riparian species is recommended. Trellises, arbors, hanging gardens, rooftop gardens and other landscape elements are encouraged.
8. Architectural colors and materials must complement the creek environment. Strong or dark colors are prohibited, as well as reflective finishes. The use of subdued, natural materials and colors is encouraged.

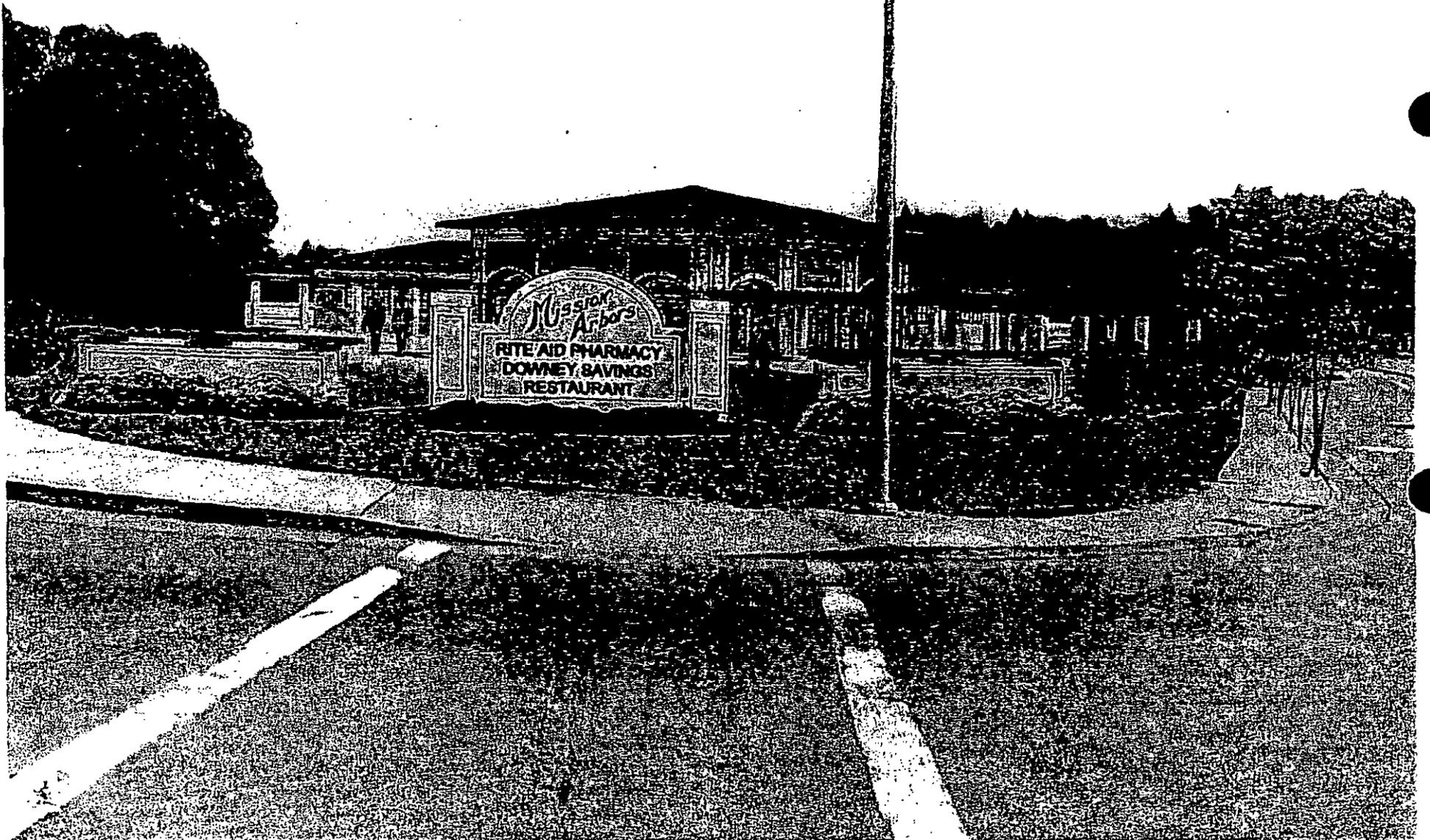
**Outdoor seating.**

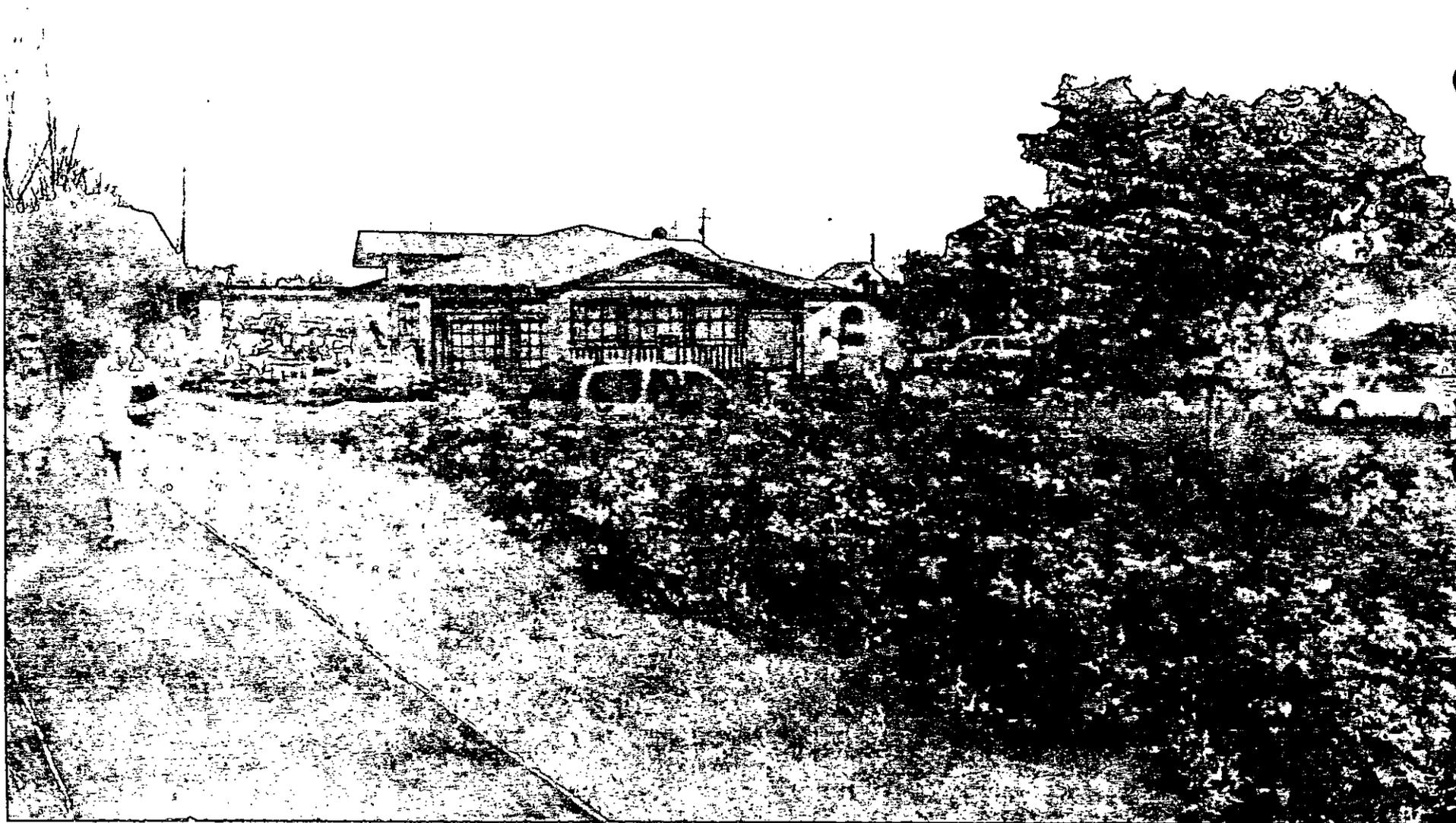
1. A minimum of three outdoor tables or 15% of the total number of seats (whichever is greater) shall be provided adjacent to the creek trail.

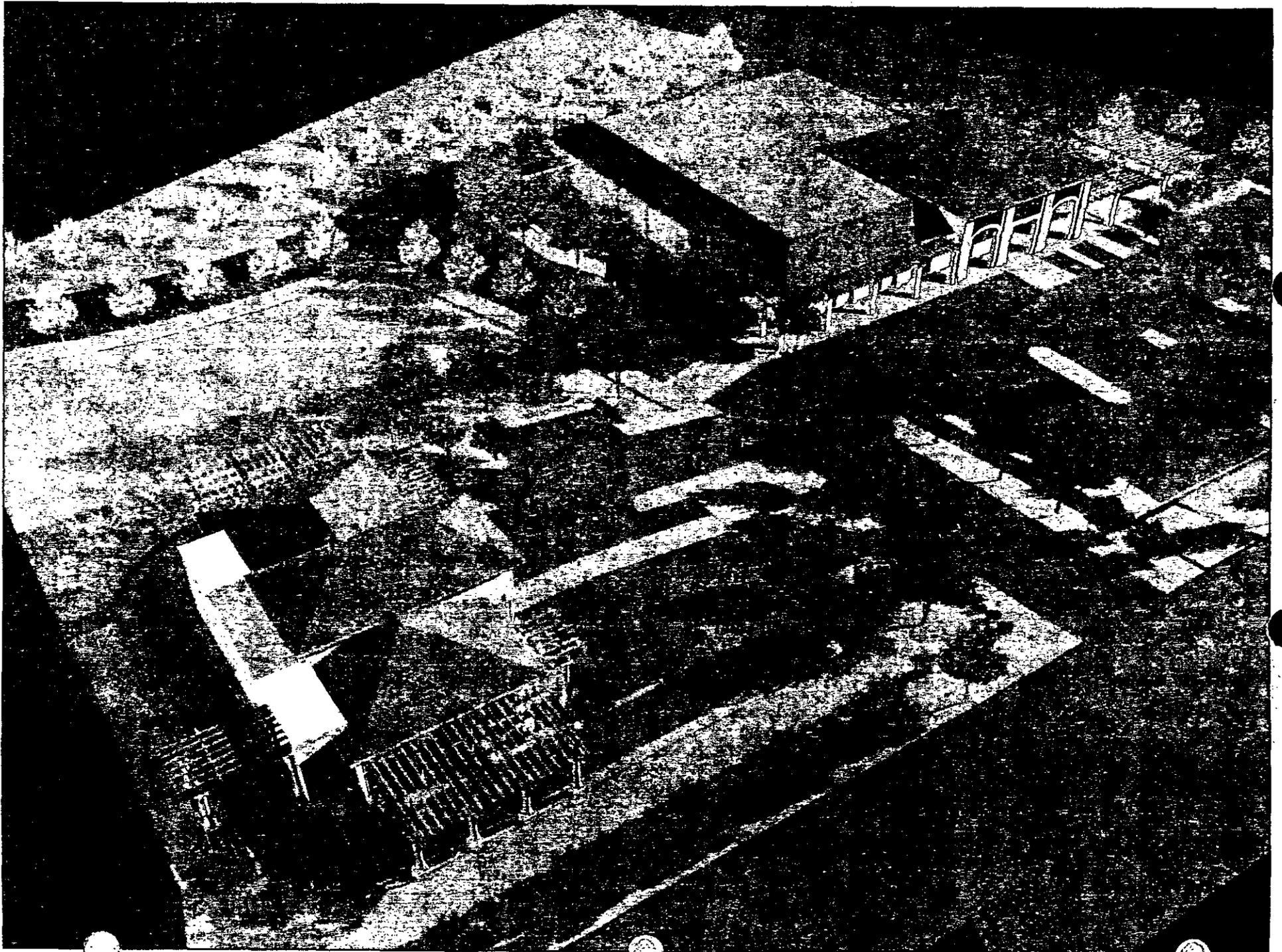


**MISSION ARBORS**  
**AERIAL PHOTO**









RESOLUTION NO. 9576

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ROSA ADOPTING A MITIGATED NEGATIVE DECLARATION FOR THE RECLASSIFICATION FROM THE 'U' (UNCLASSIFIED) TO C-1-PD (NEIGHBORHOOD COMMERCIAL - PLANNED DEVELOPMENT DISTRICT) OF PROPERTY LOCATED AT 100 MISSION BOULEVARD - ASSESSOR'S PARCEL NUMBER(S) 032-190-015, 032-190-016, 032-190-017, 032-190-018 and 032-190-019. FILE NUMBER MJP98-053

WHEREAS, the Environmental Coordinator has conducted an initial study on the possible environmental consequences of the proposed reclassification from the 'U' (Unclassified) District to the C-1-PD District, (Neighborhood Commercial - Planned Development District) which study was initially completed May 6, 1999; and

WHEREAS, the study, in its final form, did not identify any significant effects on the environment which would result from the proposed use permit provided certain mitigation measures therein identified and listed were adopted and implemented; and

WHEREAS, the Environmental Coordinator, based on the Initial Study, determined that any potential environmental effects of the proposed reclassification from the 'U' (Unclassified) District to the C-1-PD District (Neighborhood Commercial - Planned Development District) have been clearly mitigated by the identified mitigation measure to the point where no significant environmental effects would occur and the Environmental Coordinator, based upon this determination, prepared a Negative Declaration, subject to mitigating requirements, with respect to the environmental consequences of the subject project; and

WHEREAS, a notice of Mitigated Negative Declaration was thereafter duly posted and an opportunity for comments from the public was given; and

WHEREAS, the Planning Commission of the City of Santa Rosa has reviewed and considered the environmental study, the findings and determinations of the Environmental Coordinator, the proposed Mitigated Negative Declaration, the staff reports, oral and written, and the comments, statements, and other evidence presented by all persons, including members of the public, who appeared and addressed the Planning Commission at the public hearing held on June 24, 1999, and all comments and materials submitted prior thereto; and

WHEREAS, the Planning Commission has before it all of the necessary environmental information required by the California Environmental Quality Act (CEQA) to properly analyze and evaluate any and all of the potential environmental impacts of the proposed project.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Santa Rosa, based upon the findings and the records and files herein, and the findings above made, hereby determines that the proposed reclassification from the 'U' (Unclassified) District to the C-1-PD District (Neighborhood Commercial - Planned Development District) will not have a significant effect upon the environment if the mitigation measures listed and identified in the Mitigated Negative Declaration are implemented prior to development of the subject property, and hereby approves and adopts the Mitigated Negative Declaration for the reclassification from the 'U' (Unclassified) District to the C-1-PD District (Neighborhood Commercial - Planned Development District) project.

REGULARLY PASSED AND ADOPTED by the Planning Commission of the City of Santa Rosa on this 12<sup>th</sup> day of August, 1999, by the following vote:

Ayes: (5) (Blanchard, Dias, Edwards, Johnson, Denietolis)  
Noes: (0)  
Abstentions: (1) (Carlile)  
Absent (0)

APPROVED:

CHAIRMAN

ATTEST:

SECRETARY

RESOLUTION NO. 9577

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ROSA RECOMMENDING TO CITY COUNCIL REZONING FROM THE "U" (UNCLASSIFIED) TO C-1-PD (NEIGHBORHOOD COMMERCIAL - PLANNED DEVELOPMENT) OF PROPERTY SITUATED AT 100 MISSION BOULEVARD - MISSION ARBORS - FILE NUMBER MJP98-053

WHEREAS, after public hearing, the Planning Commission of the City of Santa Rosa believes that the present classification of property situated at 100 Mission Boulevard in the "U" (Unclassified) District is no longer appropriate and that rezoning is required for public convenience, necessity and general welfare; and

WHEREAS, the Planning Commission hereby finds and determines:

- A. The project is consistent with the Office and Retail Business Service Land Use designations of the General Plan and with General Plan Policies LUR-3b, UD-2f, and JUC-1a
- B. The project will not have a significant effect on the environment pursuant to the California Environmental Quality Act (CEQA) if the mitigation measures contained in the Mitigated Negative Declaration are implemented.

NOW, THEREFORE, BE IT RESOLVED that the Santa Rosa City Planning Commission recommends approval and adoption of the rezoning, and approves and adopts the Policy Statement stamped received July 28, 1999 and the Development Plan received July 12, 1999, on file in the Community Development Department, subject to the following conditions:

**DEPARTMENT OF COMMUNITY DEVELOPMENT**

**GENERAL:**

1. For site-specific improvements, Sonoma County Water Agency (SCWA) staff recommend that the drainage design for the project be in compliance with the SCWA's Flood Control Design Criteria.
2. The SCWA is concerned with maintaining access to the SCWA easement along Santa Rosa Creek located adjacent to the subject property. Maintenance and access to the creek may be affected by the proposed walking path and storm drain outfalls into Santa Rosa Creek. Please provide civil design plans which show development within the SCWA Santa Rosa Creek easement that may obstruct access to the creek.
3. A Revocable License will be required for construction work within the SCWA easement along Santa Rosa Creek. For questions on obtaining a Revocable License, please contact Bob Oller at 707/521-1865
4. A 5.0 foot wide Public Utility Easement (PUE) shall be offered for dedication by the property owner along the front of Parcels A, B, C, E and F bordering the Quigg Drive and the private drive.

5. Quigg Drive shall be dedicated as a public street and the private drive shall be dedicated as a PUE by the property owner.
6. CalTrans reserves the right to make specific comments on design and signal phasing requirements during the permit phase when plans will be submitted for review.
7. 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.
8. All work shall be done according to the final approved plans stamped received July 12, 1999. A Conditional Use Permit for each phase of the project is required and shall be subject to conditions contained therein.
9. Grading cross sections shall be as shown on preliminary Engineering plans stamped received July 23, 1999.
10. The improvement plans submittal shall include a sound wall along the east property line between the commercial and residential uses.

#### **BUILDING DIVISION:**

11. Provide an estimate of cubic yard excavation and cubic yard fill, with provision for any import or export.
12. Clear hours of work and any necessary restrictions on construction access with City Planning, Traffic, and Engineering Divisions.
13. Dedicate any necessary public right-of-ways and easements.
14. Contaminated material assessment is required.
15. A soils report is required. The report must address: Existing fills, potential for liquification and contaminated soils.
16. State Department of Fish and Game agreement is required for work in the creek area. Army Corps of Engineer approval may also be required.
17. Comply with City creek setback requirements.
18. Building pads must be above the 100-year water surface as approved by SCWA.
19. Abandonment or retention of any existing well must comply with City and County requirements.
20. Complete any pending lot line adjustment.
21. A building permit is required.
22. Comply with all federal, state and local codes, disabled access included.

23. This building is located in seismic zone X per City Building Ordinance. Designs of structures and portion of structures shall be those forces as determined in the 1994 Uniform Building Code (U.B.C.), multiplied by a factor of 1.24. For all Building Permit Applications made on July 1, 1999 or after, the building must be designed per the 1997 U.B.C.
24. Roof drainage and parking lot drainage flows are not allowed over sidewalk areas; conduct to an approved storm drain system or through the face of curb per City Standard No. 407.
25. Drainage improvements must be reviewed and approved by Sonoma County Water Agency prior to issuance of the building permit.
26. Provide easements and maintenance agreements for cross-lot uses.
27. An erosion control plan is required prior to issuance of a building permit.
28. Construction projects disturbing five (5) or more acres are required to file a Notice of Intent to comply with the terms of the general permit to discharge storm water associated with construction activity with the State Water Resources Control Board prior to the issuance of any grading permit.

#### **ENGINEERING DIVISION:**

29. Developer's engineer shall obtain the current City Design and Construction Standards and the Community Development Department's Standard Conditions of Approval dated December 8, 1998 and comply with all requirements therein unless specifically waived or altered by written variance by the City Engineer.
30. In addition, the following summary constitutes the specific conditions of approval on the subject application/development based on the plans stamped received July 12, 1999:

#### **PARCEL AND EASEMENT DEDICATION**

31. All land within the creek setback area of Santa Rosa Creek shall be granted to, and accepted by, the City of Santa Rosa in fee title.
32. A Public Utility Easement shall be granted to the City of Santa Rosa over the private drive. The easement shall be configured to encompass all publicly maintained appurtenances, such as water services, fire hydrants and sewer cleanouts.
33. A minimum 15 foot wide public storm drain easement shall be granted to the City of Santa Rosa over the alignment of the proposed storm drain extending from Quigg Drive to Santa Rosa Creek.
34. Private access, drainage and utility easements shall be provided, as necessary, over the portions of the private drive on parcels A, B and C. Each easement shall be in favor of the other two parcels.

35. Minimum 10 foot wide private drainage easements shall be provided over all cross lot private drainage systems.

#### PUBLIC IMPROVEMENTS

36. Highway 12 shall be dedicated and improved to major street standards along the frontage of the project. Pavement width shall be 32 feet face of median curb to face of curb with a minimum 7 foot wide contiguous sidewalk. If tree wells are desired, contiguous sidewalk shall be widened to 9 foot width and tree wells shall be installed per City Std. 262. Per CalTrans requirements, planter strip is not allowed along the State Highway frontage. Additional right-of-way shall be dedicated to the State of California, if and where necessary, such that the new property line is minimum ½ foot behind the back of sidewalk. A 7.5 foot public utility easement shall be granted behind the property line to the City of Santa Rosa.
37. Sidewalk shall be installed along the Mission Boulevard frontage generally as shown on the plans. Where sidewalk is contiguous, width shall be 7 feet minimum.
38. 5.5 foot wide sidewalk easements and 10.5 foot wide public utility easements shall be granted to the City of Santa Rosa, behind the property line along both sides of Quigg Drive.

Note: A 46 foot wide Quigg Drive minor street right-of-way has previously been granted to the City of Santa Rosa through this site.

39. Quigg Drive shall be improved to minor street standards. Pavement width shall be 36 feet curb to curb, with a 5 foot sidewalk behind a 5 foot planter strip on both sides..
40. The developer shall be responsible for the construction of a bus turnout in accordance with City Std. 220 or 221 on Mission Boulevard. The developer may also be responsible for the construction of a bus turnout on Highway 12. The bus stops shall be located near pedestrian entry walkways on both streets. The locations and configurations shall be subject to approval of the City Parking and Transit Department, the City Department of Community Development, and CalTrans.
41. 6' x 11' pads and adequate lighting shall be provided behind the sidewalk at each bus stop. The pads shall be contained within public right-of-way or public sidewalk easement.
42. Any broken curb, gutter and/or sidewalk shall be replaced per current City standards.
43. City Std.250C driveway approaches shall be installed where the private drive takes access off Highway 12 and Quigg Drive. This is in lieu of the current proposal for a 250A driveway approach on Highway 12 and a street type entrance on Quigg Drive.
44. The developer shall construct a meandering Class I bikeway/pedestrian path along the north side of Santa Rosa Creek in the general location shown on the plans. The path shall also be designed to serve as a maintenance access road. The path shall have a 10 foot paved asphalt width with 1 foot aggregate base shoulders on both sides. The same type of path, or alternate type as approved in conjunction with Design Review approval, shall

be constructed, extending from Quigg Drive to the creek path, through the proposed public storm drain easement / pedestrian link.

45. Public improvement plans shall be prepared by a Registered Civil Engineer licensed to practice in the State of California. An improvement plan submittal shall be provided to Community Development Engineering for referral to appropriate City agencies and ultimate approval by the City Engineer. The public improvement plans shall include: all traffic signal improvements; Highway 12, Mission Blvd., and Quigg Drive improvements; the common private drive serving parcels A, B and C; the storm drain access road to Santa Rosa Creek between parcels E and F; and all improvements within the creek setback of Santa Rosa Creek including all publicly maintained landscape and irrigation improvements.
46. An Encroachment Permit must be obtained from the Department of Public Works prior to beginning any work within the public Right-of-Way or for any work on utilities located within public easements.
47. A CalTrans Encroachment Permit shall be obtained prior to beginning any work in the Highway 12 Right-of-Way.
48. A soils report is required and shall be provided with the improvement plans submitted for review.

#### TRAFFIC

49. The developer shall be responsible for installation of a traffic signal at the Quigg Drive/Mission Blvd. intersection.
50. A left turn lane shall be improved as necessary for the southbound Mission Boulevard to Quigg Drive movement.
51. Improvement plans shall include a complete signing, striping, and street lighting plan.
52. A reduced size CalTrans R-41 (Right Turn Only) sign shall be installed at the driveway exit on to Highway 12 and an R-10 (One Way) sign shall be installed in the Highway 12 median opposite the driveway exit.
53. Striping plans shall include a left turn lane for the westbound Quigg Drive to southbound Mission Boulevard movement.
54. Cable, conduit and pull boxes shall be installed per City standard, as necessary to interconnect the new Quigg Drive/Mission Blvd. traffic signal with the existing Mission Blvd. traffic signals at Highway 12 and Montgomery Drive.
55. Conduit and pull boxes shall be installed per City standard for future traffic signal interconnect along Highway 12 frontage.
56. A traffic control plan for Highway 12 and Mission Boulevard is required for this project. The plan shall be in conformance with the State of California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work

Zones, 1996. 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 and is subject to that review and approval process.

## PUBLIC STORM DRAIN

57. Hydraulic design shall conform to Sonoma County Water Agency criteria. Prior to approval of improvement plans, an approval letter shall be obtained from the Sonoma County Water Agency for storm drainage review.
58. Proposed development must conform to 40 CFR (Code of Federal Regulations) parts 122, 123 and 124, National Pollutant Discharge Elimination System (NPDES) Permit applications for storm water discharge. Project must also conform with any design and construction policies adopted by the City to conform with these regulations.
59. The proposed storm drain between parcels E and F and downstream of Quigg Drive shall be public. A structure shall be installed on the north side of Quigg Drive to delineate the point of connection between the public and private storm drain systems.
60. Access to all public storm drain systems and structures shall be over a minimum 12 foot wide all weather access road of compacted shale. The access road shall be contained within a 15 foot public storm drain easement.
61. The storm drain layout shown on the plans is not approved and is considered conceptual only. Public storm drain should not angle across sidewalk and private improvements, and off-site public storm drain should be centered within 15 foot easements. At the time of improvement plans, the storm drain system shall be redesigned to meet City standards.

## GRADING & DRAINAGE

62. Soils reports are required and shall be submitted with the building permit applications and the improvement plan submittal.
63. Any soil/water contamination on the site shall be monitored and, where appropriate, remediated to the satisfaction of the City Fire Department and the Regional Water Quality Control Board.
64. Work within the driplines of trees to be saved shall be done under the supervision and approval of an arborist. A note shall be included in the grading plans stating that a construction fence shall be installed around the driplines of all trees to remain prior to commencing with any grading work. Driplines of trees overhanging the property line shall be afforded the same level of protection as trees on site that are to remain.
65. Grading shall occur only between April 15 and October 15 unless otherwise approved by the City Engineer or Chief Building Official in conjunction with an approved erosion and sedimentation control plan.
66. Disturbed slopes shall be stabilized and revegetated.

67. An erosion control plan shall be provided. Offsite properties and existing drainage systems shall be protected from siltation coming from the site.
68. Prior to approval of improvement plans and prior to issuance of a building permit, a Streambed Alteration Agreement shall be obtained from the State Department of Fish and Game for all proposed work in the creek setback area.

#### OVERHEAD UTILITY LINES

69. All overhead utility lines along the project frontage shall be placed underground including electrical distribution lines, telephone and cable television in conformance with the City's undergrounding ordinance. Electrical main feeder lines may remain overhead but shall be relocated to behind the new curb location and spare conduits placed in the street for future undergrounding of the main feeder lines.
70. Any existing on-site overhead utilities shall be removed. New services to new structures shall be underground.
71. The developer shall coordinate, and where necessary, pay for the relocation of any power poles or other existing public utilities, as necessary.
72. The developer shall be responsible for the installation of street lights on the Highway 12 frontage. Street lights shall be per City Std. 610 or comparable CalTrans standard.
73. The developer shall be responsible for the installation and/or relocation of City standard street lights on the Mission Boulevard frontage, as necessary. Street lights shall be per City Std. 610.
74. The developer shall be responsible for the installation of City standard street lights on Quigg Drive. Street lights shall be per Std. 612.

#### COMMON IMPROVEMENTS

75. The private drive serving parcels A, B and C shall be constructed in conjunction with the public improvements. Pavement width shall be 30 feet curb to curb with a minimum 7 foot wide contiguous sidewalk along the east side. If tree wells are desired, contiguous sidewalk shall be widened to 9 foot width and tree wells shall be installed per City Std. 262.
76. The private drive shall be constructed under continuous inspection 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 U.B.C. special inspection requirements. All costs related to such inspection shall be borne by the owner/developer.
77. Private street lights shall be installed on the private drive and shall meet City standards for minimum average maintained foot-candle and the uniformity ratio for a minor street. All private lighting shall be privately owned and maintained. Private lighting fixtures shall be subject to staff design review.
78. A Reciprocal Easement Agreement shall be entered into to provide for maintenance of the common private drive together with associated drainage improvements, street lighting,

etc. It may also be desirable to provide for common maintenance of other improvements on parcels A, B and C (driveways and parking areas, drainage facilities, private utilities, exterior lighting, irrigation and landscaping, etc.).

#### PRIVATE IMPROVEMENTS

79. On-site grading, drainage and site improvement plans, to be included as part of the building permit submittals, shall be prepared by a registered civil engineer.
80. Site drainage and private storm drain facilities shall meet the requirements of the Chief Building Official or his designated representative.
81. Hydraulic design shall conform to Sonoma County Water Agency criteria. All storm water run-off shall be collected via an underground drainage system and discharged to the nearest public downstream facility possessing adequate capacity to accept the run-off.
82. An approval letter shall be obtained from the Sonoma County Water Agency for storm drainage review.
83. Parking and access improvements shall comply with state and federal handicap access requirements.
84. Parking spaces shall be striped according to City standards and in compliance with the City Zoning Code.
85. Directional arrows shall be stenciled on the asphalt pavement at project entrances, at entrances and exits of drive-thru aisles, and as appropriate within internal driveways.
86. In conjunction with development of Parcel A (Rite Aid Pharmacy site), the following signs shall be installed:
  - a. On both sides of the driveway, at the driveway entrance to the drive-thru window:  
"DRIVE-THRU WINDOW ONLY. ALL OTHER TRAFFIC USE MAIN EXIT"
  - b. Reduced size CalTrans R-11 (Do Not Enter) signs shall be installed on Quigg Drive on both sides of the drive-thru driveway exit:
87. In conjunction with development of Parcel B (Downey Savings site), reduced size CalTrans R-11 (Do Not Enter) signs shall be installed on both sides of the drive-thru driveway exit.
88. Exterior site lighting plans shall be included with the building permit submittals.
89. Retaining wall systems on site shall be designed by a Registered Civil Engineer per the recommendations of the soils engineer.

## UTILITIES

90. The engineer shall provide a detailed utility plan showing on-site and off-site sewer, water and fire protection systems, and their connections to existing sewer and water facilities. The plan shall also show any wells existing or to be abandoned, and septic systems to be abandoned. Separate irrigation meters are required. An irrigation plan showing maximum GPM flow required at each control valve, maximum GPM flow at meter, peak monthly usage, and connections must be provided. Submit Improvement Plans for the City Engineer's signature.
91. Demand, processing and meter fees and meter sizes will be determined after review of building plans. Submit details of plumbing fixtures, including the amount of fixtures and the size of service lines ( 3/4", 1/2" etc.) to Utilities Engineering for review. Provide estimated peak monthly water usage for both domestic and irrigation uses.
92. Water and sewer mains shall be installed per current City Standards. The minimum size of water mains serving commercial parcels is 12". All sewer mains must be a minimum of 8" diameter. All water and sewer mains must be installed a minimum of 10' apart horizontally. All public mains must be a minimum of 5' from all structures, curbs, property lines or edge of easement. The water main is too close to the curb just east of the private drive. Manholes must have clear access at all times (i.e. not located within parking stalls, etc.). Sewer mains shall not be deeper than 14' or shallower than 3', depth from finished grade measured over pipe. The parallel collector main shown on the plans can be eliminated by making the sewer connection for the north east parcel to the private street main. A stub ending in a cleanout shall be installed from a new manhole on the trunk sewer. The sewer laterals for the two southerly lots can be off this stub. The alignment of the water and sewer mains on site will be reviewed during plan check and must be co-ordinated with the apartment project to the east. Water meters and sewer cleanouts shall be in the public right of way or in dedicated easements per current City standards.
93. A public easement shall be provided for public utility mains outside of the public right of way. The width of the easement shall be 15 feet wide for a single utility and 20 feet wide for a double utility, whichever is greater, and shall be centered over the facility. The easement shall be configured to include all publicly maintained appurtenances and structures. No surface structure including but not limited to roof eaves, decks or pools may encroach into the easement. Footings and foundations may encroach into the one to one line from the pipe depth to the top of grade if approved in writing by the Chief Building Official and the Director of Utilities. This information shall be added to the improvement plans. Trees may not be planted within 10' of a public sewer main.
94. Separate (domestic and irrigation) water and sewer services shall be provided for each lot. Water and sewer services shall be installed per current City Standards. Water and sewer laterals must be a minimum of 5' apart. Water services shall be designed as combination services where applicable.
95. Utility Service Agreements shall be signed by the property owner for each property and all metered connections prior to occupancy. The Agreement will be prepared by the Utilities Department after the meter sizes have been determined. Contact Utilities Engineering to obtain agreement.

96. An Encroachment Permit from the City's Public Works Department is required for all work in the public right-of-way.
97. No reinforced concrete may be used in decorative street surfacing placed over publicly maintained water and/or sewer facilities. Water main valves must be located outside of the concrete area.
98. If wells exist on the property, one of the following conditions apply:
  - a. Retention of wells must comply with City and County codes. Retention of wells must be approved by the Sonoma County Permit and Resource Management Department. 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.
99. Connection of the 12" water main to the existing main will require a shutdown for a cut-in tee and valve. Call Utilities Engineering for fees and scheduling. Advance notice is required.
100. A pressure regulating valve is required for all domestic connections within this project and shall be noted on the improvement plans.
101. The engineer shall provide calculations to show fire flow requirements can be met.
102. Any septic systems within the project boundaries shall be abandoned per Sonoma County Environmental Health standards and City of Santa Rosa Building Division requirements.
103. Coordinate fire hydrant locations with the Fire and Utilities Departments during the plan check process. Contact the Fire Department for building sprinkler requirements.

#### **FIRE DEPARTMENT**

104. Fire hydrant installation shall be as shown on the revised plans stamped received July 12, 1999. Fire hydrants as proposed shall be relocated/added as indicated below:
105. The dead end water main on the new private road shall be not less than 12-inch unless hydraulic calculations are provided showing an 8-inch main will deliver the required fire flows.
106. Water mains, fire hydrants and fire department access driveways shall be constructed and in service prior to bring combustible construction materials to the site.
107. Detailed plans for installation of automatic sprinklers shall be provided to the Fire Department for approval prior to installation.
108. The water main on Quigg Road shall be a 12-inch to coordinate with the proposed apartment project to the east.

109. Installation of private fire mains/hydrants (if any) and automatic sprinklers require permits by the Fire Department.
110. The soil remediation plan appears acceptable in concept; an application for a permit for soil remediation is required.

#### RECREATION AND PARKS DEPARTMENT

111. The developer is responsible for development of the creek trail area plan and installation of improvements, i.e., hard path, soft path, landscaping and irrigation. New landscaping within the creek trail area should be hardy/durable natives which require little maintenance or irrigation once established.

The developer shall enter into an agreement with the City relative to maintenance responsibility of the creek parcel, wherein the developer will agree to maintain the landscaping and irrigation for a period of two years after which the City will assume permanent maintenance responsibility. The landscape plans, to be included with the public improvement plans, shall be subject to approval by the Department of Recreation and Parks, and the agreement shall be approved and authorized by the City Council prior to approval of the improvement plans. The terms of the agreement shall include the following:

- a. The formula that will be used to determine the amount sufficient to provide annual maintenance from the interest generated is \$.05 per square foot times the capitalization rate. The capitalization rate is 100/9 or 11.11.

Based on an estimated area of 5,700 square feet, the maintenance responsibility would be  $5,700 \text{ s.f.} \times (\$0.05 \times 100/9) = \$3,167.00$

- b. The developer will deposit, with the City, a separate sum equal to \$0.05 per square foot times two years to secure and guarantee to the City proper maintenance of the landscaped parcel by the developer for a period of two years after the date the landscaping is accepted by the City per the agreement.

Based on an estimated area of 5,700 square feet, the security deposit would be  $5,700 \text{ s.f.} \times (\$0.05 \times 2) = \$570.00$

112. 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 Tree Division Superintendent. Planting shall be done in accordance with the City "Standards and Specifications for Planting Parkway Trees". Tree planting locations shall be marked by the City Tree Division personnel, contact Dan Watts at 543-3422. Copies of the Master Street Tree Plan list and the standards are available at both the Community Development Department and Parks Division offices.
113. The heritage oak located in the northwest corner of the project shall be protected through all phases of construction as directed by the City's Tree Ordinance #2858. Since the proposed development will encroach upon the protected perimeter of this tree, special measures shall be utilized and shown on the plans to allow roots to obtain oxygen and nutrients as needed.

TRANSIT DEPARTMENT

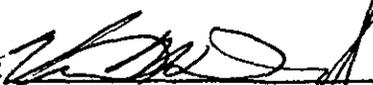
- 114. Bus turnouts shall be provided on both Highway 12 and Mission Boulevard. /a bus turnout on Mission Boulevard should be located far-side Quigg Drive.
- 115. A concrete pad shall be constructed at both bus stops (6 feet by 11 feet). A bus shelter, approved by our department, shall be provided, installed and maintained at the Mission Boulevard bus stop. A fee of \$5,000 shall be paid to our department in-lieu of providing and installing the shelter. Maintenance of the bus shelter shall be defined in an agreement with our department. Maintenance is defined as routine cleaning (e.g., trash removal, panel cleaning).
- 116. Per the Bicycle Master Plan and Santa Rosa Creek Master Plan, a standard 10-foot wide asphalt multi-use path shall be constructed along Santa Rosa Creek. A soft path shall also be provided along the creek per the Santa Rosa Creek Master Plan.
- 117. Until an undercrossing is constructed at Mission Boulevard, signage shall be installed at Mission Boulevard directing users of the multi-use path to cross Mission Boulevard at Quigg Drive.
- 118. The pedestrian linkage to Santa Rosa Creek shall have a public use easement.
- 119. Development adjacent to Santa Rosa Creek shall be oriented towards the creek.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission finds and determines this entitlement to use would not be granted but for the applicability and validity of each and every one of the above conditions and that if any one or more of the above said conditions are invalid, this entitlement to use would not have been granted without requiring other valid conditions for achieving the purposes and intent of such approval.

BE IT FURTHER RESOLVED that the Planning Commission recommends to the City Council the approval and adoption of the rezoning of property, and approval and adoption of the Development Plan and Policy Statement for property situated at 100 Mission Boulevard from the U (Unclassified) District to the C-1-PD District (Neighborhood Commercial - Planned Development District), said property more precisely described as: Assessor's Parcel Number(s) 032-190-015, 032-190-016, 032-190-017, 032-190-018, and 032-190-019.

REGULARLY PASSED AND ADOPTED by the Planning Commission of the City of Santa Rosa on this 12<sup>th</sup> day of August, 1999, by the following vote:

Ayes: (5) (Blanchard, Dias, Edwards, Johnson, Denietolis)  
 Noes: (0)  
 Abstentions: (1) (Carlile)  
 Absent (0)

APPROVED:   
 CHAIRMAN

ATTEST:   
 SECRETARY

RESOLUTION NO. 9578

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ROSA  
ADOPTING A MITIGATED NEGATIVE DECLARATION FOR THE RITE-AID PHARMACY  
LOCATED AT 100 MISSION BOULEVARD - ASSESSOR'S PARCEL NUMBER(S) 032-190-019 -  
FILE NUMBER CUP98-352/MIP98-053

WHEREAS, the Environmental Coordinator has conducted an initial study on the possible environmental consequences of the proposed Rite-Aid Pharmacy project, which study was initially completed May 6, 1999; and

WHEREAS, the study, in its final form, did not identify any significant effects on the environment which would result from the proposed use permit provided certain mitigation measures therein identified and listed were adopted and implemented; and

WHEREAS, the Environmental Coordinator, based on the Initial Study, determined that any potential environmental effects of the proposed Conditional Use Permit have been clearly mitigated by the identified mitigation measure to the point where no significant environmental effects would occur and the Environmental Coordinator, based upon this determination, prepared a Negative Declaration, subject to mitigating requirements, with respect to the environmental consequences of the subject project; and

WHEREAS, a notice of Mitigated Negative Declaration was thereafter duly posted and an opportunity for comments from the public was given; and

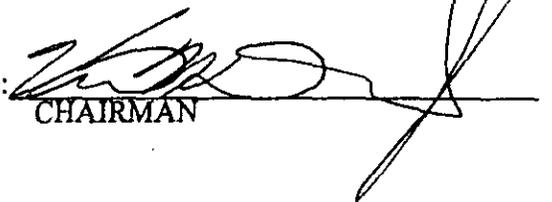
WHEREAS, the Planning Commission of the City of Santa Rosa has reviewed and considered the environmental study, the findings and determinations of the Environmental Coordinator, the proposed Mitigated Negative Declaration, the staff reports, oral and written, and the comments, statements, and other evidence presented by all persons, including members of the public, who appeared and addressed the Planning Commission at the public hearing held on June 24, 1999, and all comments and materials submitted prior thereto; and

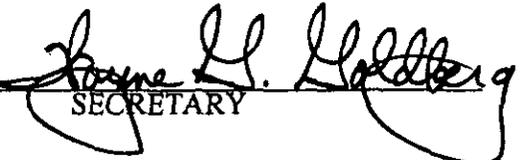
WHEREAS, the Planning Commission has before it all of the necessary environmental information required by the California Environmental Quality Act (CEQA) to properly analyze and evaluate any and all of the potential environmental impacts of the proposed project.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Santa Rosa, based upon the findings and the records and files herein, and the findings above made, hereby determines that the proposed Rite-Aid Pharmacy will not have a significant effect upon the environment if the mitigation measures listed and identified in the Mitigated Negative Declaration are implemented prior to development of the subject property, and hereby approves and adopts the Mitigated Negative Declaration for the Rite-Aid Pharmacy project.

REGULARLY PASSED AND ADOPTED by the Planning Commission of the City of Santa Rosa on this 12<sup>th</sup> day of August, 1999, by the following vote:

Ayes: (5) (Blanchard, Dias, Edwards, Johnson, Denietolis)  
Noes: (0)  
Abstentions: (1) (Carlile)  
Absent (0)

APPROVED:   
CHAIRMAN

ATTEST:   
SECRETARY

RESOLUTION NO. 9579

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ROSA MAKING FINDINGS AND DETERMINATIONS AND APPROVING A CONDITIONAL USE PERMIT FOR RITE-AID PHARMACY AND DRIVE-THROUGH FACILITY- LOCATED AT 100 MISSION BOULEVARD - FILE NUMBER CUP98-352/MJP98-053

WHEREAS, an application was filed with the Department of Community Development requesting the approval of a Conditional Use Permit for a Rite-Aid Pharmacy 24-hour operation including a drive-through facility, to be located at 100 Mission Boulevard, also identified as Sonoma County Assessor's Parcel Number(s) 032-190-015, 032-190-016, 032-190-017, 032-190-018 and 032-190-019; and

WHEREAS, the Planning Commission held a duly noticed public hearing on the application at which all those wishing to be heard were allowed to speak or present written comments and other materials; and

WHEREAS, the Planning Commission has considered the application, the staff reports, oral and written, the General Plan and zoning on the subject property, the testimony, written comments, and other materials presented at the public hearing; and

WHEREAS, the Planning Commission has considered the approved and adopted a Mitigated Negative Declaration for this use and project.

NOW, THEREFORE, BE IT RESOLVED, that after consideration of the reports, documents, testimony, and other materials presented, the Planning Commission of the City of Santa Rosa finds and determines:

- A. That the proposed use is consistent with the General Plan in that it is located on property designated Retail and Business Service.
- B. That the proposed use, as conditioned, is in conformity with the requirements and intent of the Zoning Code in that The proposed land use, as conditioned, is contingent upon City Council rezoning of the property. Once rezoned to the proposed C-1-PD District, the proposed use will be in conformance with the Zoning Code.
- C. That the proposed use and project, as conditioned, will not constitute a nuisance or be injurious or detrimental to the public health, safety, or welfare, or to persons or property in the vicinity of the proposed use and project.

BE IT FURTHER RESOLVED that the Planning Commission approves and adopts the mitigation measures set forth in the Mitigation Monitoring Program dated May 6, 1999, which is attached hereto, and the Mitigation Monitoring Program and directs staff, as therein identified, to implement and complete the program

BE IT FURTHER RESOLVED, that this Conditional Use Permit is subject to all applicable provisions of the Zoning Code, including Section 20-02.259 (Revocation).

BE IT FURTHER RESOLVED that a Conditional Use Permit for Rite-Aid Pharmacy 24-hour operation including a drive-through facility, located at 100 Mission Boulevard, is approved subject to each of the following conditions:

## DEPARTMENT OF COMMUNITY DEVELOPMENT

### GENERAL:

1. For site-specific improvements, Sonoma County Water Agency (SCWA) staff recommend that the drainage design for the project be in compliance with the SCWA's Flood Control Design Criteria.
2. The SCWA is concerned with maintaining access to the SCWA easement along Santa Rosa Creek located adjacent to the subject property. Maintenance and access to the creek may be affected by the proposed walking path and storm drain outfalls into Santa Rosa Creek. Please provide civil design plans which show development within the SCWA Santa Rosa Creek easement that may obstruct access to the creek.
3. A Revocable License will be required for construction work within the SCWA easement along Santa Rosa Creek. For questions on obtaining a Revocable License, please contact Bob Oller at 707/521-1865
4. A 5.0 foot wide Public Utility Easement (PUE) shall be offered for dedication by the property owner along the front of Parcels A, B, C, E and F bordering the Quigg Drive and the private drive.
5. Quigg Drive shall be dedicated as a public street and the private drive shall be dedicated as a PUE by the property owner.
6. CalTrans reserves the right to make specific comments on design and signal phasing requirements during the permit phase when plans will be submitted for review.
7. 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.
8. All work shall be done according to the final approved plans stamped received July 12, 1999. Grading cross sections shall be as shown on preliminary Engineering plans stamped received July 23, 1999.
9. Construction hours shall be limited to 7:00 a.m. to 7:00 p.m. on non-holiday weekdays and Saturdays.

### EXPIRATION AND EXTENSION:

10. This Conditional Use Permit shall be valid for duration of use. 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 and shall be invalid unless an application for extension is filed prior to expiration.
11. This Conditional Use Permit is contingent upon approval of the rezoning to C-1-PD including the adoption of a Policy Statement stamped received July 28, 1999 and Development Plan stamped received July 12, 1999.

## **PLANNING DIVISION:**

12. That prior to the initiation of the use, the application shall have obtained a rezoning of the subject property.
13. 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 Planning Commission. Any future additions, expansions, remodeling, etc., will be subject to review and approval of the Planning Division.
14. The Rite-Aid store may operate 24 hours per day.

## **15. PROJECT DETAILS:**

- a. All project details shall be in accordance with the restrictions and limitations of the City Zoning and Uniform Building Codes, as well as the City's Design Review Guidelines.
- b. The design of all fencing, sound walls, carports, trash enclosures, and similar accessory site elements shall be compatible with the architecture of main buildings and shall use similar materials. The design must be approved by the Planning Division prior to issuance of a building permit.
- c. All roof appurtenances, accessory equipment, and meters must be totally screened from public view by an architecturally design element approved by the Design Review Board or Planning Division.
- d. All outdoor storage of materials or refuse bins/cans shall be maintained within a completely screened structure or area. The design of the screened structure or area shall be approved by the Planning Division prior to issuance of a building permit.

## **16. 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.
- 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 replaced with healthy specimens as necessary.
- d. Street trees will be required and shall be planted by the developer. Selection will be made from the City's approved Master Street Tree Plant List in coordination with the City Parks Division. Planting shall be done in accordance with the City "Standards and Specifications for Planting Parkway Trees." Copies of the Street Tree List and the Planting Standards are available at the Parks Division office.

17. LIGHTING:

- a. All exterior lighting shall be shown and specified on the plans submitted for issuance of a building permit in accordance with the Design Review approval.
- b. Light sources shall be concealed from public view.
- c. All lighting shall be directed toward the subject property and away from adjacent properties.
- d. The mounting height of lighting fixtures in parking and storage areas shall not exceed 16-feet in height. Lower mounting heights are encouraged.

18. PARKING LOT AREA:

- a. The parking lot shall be paved to City standards.
- b. The parking lot shall be provided with concrete curbing around all planter areas unless specifically approved by the Department of Community Development in some other fashion.
- c. The parking lot shall be striped according to City standards and all handicapped and compact spaces shall be identified and marked accordingly.
- d. Bicycle parking shall be provided in accordance with Zoning Code requirements. The location and number of spaces shall be shown on the site plan submitted for issuance of a building permit.

19. SIGNING:

- a. No exterior signs, banners, or the like are approved with this permit.
- b. A planning sign permit application is required for all signs.
- c. Building permits for sign installations shall be separate permits from other building permits issued for construction.
- d. Signs shall be durably constructed and continually maintained in accordance with the approved plans.

**BUILDING DIVISION:**

20. Provide an estimate of cubic yard excavation and cubic yard fill, with provision for any import or export.
21. Clear hours of work and any necessary restrictions on construction access with City Planning, Traffic, and Engineering Divisions.
22. Dedicate any necessary public right-of-ways and easements.
23. Contaminated material assessment is required.
24. A soils report is required. The report must address: Existing fills, potential for liquification and contaminated soils.

25. State Department of Fish and Game agreement is required for work in the creek area. Army Corps of Engineer approval may also be required.
26. Comply with City creek setback requirements.
27. Building pads must be above the 100-year water surface as approved by SCWA.
28. Abandonment or retention of any existing well must comply with City and County requirements.
29. Complete any pending lot line adjustment.
30. A building permit is required.
31. Comply with all federal, state and local codes, disabled access included.
32. This building is located in seismic zone X per City Building Ordinance. Designs of structures and portion of structures shall be those forces as determined in the 1994 Uniform Building Code (U.B.C.), multiplied by a factor of 1.24. For all Building Permit Applications made on July 1, 1999 or after, the building must be designed per the 1997 U.B.C.
33. Roof drainage and parking lot drainage flows are not allowed over sidewalk areas; conduct to an approved storm drain system or through the face of curb per City Standard No. 407.
34. Drainage improvements must be reviewed and approved by Sonoma County Water Agency prior to issuance of the building permit.
35. Provide easements and maintenance agreements for cross-lot uses.
36. An erosion control plan is required prior to issuance of a building permit.
37. Construction projects disturbing five (5) or more acres are required to file a Notice of Intent to comply with the terms of the general permit to discharge storm water associated with construction activity with the State Water Resources Control Board prior to the issuance of any grading permit.

#### **ENGINEERING DIVISION:**

38. Developer's engineer shall obtain the current City Design and Construction Standards and the Community Development Department's Standard Conditions of Approval dated December 8, 1998 and comply with all requirements therein unless specifically waived or altered by written variance by the City Engineer.
39. In addition, the following summary constitutes the specific conditions of approval on the subject application/development based on the plans stamped received July 12, 1999.

#### **PARCEL AND EASEMENT DEDICATION**

40. All land within the creek setback area of Santa Rosa Creek shall be granted to, and accepted by, the City of Santa Rosa in fee title.
41. A Public Utility Easement shall be granted to the City of Santa Rosa over the private drive. The easement shall be configured to encompass all publicly maintained appurtenances, such as water services, fire hydrants and sewer cleanouts.

42. A minimum 15 foot wide public storm drain easement shall be granted to the City of Santa Rosa over the alignment of the proposed storm drain extending from Quigg Drive to Santa Rosa Creek.
43. Private access, drainage and utility easements shall be provided, as necessary, over the portions of the private drive on parcels A, B and C. Each easement shall be in favor of the other two parcels.
44. Minimum 10 foot wide private drainage easements shall be provided over all cross lot private drainage systems.

#### PUBLIC IMPROVEMENTS

45. Highway 12 shall be dedicated and improved to major street standards along the frontage of the project. Pavement width shall be 32 feet face of median curb to face of curb with a minimum 7 foot wide contiguous sidewalk. If tree wells are desired, contiguous sidewalk shall be widened to 9 foot width and tree wells shall be installed per City Std. 262. Per CalTrans requirements, planter strip is not allowed along the State Highway frontage. Additional right-of-way shall be dedicated to the State of California, if and where necessary, such that the new property line is minimum ½ foot behind the back of sidewalk. A 7.5 foot public utility easement shall be granted behind the property line to the City of Santa Rosa.
46. Sidewalk shall be installed along the Mission Boulevard frontage generally as shown on the plans. Where sidewalk is contiguous, width shall be 7 feet minimum.
47. 5.5 foot wide sidewalk easements and 10.5 foot wide public utility easements shall be granted to the City of Santa Rosa, behind the property line along both sides of Quigg Drive.  
  
Note: A 46 foot wide Quigg Drive minor street right-of-way has previously been granted to the City of Santa Rosa through this site.
48. Quigg Drive shall be improved to minor street standards. Pavement width shall be 36 feet curb to curb, with a 5 foot sidewalk behind a 5 foot planter strip on both sides..
49. The developer shall be responsible for the construction of a bus turnout in accordance with City Std. 220 or 221 on Mission Boulevard. The developer may also be responsible for the construction of a bus turnout on Highway 12. The bus stops shall be located near pedestrian entry walkways on both streets. The locations and configurations shall be subject to approval of the City Parking and Transit Department, the City Department of Community Development, and CalTrans.
50. 6' x 11' pads and adequate lighting shall be provided behind the sidewalk at each bus stop. The pads shall be contained within public right-of-way or public sidewalk easement.
51. Any broken curb, gutter and/or sidewalk shall be replaced per current City standards.
52. City Std.250C driveway approaches shall be installed where the private drive takes access off Highway 12 and Quigg Drive. This is in lieu of the current proposal for a 250A driveway approach on Highway 12 and a street type entrance on Quigg Drive.
53. The developer shall construct a meandering Class I bikeway/pedestrian path along the north side of Santa Rosa Creek in the general location shown on the plans. The path shall also be designed to serve as a maintenance access road. The path shall have a 10 foot paved asphalt width with 1 foot aggregate base shoulders on both sides. The same type of path, or alternate type as approved in conjunction with the Design Review approval, shall be constructed,

extending from Quigg Drive to the creek path, through the proposed public storm drain easement / pedestrian link.

54. Public improvement plans shall be prepared by a Registered Civil Engineer licensed to practice in the State of California. An improvement plan submittal shall be provided to Community Development Engineering for referral to appropriate City agencies and ultimate approval by the City Engineer. The public improvement plans shall include: all traffic signal improvements; Highway 12, Mission Blvd., and Quigg Drive improvements; the common private drive serving parcels A, B and C; the storm drain access road to Santa Rosa Creek between parcels E and F; and all improvements within the creek setback of Santa Rosa Creek including all publicly maintained landscape and irrigation improvements.
55. An Encroachment Permit must be obtained from the Department of Public Works prior to beginning any work within the public Right-of-Way or for any work on utilities located within public easements.
56. A CalTrans Encroachment Permit shall be obtained prior to beginning any work in the Highway 12 Right-of-Way.
57. A soils report is required and shall be provided with the improvement plans submitted for review.

#### TRAFFIC

58. The developer shall be responsible for installation of a traffic signal at the Quigg Drive/Mission Blvd. intersection.
59. A left turn lane shall be improved as necessary for the southbound Mission Boulevard to Quigg Drive movement.
60. Improvement plans shall include a complete signing, striping, and street lighting plan.
61. A reduced size CalTrans R-41 (Right Turn Only) sign shall be installed at the driveway exit on to Highway 12 and an R-10 (One Way) sign shall be installed in the Highway 12 median opposite the driveway exit.
62. Striping plans shall include a left turn lane for the westbound Quigg Drive to southbound Mission Boulevard movement.
63. Cable, conduit and pull boxes shall be installed per City standard, as necessary to interconnect the new Quigg Drive/Mission Blvd. traffic signal with the existing Mission Blvd. traffic signals at Highway 12 and Montgomery Drive.
64. Conduit and pull boxes shall be installed per City standard for future traffic signal interconnect along Highway 12 frontage.
65. A traffic control plan for Highway 12 and Mission Boulevard is required for this project. The plan shall be in conformance with the State of California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones, 1996. 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 and is subject to that review and approval process.

## PUBLIC STORM DRAIN

66. Hydraulic design shall conform to Sonoma County Water Agency criteria. Prior to approval of improvement plans, an approval letter shall be obtained from the Sonoma County Water Agency for storm drainage review.
67. Proposed development must conform to 40 CFR (Code of Federal Regulations) parts 122, 123 and 124, National Pollutant Discharge Elimination System (NPDES) Permit applications for storm water discharge. Project must also conform with any design and construction policies adopted by the City to conform with these regulations.
68. The proposed storm drain between parcels E and F and downstream of Quigg Drive shall be public. A structure shall be installed on the north side of Quigg Drive to delineate the point of connection between the public and private storm drain systems.
69. Access to all public storm drain systems and structures shall be over a minimum of 12 foot wide all weather access road of compacted shale. The access road shall be contained within a 15 foot public storm drain easement.
70. The storm drain layout shown on the plans is not approved and is considered conceptual only. Public storm drain should not angle across sidewalk and private improvements, and off-site public storm drain should be centered within 15 foot easements. At the time of improvement plans, the storm drain system shall be redesigned to meet City standards.

## GRADING & DRAINAGE

71. Soils reports are required and shall be submitted with the building permit applications and the improvement plan submittal..
72. Any soil/water contamination on the site shall be monitored and, where appropriate, remediated to the satisfaction of the City Fire Department and the Regional Water Quality Control Board.
73. Work within the driplines of trees to be saved shall be done under the supervision and approval of an arborist. A note shall be included in the grading plans stating that a construction fence shall be installed around the driplines of all trees to remain prior to commencing with any grading work. Driplines of trees overhanging the property line shall be afforded the same level of protection as trees on site that are to remain.
74. Grading shall occur only between April 15 and October 15 unless otherwise approved by the City Engineer or Chief Building Official in conjunction with an approved erosion and sedimentation control plan.
75. Disturbed slopes shall be stabilized and revegetated.
76. An erosion control plan shall be provided. Offsite properties and existing drainage systems shall be protected from siltation coming from the site.
77. Prior to approval of improvement plans and prior to issuance of a building permit, a Streambed Alteration Agreement shall be obtained from the State Department of Fish and Game for all proposed work in the creek setback area.

## OVERHEAD UTILITY LINES

78. All overhead utility lines along the project frontage shall be placed underground including electrical distribution lines, telephone and cable television in conformance with the City's undergrounding ordinance. Electrical main feeder lines may remain overhead but shall be relocated to behind the new curb location and spare conduits placed in the street for future undergrounding of the main feeder lines.
79. Any existing on-site overhead utilities shall be removed. New services to new structures shall be underground.
80. The developer shall coordinate, and where necessary, pay for the relocation of any power poles or other existing public utilities, as necessary.
81. The developer shall be responsible for the installation of street lights on the Highway 12 frontage. Street lights shall be per City Std. 610 or comparable CalTrans standard.
82. The developer shall be responsible for the installation and/or relocation of City standard street lights on the Mission Boulevard frontage, as necessary. Street lights shall be per City Std. 610.
83. The developer shall be responsible for the installation of City standard street lights on Quigg Drive. Street lights shall be per Std. 612.

## COMMON IMPROVEMENTS

84. The private drive serving parcels A, B and C shall be constructed in conjunction with the public improvements. Pavement width shall be 30 feet curb to curb with a minimum 7 foot wide contiguous sidewalk along the east side. If tree wells are desired, contiguous sidewalk shall be widened to 9 foot width and tree wells shall be installed per City Std. 262.
85. The private drive shall be constructed under continuous inspection 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 U.B.C. special inspection requirements. All costs related to such inspection shall be borne by the owner/developer.
86. Private street lights shall be installed on the private drive and shall meet City standards for minimum average maintained foot-candle and the uniformity ratio for a minor street. All private lighting shall be privately owned and maintained. Private lighting fixtures shall be subject to staff design review.
87. A Reciprocal Easement Agreement shall be entered into to provide for maintenance of the common private drive together with associated drainage improvements, street lighting, etc. It may also be desirable to provide for common maintenance of other improvements on parcels A, B and C (driveways and parking areas, drainage facilities, private utilities, exterior lighting, irrigation and landscaping, etc.).

## PRIVATE IMPROVEMENTS

88. On-site grading, drainage and site improvement plans, to be included as part of the building permit submittals, shall be prepared by a registered civil engineer.
89. Site drainage and private storm drain facilities shall meet the requirements of the Chief Building Official or his designated representative.

90. Hydraulic design shall conform to Sonoma County Water Agency criteria. All storm water run-off shall be collected via an underground drainage system and discharged to the nearest public downstream facility possessing adequate capacity to accept the run-off.
91. An approval letter shall be obtained from the Sonoma County Water Agency for storm drainage review.
92. Parking and access improvements shall comply with state and federal handicap access requirements.
93. Parking spaces shall be striped according to City standards and in compliance with the City Zoning Code.
94. Directional arrows shall be stenciled on the asphalt pavement at project entrances, at entrances and exits of drive-thru aisles, and as appropriate within internal driveways.
95. In conjunction with development of Parcel A (Rite Aid Pharmacy site), the following signs shall be installed:
  - a. On both sides of the driveway, at the driveway entrance to the drive-thru window: "DRIVE-THRU WINDOW ONLY. ALL OTHER TRAFFIC USE MAIN EXIT"
  - b. Reduced size CalTrans R-11 (Do Not Enter) signs shall be installed on Quigg Drive on both sides of the drive-thru driveway exit:
96. Exterior site lighting plans shall be included with the building permit submittals.
97. Retaining wall systems on site shall be designed by a Registered Civil Engineer per the recommendations of the soils engineer.

#### UTILITIES

98. The engineer shall provide a detailed utility plan showing on-site and off-site sewer, water and fire protection systems, and their connections to existing sewer and water facilities. The plan shall also show any wells existing or to be abandoned, and septic systems to be abandoned. Separate irrigation meters are required. An irrigation plan showing maximum GPM flow required at each control valve, maximum GPM flow at meter, peak monthly usage, and connections must be provided. Submit Improvement Plans for the City Engineer's signature.
99. Demand, processing and meter fees and meter sizes will be determined after review of building plans. Submit details of plumbing fixtures, including the amount of fixtures and the size of service lines ( 3/4", 1/2" etc.) to Utilities Engineering for review. Provide estimated peak monthly water usage for both domestic and irrigation uses.
100. Water and sewer mains shall be installed per current City Standards. The minimum size of water mains serving commercial parcels is 12". All sewer mains must be a minimum of 8" diameter. All water and sewer mains must be installed a minimum of 10' apart horizontally. All public mains must be a minimum of 5' from all structures, curbs, property lines or edge of easement. The water main is too close to the curb just east of the private drive. Manholes must have clear access at all times (i.e. not located within parking stalls, etc.). Sewer mains shall not be deeper than 14' or shallower than 3', depth from finished grade measured over pipe. The parallel collector main shown on the plans can be eliminated by making the sewer connection for the north east parcel to the private street main. A stub ending in a cleanout shall be installed from a new manhole on the trunk sewer. The sewer laterals for the two

southerly lots can be off this stub. The alignment of the water and sewer mains on site will be reviewed during plan check and must be co-ordinated with the apartment project to the east. Water meters and sewer cleanouts shall be in the public right of way or in dedicated easements per current City standards.

101. A public easement shall be provided for public utility mains outside of the public right of way. The width of the easement shall be 15 feet wide for a single utility and 20 feet wide for a double utility, whichever is greater, and shall be centered over the facility. The easement shall be configured to include all publicly maintained appurtenances and structures. No surface structure including but not limited to roof eaves, decks or pools may encroach into the easement. Footings and foundations may encroach into the one to one line from the pipe depth to the top of grade if approved in writing by the Chief Building Official and the Director of Utilities. This information shall be added to the improvement plans. Trees may not be planted within 10' of a public sewer main.
102. Separate (domestic and irrigation) water and sewer services shall be provided for each lot. Water and sewer services shall be installed per current City Standards. Water and sewer laterals must be a minimum of 5' apart. Water services shall be designed as combination services where applicable.
103. Utility Service Agreements shall be signed by the property owner for each property and all metered connections prior to occupancy. The Agreement will be prepared by the Utilities Department after the meter sizes have been determined. Contact Utilities Engineering to obtain agreement.
104. An Encroachment Permit from the City's Public Works Department is required for all work in the public right-of-way.
105. No reinforced concrete may be used in decorative street surfacing placed over publicly maintained water and/or sewer facilities. Water main valves must be located outside of the concrete area.
106. If wells exist on the property, one of the following conditions apply:
  - a. Retention of wells must comply with City and County codes. Retention of wells must be approved by the Sonoma County Permit and Resource Management Department. 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.
107. Connection of the 12" water main to the existing main will require a shutdown for a cut-in tee and valve. Call Utilities Engineering for fees and scheduling. Advance notice is required.
108. A pressure regulating valve is required for all domestic connections within this project and shall be noted on the improvement plans.
109. The engineer shall provide calculations to show fire flow requirements can be met.
110. Any septic systems within the project boundaries shall be abandoned per Sonoma County Environmental Health standards and City of Santa Rosa Building Division requirements.

111. Coordinate fire hydrant locations with the Fire and Utilities Departments during the plan check process. Contact the Fire Department for building sprinkler requirements.

#### **FIRE DEPARTMENT**

112. Fire hydrant installation shall be as shown on the revised plans stamped received July 12, 1999..
113. The dead end water main on the new private road shall be not less than 12-inch unless hydraulic calculations are provided showing an 8-inch main will deliver the required fire flows.
114. Water mains, fire hydrants and fire department access driveways shall be constructed and in service prior to bring combustible construction materials to the site.
115. Detailed plans for installation of automatic sprinklers shall be provided to the Fire Department for approval prior to installation.
116. The water main on Quigg Road shall be a 12-inch to coordinate with the proposed apartment project to the east.
117. Installation of private fire mains/hydrants (if any) and automatic sprinklers require permits by the Fire Department.
118. The soil remediation plan appears acceptable in concept; an application for a permit for soil remediation is required.

#### **RECREATION AND PARKS DEPARTMENT**

119. The developer is responsible for development of the creek trail area plan and installation of improvements, i.e., hard path, soft path, landscaping and irrigation. New landscaping within the creek trail area should be hardy/durable natives which require little maintenance or irrigation once established.

The developer shall enter into an agreement with the City relative to maintenance responsibility of the creek parcel, wherein the developer will agree to maintain the landscaping and irrigation for a period of two years after which the City will assume permanent maintenance responsibility. The landscape plans, to be included with the public improvement plans, shall be subject to approval by the Department of Recreation and Parks, and the agreement shall be approved and authorized by the City Council prior to approval of the improvement plans. The terms of the agreement shall include the following:

- a. The formula that will be used to determine the amount sufficient to provide annual maintenance from the interest generated is \$.05 per square foot times the capitalization rate. The capitalization rate is 100/9 or 11.11.

Based on an estimated area of 5,700 square feet, the maintenance responsibility would be 5,700 s.f. x (\$0.05 x 100/9) = \$3,167.00.

- b. The developer will deposit, with the City, a separate sum equal to \$0.05 per square foot times two years to secure and guarantee to the City proper maintenance of the landscaped parcel by the developer for a period of two years after the date the landscaping is accepted by the City per the agreement.

Based on an estimated area of 5,700 square feet, the security deposit would be 5,700 s.f. x (\$0.05 x 2) = \$570.00.

120. 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 Tree Division Superintendent. Planting shall be done in accordance with the City "Standards and Specifications for Planting Parkway Trees". Tree planting locations shall be marked by the City Tree Division personnel, contact Dan Watts at 543-3422. Copies of the Master Street Tree Plan list and the standards are available at both the Community Development Department and Parks Division offices.
121. The heritage oak located in the northwest corner of the project shall be protected through all phases of construction as directed by the City's Tree Ordinance #2858. Since the proposed development will encroach upon the protected perimeter of this tree, special measures shall be utilized and shown on the plans to allow roots to obtain oxygen and nutrients as needed.

#### **TRANSIT DEPARTMENT**

122. Bus turnouts shall be provided on both Highway 12 and Mission Boulevard. The bus turnout on Mission Boulevard should be located far-side Quigg Drive.
123. A concrete pad shall be constructed at both bus stops (6 feet by 11 feet). A bus shelter, approved by our department, shall be provided, installed and maintained at the Mission Boulevard bus stop. A fee of \$5,000 shall be paid to our department in-lieu of providing and installing the shelters. Maintenance of the bus shelters shall be defined in an agreement with our department. Maintenance is defined as routine cleaning (e.g., trash removal, panel cleaning).
124. Per the Bicycle Master Plan and Santa Rosa Creek Master Plan, a standard 10-foot wide asphalt multi-use path shall be constructed along Santa Rosa Creek. A soft path shall also be provided along the creek per the Santa Rosa Creek Master Plan.
125. Until an undercrossing is constructed at Mission Boulevard, signage shall be installed at Mission Boulevard directing users of the multi-use path to cross Mission Boulevard at Quigg Drive.
126. The pedestrian linkage to Santa Rosa Creek shall have a public use easement.
127. Development adjacent to Santa Rosa Creek shall be oriented towards the creek.

#### **POLICE DEPARTMENT**

128. The parking lot, and access thereto, shall be provided with a minimum maintained one foot-candle of light on the parking surfaces from dusk until the termination of business every operating day. At all other hours of darkness, a minimum maintained .25 foot-candle of light shall be provided at ground level. Lighting devices shall be protected by weather and vandal resistant covers.
129. All lighting shall be directed toward the subject property and away from adjacent properties. Cut off lenses shall be utilized as needed to prevent trespass light on adjacent properties.
130. All exterior doors shall be equipped with a lighting device which shall provide a minimum maintained one-foot candle of light at ground level during hours of darkness. Lighting devices shall be protected by vandal resistant covers.

131. Premise identification shall be in compliance with City Code Section 18-16.034 and the Fire Department Address Bulletin.
132. Roof access to the buildings shall be internal only, with locking devices. Air conditioning and heating ducts to the buildings should be barred to prevent unauthorized access to the interior.
133. Exterior architectural features to the buildings shall not be designed in a manner which allows access to the roof areas.
134. Trees and shrubs shall not block the view of entrances, exits, and windows. Landscaping shall be well maintained to allow good visibility.
135. Trees shall not be planted in areas where their growth, mature height or canopies will affect the disbursement of lighting from the light fixtures.
136. The operator shall comply with the Financial Code as it relates to automated teller machine safety.
137. The project developer, owner, or general contractor shall provide the Police Department Records and Communications Manager a list of at least two persons who will be able to respond to this construction site after normal business or construction hours in the event of an emergency.
138. The construction site and all open storage of material, supplies, and equipment should be secured by use of fencing and a lockable gate. Any building or trailer used as storage or as an office should be within the fenced portion of the construction site. Or, the developer should provide on-site security during the hours construction personnel are not present. This would help eliminate potential thefts of building materials and vandalism of the site.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission finds and determines this entitlement to use would not be granted but for the applicability and validity of each and every one of the above conditions and that if any one or more of the above said conditions are invalid, this entitlement to use would not have been granted without requiring other valid conditions for achieving the purposes and intent of such approval.

REGULARLY PASSED AND ADOPTED by the Planning Commission of the City of Santa Rosa on this 12<sup>th</sup> day of August, 1999, by the following vote:

Ayes: (5) (Blanchard, Dias, Edwards, Johnson, Denietolis)  
 Noes: (0)  
 Abstentions: (1) (Carlile)  
 Absent (0)

APPROVED:

CHAIRMAN

ATTEST:

SECRETARY

RESOLUTION NO. 9580

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ROSA  
ADOPTING A MITIGATED NEGATIVE DECLARATION FOR THE DOWNEY SAVINGS AND  
LOAN LOCATED AT 100 MISSION BOULEVARD/4606 SONOMA HIGHWAY - ASSESSOR'S  
PARCEL NUMBER(S) 032-190-016 - FILE NUMBER CUP98-353/MJP98-053

WHEREAS, the Environmental Coordinator has conducted an initial study on the possible environmental consequences of the proposed Downey Savings and Loan project, which study was initially completed May 6, 1999; and

WHEREAS, the study, in its final form, did not identify any significant effects on the environment which would result from the proposed use permit provided certain mitigation measures therein identified and listed were adopted and implemented; and

WHEREAS, the Environmental Coordinator, based on the Initial Study, determined that any potential environmental effects of the proposed Conditional Use Permit have been clearly mitigated by the identified mitigation measure to the point where no significant environmental effects would occur and the Environmental Coordinator, based upon this determination, prepared a Negative Declaration, subject to mitigating requirements, with respect to the environmental consequences of the subject project; and

WHEREAS, a notice of Mitigated Negative Declaration was thereafter duly posted and an opportunity for comments from the public was given; and

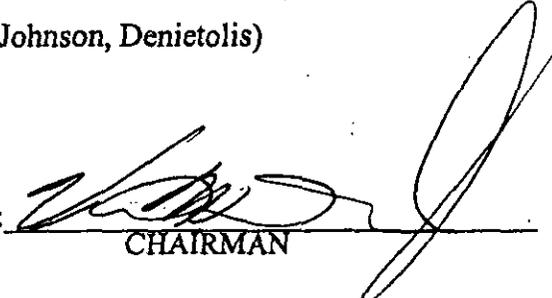
WHEREAS, the Planning Commission of the City of Santa Rosa has reviewed and considered the environmental study, the findings and determinations of the Environmental Coordinator, the proposed Mitigated Negative Declaration, the staff reports, oral and written, and the comments, statements, and other evidence presented by all persons, including members of the public, who appeared and addressed the Planning Commission at the public hearing held on June 24, 1999, and all comments and materials submitted prior thereto; and

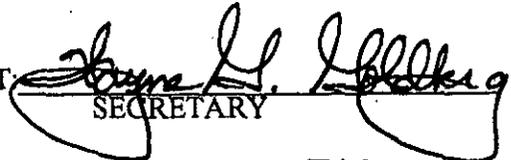
WHEREAS, the Planning Commission has before it all of the necessary environmental information required by the California Environmental Quality Act (CEQA) to properly analyze and evaluate any and all of the potential environmental impacts of the proposed project.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Santa Rosa, based upon the findings and the records and files herein, and the findings above made, hereby determines that the proposed Downey Savings and Loan will not have a significant effect upon the environment if the mitigation measures listed and identified in the Mitigated Negative Declaration are implemented prior to development of the subject property, and hereby approves and adopts the Mitigated Negative Declaration for the Downey Savings and Loan project.

REGULARLY PASSED AND ADOPTED by the Planning Commission of the City of Santa Rosa on this 12<sup>th</sup> day of August, 1999, by the following vote:

Ayes: (5) (Blanchard, Dias, Edwards, Johnson, Denietolis)  
Noes: (0)  
Abstentions: (1) (Carlile)  
Absent: (0)

APPROVED:   
CHAIRMAN

ATTEST:   
SECRETARY

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RESOLUTION NO. 9581

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ROSA MAKING FINDINGS AND DETERMINATIONS AND APPROVING A CONDITIONAL USE PERMIT FOR DOWNEY SAVINGS AND LOAN AND DRIVE-THROUGH ATM WINDOW - LOCATED AT 100 MISSION BOULEVARD/4606 SONOMA HIGHWAY - FILE NUMBER CUP98-353/MJP98-053

WHEREAS, an application was filed with the Department of Community Development requesting the approval of a Conditional Use Permit for a Downey Savings and Loan and drive-through ATM window, to be located at 100 Mission Boulevard/4606 Sonoma Highway, also identified as Sonoma County Assessor's Parcel Number(s) 032-190-016; and

WHEREAS, the Planning Commission held a duly noticed public hearing on the application at which all those wishing to be heard were allowed to speak or present written comments and other materials; and

WHEREAS, the Planning Commission has considered the application, the staff reports, oral and written, the General Plan and zoning on the subject property, the testimony, written comments, and other materials presented at the public hearing; and

WHEREAS, the Planning Commission has considered the approved and adopted a Mitigated Negative Declaration for this use and project.

NOW, THEREFORE, BE IT RESOLVED, that after consideration of the reports, documents, testimony, and other materials presented, the Planning Commission of the City of Santa Rosa finds and determines:

- A. That the proposed use is consistent with the General Plan in that the property is designated Office in the General Plan Land Use Diagram.
- B. That the proposed use, as conditioned, is in conformity with the requirements and intent of the Zoning Code in that The proposed land use, as conditioned, is contingent upon City Council rezoning of the property. Once rezoned to the proposed C-I-PD District, the proposed use will be in conformance with the Zoning Code.
- C. That the proposed use and project, as conditioned, will not constitute a nuisance or be injurious or detrimental to the public health, safety, or welfare, or to persons or property in the vicinity of the proposed use and project.

BE IT FURTHER RESOLVED that the Planning Commission approves and adopts the mitigation measures set forth in the Mitigation Monitoring Program dated May 6, 1999, which is attached hereto, and the Mitigation Monitoring Program and directs staff, as therein identified, to implement and complete the program

BE IT FURTHER RESOLVED, that this Conditional Use Permit is subject to all applicable provisions of the Zoning Code, including Section 20-02.259 (Revocation).

BE IT FURTHER RESOLVED that a Conditional Use Permit for Downey Savings and Loan, located at 100 Mission Boulevard/4606 Sonoma Highway, is approved subject to each of the following conditions:

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## DEPARTMENT OF COMMUNITY DEVELOPMENT

### GENERAL:

1. For site-specific improvements, Sonoma County Water Agency (SCWA) staff recommend that the drainage design for the project be in compliance with the SCWA's Flood Control Design Criteria.
2. The SCWA is concerned with maintaining access to the SCWA easement along Santa Rosa Creek located adjacent to the subject property. Maintenance and access to the creek may be affected by the proposed walking path and storm drain outfalls into Santa Rosa Creek. Please provide civil design plans which show development within the SCWA Santa Rosa Creek easement that may obstruct access to the creek.
3. A Revocable License will be required for construction work within the SCWA easement along Santa Rosa Creek. For questions on obtaining a Revocable License, please contact Bob Oller at 707/521-1865
4. A 5.0 foot wide Public Utility Easement (PUE) shall be offered for dedication by the property owner along the front of Parcels A, B, C, E and F bordering the Quigg Drive and the private drive.
5. Quigg Drive shall be dedicated as a public street and the private drive shall be dedicated as a PUE by the property owner.
6. CalTrans reserves the right to make specific comments on design and signal phasing requirements during the permit phase when plans will be submitted for review.
7. 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.
8. All work shall be done according to the final approved plans stamped received July 12, 1999. Grading cross sections shall be as shown on preliminary Engineering plans stamped received July 23, 1999.
9. Construction hours shall be limited to 7:00 a.m. to 7:00 p.m. on non-holiday weekdays and Saturdays.
10. This Conditional Use Permit is contingent upon approval of the rezoning to C-1-PD including the adoption of a Policy Statement stamped received July 28, 1999 and Development Plan stamped received July 12, 1999.

### EXPIRATION AND EXTENSION:

11. This Conditional Use Permit shall be valid for duration of use. 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 and shall be invalid unless an application for extension is filed prior to expiration.

**PLANNING DIVISION:**

12. That prior to the initiation of the use, the application shall have obtained a rezoning of the subject property.
13. 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 Planning Commission. Any future additions, expansions, remodeling, etc., will be subject to review and approval of the Planning Division.
14. The improvement plans submittal shall include a sound wall along the east property line between the commercial and residential uses.

15. **PROJECT DETAILS:**

- a. All project details shall be in accordance with the restrictions and limitations of the City Zoning and Uniform Building Codes, as well as the City's Design Review Guidelines.
- b. The design of all fencing, sound walls, carports, trash enclosures, and similar accessory site elements shall be compatible with the architecture of main buildings and shall use similar materials. The design must be approved by the Planning Division prior to issuance of a building permit.
- c. All roof appurtenances, accessory equipment, and meters must be totally screened from public view by an architecturally design element approved by the Design Review Board or Planning Division.
- d. All outdoor storage of materials or refuse bins/cans shall be maintained within a completely screened structure or area. The design of the screened structure or area shall be approved by the Planning Division prior to issuance of a building permit.

16. **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.
- 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 replaced with healthy specimens as necessary.
- d. Street trees will be required and shall be planted by the developer. Selection will be made from the City's approved Master Street Tree Plant List in coordination with the City Parks Division. Planting shall be done in accordance with the City "Standards and Specifications for Planting Parkway Trees." Copies of the Street Tree List and the Planting Standards are available at the Parks Division office.

17. LIGHTING:

- a. All exterior lighting shall be shown and specified on the plans submitted for issuance of a building permit in accordance with the Design Review approval.
- b. Light sources shall be concealed from public view.
- c. All lighting shall be directed toward the subject property and away from adjacent properties.
- d. The mounting height of lighting fixtures in parking and storage areas shall not exceed 16-feet in height. Lower mounting heights are encouraged.

18. PARKING LOT AREA:

- a. The parking lot shall be paved to City standards.
- b. The parking lot shall be provided with concrete curbing around all planter areas unless specifically approved by the Department of Community Development in some other fashion.
- c. The parking lot shall be striped according to City standards and all handicapped and compact spaces shall be identified and marked accordingly.
- d. Bicycle parking shall be provided in accordance with Zoning Code requirements. The location and number of spaces shall be shown on the site plan submitted for issuance of a building permit.

19. SIGNING:

- a. No exterior signs, banners, or the like are approved with this permit.
- b. A planning sign permit application is required for all signs.
- c. Building permits for sign installations shall be separate permits from other building permits issued for construction.
- d. Signs shall be durably constructed and continually maintained in accordance with the approved plans.

**BUILDING DIVISION:**

- 20. Provide an estimate of cubic yard excavation and cubic yard fill, with provision for any import or export.
- 21. Clear hours of work and any necessary restrictions on construction access with City Planning, Traffic, and Engineering Divisions.
- 22. Dedicate any necessary public right-of-ways and easements.
- 23. Contaminated material assessment is required.

24. A soils report is required. The report must address: Existing fills, potential for liquefaction and contaminated soils.
25. State Department of Fish and Game agreement is required for work in the creek area. Army Corps of Engineer approval may also be required.
26. Comply with City creek setback requirements.
27. Building pads must be above the 100-year water surface as approved by SCWA.
28. Abandonment or retention of any existing well must comply with City and County requirements.
29. Complete any pending lot line adjustment.
30. A building permit is required.
31. Comply with all federal, state and local codes, disabled access included.
32. This building is located in seismic zone X per City Building Ordinance. Designs of structures and portion of structures shall be those forces as determined in the 1994 Uniform Building Code (U.B.C.), multiplied by a factor of 1.24. For all Building Permit Applications made on July 1, 1999 or after, the building must be designed per the 1997 U.B.C.
33. Roof drainage and parking lot drainage flows are not allowed over sidewalk areas; conduct to an approved storm drain system or through the face of curb per City Standard No. 407.
34. Drainage improvements must be reviewed and approved by Sonoma County Water Agency prior to issuance of the building permit.
35. Provide easements and maintenance agreements for cross-lot uses.
36. An erosion control plan is required prior to issuance of a building permit.
37. Construction projects disturbing five (5) or more acres are required to file a Notice of Intent to comply with the terms of the general permit to discharge storm water associated with construction activity with the State Water Resources Control Board prior to the issuance of any grading permit.

#### **ENGINEERING DIVISION:**

38. Developer's engineer shall obtain the current City Design and Construction Standards and the Community Development Department's Standard Conditions of Approval dated December 8, 1998 and comply with all requirements therein unless specifically waived or altered by written variance by the City Engineer.
39. In addition, the following summary constitutes the specific conditions of approval on the subject application/development based on the plans stamped received July 12, 1999:

## PARCEL AND EASEMENT DEDICATION

40. All land within the creek setback area of Santa Rosa Creek shall be granted to, and accepted by, the City of Santa Rosa in fee title.
41. A Public Utility Easement shall be granted to the City of Santa Rosa over the private drive. The easement shall be configured to encompass all publicly maintained appurtenances, such as water services, fire hydrants and sewer cleanouts.
42. A minimum 15 foot wide public storm drain easement shall be granted to the City of Santa Rosa over the alignment of the proposed storm drain extending from Quigg Drive to Santa Rosa Creek.
43. Private access, drainage and utility easements shall be provided, as necessary, over the portions of the private drive on parcels A, B and C. Each easement shall be in favor of the other two parcels.
44. Minimum 10 foot wide private drainage easements shall be provided over all cross lot private drainage systems.

## PUBLIC IMPROVEMENTS

45. Highway 12 shall be dedicated and improved to major street standards along the frontage of the project. Pavement width shall be 32 feet face of median curb to face of curb with a minimum 7 foot wide contiguous sidewalk. If tree wells are desired, contiguous sidewalk shall be widened to 9 foot width and tree wells shall be installed per City Std. 262. Per CalTrans requirements, planter strip is not allowed along the State Highway frontage. Additional right-of-way shall be dedicated to the State of California, if and where necessary, such that the new property line is minimum ½ foot behind the back of sidewalk. A 7.5 foot public utility easement shall be granted behind the property line to the City of Santa Rosa.
46. Sidewalk shall be installed along the Mission Boulevard frontage generally as shown on the plans. Where sidewalk is contiguous, width shall be 7 feet minimum.
47. 5.5 foot wide sidewalk easements and 10.5 foot wide public utility easements shall be granted to the City of Santa Rosa, behind the property line along both sides of Quigg Drive.

Note: A 46 foot wide Quigg Drive minor street right-of-way has previously been granted to the City of Santa Rosa through this site.

48. Quigg Drive shall be improved to minor street standards. Pavement width shall be 36 feet curb to curb, with a 5 foot sidewalk behind a 5 foot planter strip on both sides..
49. The developer shall be responsible for the construction of a bus turnout in accordance with City Std. 220 or 221 on Mission Boulevard. The developer may also be responsible for the construction of a bus turnout on Highway 12. The bus stops shall be located near pedestrian entry walkways on both streets. The locations and configurations shall be subject to approval of the City Parking and Transit Department, the City Department of Community Development, and CalTrans.

50. 6' x 11' pads and adequate lighting shall be provided behind the sidewalk at each bus stop. The pads shall be contained within public right-of-way or public sidewalk easement.
51. Any broken curb, gutter and/or sidewalk shall be replaced per current City standards.
52. City Std.250C driveway approaches shall be installed where the private drive takes access off Highway 12 and Quigg Drive. This is in lieu of the current proposal for a 250A driveway approach on Highway 12 and a street type entrance on Quigg Drive.
53. The developer shall construct a meandering Class I bikeway/pedestrian path along the north side of Santa Rosa Creek in the general location shown on the plans. The path shall also be designed to serve as a maintenance access road. The path shall have a 10 foot paved asphalt width with 1 foot aggregate base shoulders on both sides. The same type of path, or alternate type as approved in conjunction with Design Review approval, shall be constructed, extending from Quigg Drive to the creek path, through the proposed public storm drain easement / pedestrian link.
54. Public improvement plans shall be prepared by a Registered Civil Engineer licensed to practice in the State of California. An improvement plan submittal shall be provided to Community Development Engineering for referral to appropriate City agencies and ultimate approval by the City Engineer. The public improvement plans shall include: all traffic signal improvements; Highway 12, Mission Blvd., and Quigg Drive improvements; the common private drive serving parcels A, B and C; the storm drain access road to Santa Rosa Creek between parcels E and F; and all improvements within the creek setback of Santa Rosa Creek including all publicly maintained landscape and irrigation improvements.
55. An Encroachment Permit must be obtained from the Department of Public Works prior to beginning any work within the public Right-of-Way or for any work on utilities located within public easements.
56. A CalTrans Encroachment Permit shall be obtained prior to beginning any work in the Highway 12 Right-of-Way.
57. A soils report is required and shall be provided with the improvement plans submitted for review.

#### TRAFFIC

58. The developer shall be responsible for installation of a traffic signal at the Quigg Drive/Mission Blvd. intersection.
59. A left turn lane shall be improved as necessary for the southbound Mission Boulevard to Quigg Drive movement.
60. Improvement plans shall include a complete signing, striping, and street lighting plan.
61. A reduced size CalTrans R-41 (Right Turn Only) sign shall be installed at the driveway exit on to Highway 12 and an R-10 (One Way) sign shall be installed in the Highway 12 median opposite the driveway exit.

62. Striping plans shall include a left turn lane for the westbound Quigg Drive to southbound Mission Boulevard movement.
63. Cable, conduit and pull boxes shall be installed per City standard, as necessary to interconnect the new Quigg Drive/Mission Blvd. traffic signal with the existing Mission Blvd. traffic signals at Highway 12 and Montgomery Drive.
64. Conduit and pull boxes shall be installed per City standard for future traffic signal interconnect along Highway 12 frontage.
65. A traffic control plan for Highway 12 and Mission Boulevard is required for this project. The plan shall be in conformance with the State of California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones, 1996. 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 and is subject to that review and approval process.

#### PUBLIC STORM DRAIN

66. Hydraulic design shall conform to Sonoma County Water Agency criteria. Prior to approval of improvement plans, an approval letter shall be obtained from the Sonoma County Water Agency for storm drainage review.
67. Proposed development must conform to 40 CFR (Code of Federal Regulations) parts 122, 123 and 124, National Pollutant Discharge Elimination System (NPDES) Permit applications for storm water discharge. Project must also conform with any design and construction policies adopted by the City to conform with these regulations.
68. The proposed storm drain between parcels E and F and downstream of Quigg Drive shall be public. A structure shall be installed on the north side of Quigg Drive to delineate the point of connection between the public and private storm drain systems.
69. Access to all public storm drain systems and structures shall be over a minimum 12 foot wide all weather access road of compacted shale. The access road shall be contained within a 15 foot public storm drain easement.
70. The storm drain layout shown on the plans is not approved and is considered conceptual only. Public storm drain should not angle across sidewalk and private improvements, and off-site public storm drain should be centered within 15 foot easements. At the time of improvement plans, the storm drain system shall be redesigned to meet City standards.

#### GRADING & DRAINAGE

71. Soils reports are required and shall be submitted with the building permit applications and the improvement plan submittal..
72. Any soil/water contamination on the site shall be monitored and, where appropriate, remediated to the satisfaction of the City Fire Department and the Regional Water Quality Control Board.

73. Work within the driplines of trees to be saved shall be done under the supervision and approval of an arborist. A note shall be included in the grading plans stating that a construction fence shall be installed around the driplines of all trees to remain prior to commencing with any grading work. Driplines of trees overhanging the property line shall be afforded the same level of protection as trees on site that are to remain.
74. Grading shall occur only between April 15 and October 15 unless otherwise approved by the City Engineer or Chief Building Official in conjunction with an approved erosion and sedimentation control plan.
75. Disturbed slopes shall be stabilized and revegetated.
76. An erosion control plan shall be provided. Offsite properties and existing drainage systems shall be protected from siltation coming from the site.
77. Prior to approval of improvement plans and prior to issuance of a building permit, a Streambed Alteration Agreement shall be obtained from the State Department of Fish and Game for all proposed work in the creek setback area.

#### OVERHEAD UTILITY LINES

78. All overhead utility lines along the project frontage shall be placed underground including electrical distribution lines, telephone and cable television in conformance with the City's undergrounding ordinance. Electrical main feeder lines may remain overhead but shall be relocated to behind the new curb location and spare conduits placed in the street for future undergrounding of the main feeder lines.
79. Any existing on-site overhead utilities shall be removed. New services to new structures shall be underground.
80. The developer shall coordinate, and where necessary, pay for the relocation of any power poles or other existing public utilities, as necessary.
81. The developer shall be responsible for the installation of street lights on the Highway 12 frontage. Street lights shall be per City Std. 610 or comparable CalTrans standard.
82. The developer shall be responsible for the installation and/or relocation of City standard street lights on the Mission Boulevard frontage, as necessary. Street lights shall be per City Std. 610.
83. The developer shall be responsible for the installation of City standard street lights on Quigg Drive. Street lights shall be per Std. 612.

#### COMMON IMPROVEMENTS

84. The private drive serving parcels A, B and C shall be constructed in conjunction with the public improvements. Pavement width shall be 30 feet curb to curb with a minimum 7 foot wide contiguous sidewalk along the east side. If tree wells are desired, contiguous sidewalk shall be widened to 9 foot width and tree wells shall be installed per City Std. 262.

85. The private drive shall be constructed under continuous inspection 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 U.B.C. special inspection requirements. All costs related to such inspection shall be borne by the owner/developer.
86. Private street lights shall be installed on the private drive and shall meet City standards for minimum average maintained foot-candle and the uniformity ratio for a minor street. All private lighting shall be privately owned and maintained. . Private lighting fixtures shall be subject to staff design review.
87. A Reciprocal Easement Agreement shall be entered into to provide for maintenance of the common private drive together with associated drainage improvements, street lighting, etc. It may also be desirable to provide for common maintenance of other improvements on parcels A, B and C (driveways and parking areas, drainage facilities, private utilities, exterior lighting, irrigation and landscaping, etc.).

#### PRIVATE IMPROVEMENTS

88. On-site grading, drainage and site improvement plans, to be included as part of the building permit submittals, shall be prepared by a registered civil engineer.
89. Site drainage and private storm drain facilities shall meet the requirements of the Chief Building Official or his designated representative.
90. Hydraulic design shall conform to Sonoma County Water Agency criteria. All storm water run-off shall be collected via an underground drainage system and discharged to the nearest public downstream facility possessing adequate capacity to accept the run-off.
91. An approval letter shall be obtained from the Sonoma County Water Agency for storm drainage review.
92. Parking and access improvements shall comply with state and federal handicap access requirements.
93. Parking spaces shall be striped according to City standards and in compliance with the City Zoning Code.
94. Directional arrows shall be stenciled on the asphalt pavement at project entrances, at entrances and exits of drive-thru aisles, and as appropriate within internal driveways.
95. In conjunction with development of Parcel B (Downey Savings site), reduced size CalTrans R-11 (Do Not Enter) signs shall be installed on both sides of both segments of the drive-thru driveway exit.
96. Exterior site lighting plans shall be included with the building permit submittals.
97. Retaining wall systems on site shall be designed by a Registered Civil Engineer per the recommendations of the soils engineer.

## UTILITIES

98. The engineer shall provide a detailed utility plan showing on-site and off-site sewer, water and fire protection systems, and their connections to existing sewer and water facilities. The plan shall also show any wells existing or to be abandoned, and septic systems to be abandoned. Separate irrigation meters are required. An irrigation plan showing maximum GPM flow required at each control valve, maximum GPM flow at meter, peak monthly usage, and connections must be provided. Submit Improvement Plans for the City Engineer's signature.
99. Demand, processing and meter fees and meter sizes will be determined after review of building plans. Submit details of plumbing fixtures, including the amount of fixtures and the size of service lines ( 3/4", 1/2" etc.) to Utilities Engineering for review. Provide estimated peak monthly water usage for both domestic and irrigation uses.
100. Water and sewer mains shall be installed per current City Standards. The minimum size of water mains serving commercial parcels is 12". All sewer mains must be a minimum of 8" diameter. All water and sewer mains must be installed a minimum of 10' apart horizontally. All public mains must be a minimum of 5' from all structures, curbs, property lines or edge of easement. The water main is too close to the curb just east of the private drive. Manholes must have clear access at all times (i.e. not located within parking stalls, etc.). Sewer mains shall not be deeper than 14' or shallower than 3', depth from finished grade measured over pipe. The parallel collector main shown on the plans can be eliminated by making the sewer connection for the north east parcel to the private street main. A stub ending in a cleanout shall be installed from a new manhole on the trunk sewer. The sewer laterals for the two southerly lots can be off this stub. The alignment of the water and sewer mains on site will be reviewed during plan check and must be co-ordinated with the apartment project to the east. Water meters and sewer cleanouts shall be in the public right of way or in dedicated easements per current City standards.
101. A public easement shall be provided for public utility mains outside of the public right of way. The width of the easement shall be 15 feet wide for a single utility and 20 feet wide for a double utility, whichever is greater, and shall be centered over the facility. The easement shall be configured to include all publicly maintained appurtenances and structures. No surface structure including but not limited to roof eaves, decks or pools may encroach into the easement. Footings and foundations may encroach into the one to one line from the pipe depth to the top of grade if approved in writing by the Chief Building Official and the Director of Utilities. This information shall be added to the improvement plans. Trees may not be planted within 10' of a public sewer main.
102. Separate (domestic and irrigation) water and sewer services shall be provided for each lot. Water and sewer services shall be installed per current City Standards. Water and sewer laterals must be a minimum of 5' apart. Water services shall be designed as combination services where applicable.
103. Utility Service Agreements shall be signed by the property owner for each property and all metered connections prior to occupancy. The Agreement will be prepared by the Utilities Department after the meter sizes have been determined. Contact Utilities Engineering to obtain agreement.

104. An Encroachment Permit from the City's Public Works Department is required for all work in the public right-of-way.
105. No reinforced concrete may be used in decorative street surfacing placed over publicly maintained water and/or sewer facilities. Water main valves must be located outside of the concrete area.
106. If wells exist on the property, one of the following conditions apply:
  - a. Retention of wells must comply with City and County codes. Retention of wells must be approved by the Sonoma County Permit and Resource Management Department. 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.
107. Connection of the 12" water main to the existing main will require a shutdown for a cut-in tee and valve. Call Utilities Engineering for fees and scheduling. Advance notice is required.
108. A pressure regulating valve is required for all domestic connections within this project and shall be noted on the improvement plans.
109. The engineer shall provide calculations to show fire flow requirements can be met.
110. Any septic systems within the project boundaries shall be abandoned per Sonoma County Environmental Health standards and City of Santa Rosa Building Division requirements.
111. Coordinate fire hydrant locations with the Fire and Utilities Departments during the plan check process. Contact the Fire Department for building sprinkler requirements.

#### **FIRE DEPARTMENT**

112. Fire hydrant installation shall be as shown on the revised plans stamped received July 12, 1999.
113. The dead end water main on the new private road shall be not less than 12-inch unless hydraulic calculations are provided showing an 8-inch main will deliver the required fire flows.
114. Water mains, fire hydrants and fire department access driveways shall be constructed and in service prior to bring combustible construction materials to the site.
115. Detailed plans for installation of automatic sprinklers shall be provided to the Fire Department for approval prior to installation.
116. The water main on Quigg Road shall be a 12-inch to coordinate with the proposed apartment project to the east.

117. Installation of private fire mains/hydrants (if any) and automatic sprinklers require permits by the Fire Department.
118. The soil remediation plan appears acceptable in concept; an application for a permit for soil remediation is required.

#### RECREATION AND PARKS DEPARTMENT

119. The developer is responsible for development of the creek trail area plan and installation of improvements, i.e., hard path, soft path, landscaping and irrigation. New landscaping within the creek trail area should be hardy/durable natives which require little maintenance or irrigation once established.

The developer shall enter into an agreement with the City relative to maintenance responsibility of the creek parcel, wherein the developer will agree to maintain the landscaping and irrigation for a period of two years after which the City will assume permanent maintenance responsibility. The landscape plans, to be included with the public improvement plans, shall be subject to approval by the Department of Recreation and Parks, and the agreement shall be approved and authorized by the City Council prior to approval of the improvement plans. The terms of the agreement shall include the following:

- a. The formula that will be used to determine the amount sufficient to provide annual maintenance from the interest generated is \$.05 per square foot times the capitalization rate. The capitalization rate is 100/9 or 11.11.

Based on an estimated area of 5,700 square feet, the maintenance responsibility would be  $5,700 \text{ s.f.} \times (\$0.05 \times 100/9) = \$3,167.00$ .

- b. The developer will deposit, with the City, a separate sum equal to \$0.05 per square foot times two years to secure and guarantee to the City proper maintenance of the landscaped parcel by the developer for a period of two years after the date the landscaping is accepted by the City per the agreement.

Based on an estimated area of 5,700 square feet, the security deposit would be  $5,700 \text{ s.f.} \times (\$0.05 \times 2) = \$570.00$ .

120. 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 Tree Division Superintendent. Planting shall be done in accordance with the City "Standards and Specifications for Planting Parkway Trees". Tree planting locations shall be marked by the City Tree Division personnel, contact Dan Watts at 543-3422. Copies of the Master Street Tree Plan list and the standards are available at both the Community Development Department and Parks Division offices.
121. The heritage oak located in the northwest corner of the project shall be protected through all phases of construction as directed by the City's Tree Ordinance #2858. Since the proposed development will encroach upon the protected perimeter of this tree, special measures shall be utilized and shown on the plans to allow roots to obtain oxygen and nutrients as needed.

## TRANSIT DEPARTMENT

122. Bus turnouts shall be provided on both Highway 12 and Mission Boulevard. The bus turnout on Mission Boulevard should be located far-side Quigg Drive.
123. A concrete pad shall be constructed at both bus stops (6 feet by 11 feet). A bus shelter, approved by our department, shall be provided, installed and maintained at the Mission Boulevard bus stop. A fee of \$5,000 shall be paid to our department in-lieu of providing and installing the shelters. Maintenance of the bus shelter shall be defined in an agreement with our department. Maintenance is defined as routine cleaning (e.g., trash removal, panel cleaning).
124. Per the Bicycle Master Plan and Santa Rosa Creek Master Plan, a standard 10-foot wide asphalt multi-use path shall be constructed along Santa Rosa Creek. A soft path shall also be provided along the creek per the Santa Rosa Creek Master Plan.
125. Until an undercrossing is constructed at Mission Boulevard, signage shall be installed at Mission Boulevard directing users of the multi-use path to cross Mission Boulevard at Quigg Drive.
126. The pedestrian linkage to Santa Rosa Creek shall have a public use easement.
127. Development adjacent to Santa Rosa Creek shall be oriented towards the creek.

## POLICE DEPARTMENT

128. The parking lot, and access thereto, shall be provided with a minimum maintained one foot-candle of light on the parking surfaces from dusk until the termination of business every operating day. At all other hours of darkness, a minimum maintained .25 foot-candle of light shall be provided at ground level. Lighting devices shall be protected by weather and vandal resistant covers.
129. All lighting shall be directed toward the subject property and away from adjacent properties. Cut off lenses shall be utilized as needed to prevent trespass light on adjacent properties.
130. All exterior doors shall be equipped with a lighting device which shall provide a minimum maintained one-foot candle of light at ground level during hours of darkness. Lighting devices shall be protected by vandal resistant covers.
131. Premise identification shall be in compliance with City Code Section 18-16.034 and the Fire Department Address Bulletin.
132. Roof access to the buildings shall be internal only, with locking devices. Air conditioning and heating ducts to the buildings should be barred to prevent unauthorized access to the interior.
133. Exterior architectural features to the buildings shall not be designed in a manner which allows access to the roof areas.
134. Trees and shrubs shall not block the view of entrances, exits, and windows. Landscaping

shall be well maintained to allow good visibility.

135. Trees shall not be planted in areas where their growth, mature height or canopies will affect the disbursement of lighting from the light fixtures.
136. The operator shall comply with the Financial Code as it relates to automated teller machine safety.
137. Highway 12 motorists shall have a clear line of sight to the ATM window located on the north side of the Downey Savings and Loan building. Landscaping shall include a low growing ground cover that will not obstruct visibility of the ATM. If trees are planted, visibility of the ATM from Highway 12 shall not be obstructed or compromised.
138. The project developer, owner, or general contractor shall provide the Police Department Records and Communications Manager a list of at least two persons who will be able to respond to this construction site after normal business or construction hours in the event of an emergency.
139. The construction site and all open storage of material, supplies, and equipment should be secured by use of fencing and a lockable gate. Any building or trailer used as storage or as an office should be within the fenced portion of the construction site. Or, the developer should provide on-site security during the hours construction personnel are not present. This would help eliminate potential thefts of building materials and vandalism of the site.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission finds and determines this entitlement to use would not be granted but for the applicability and validity of each and every one of the above conditions and that if any one or more of the above said conditions are invalid, this entitlement to use would not have been granted without requiring other valid conditions for achieving the purposes and intent of such approval.

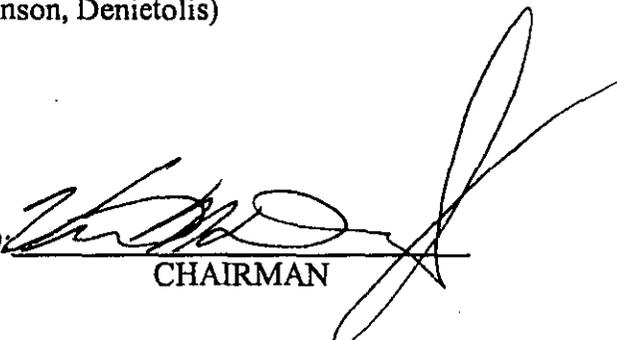
REGULARLY PASSED AND ADOPTED by the Planning Commission of the City of Santa Rosa on this 12<sup>th</sup> day of August, 1999, by the following vote:

Ayes: (5) (Blanchard, Dias, Edwards, Johnson, Denietolis)

Noes: (0)

Abstentions: (1) (Carlile)

Absent (0)

APPROVED: 

CHAIRMAN

ATTEST: 

SECRETARY

**SUBJECT TO  
APPROVAL**

**CONTINUED ITEM -REZONING/DEVELOPMENT PLAN - MISSION ARBORS -  
CONDITIONAL USE PERMIT - RITE AID AND DOWNEY SAVINGS & LOAN  
BUILDING - 100 Mission Boulevard - File Number MJP98-053**

City Planner Frank Kasimov stated that this is a request for the rezoning of a five acre parcel to be consistent with the General Plan; and two Conditional Use Permits, one for a 16,367 square foot Rite Aid Pharmacy including a drive-through window and one for a 3,625 square foot Downey Savings and Loan including a drive-through ATM window. There are five developable parcels on this property, three of which are designated Retail and Business Service (comprising 3.8 acres) and two of which are designated Office (comprising 1.2 acres) on the General Plan Land Use Diagram.

The Zoning applies to all five parcels. The Conditional Use Permit applications apply to two of the parcels. All five parcels will be subject to the regulations of the zoning.

The Rite Aid Pharmacy is requesting 24-hour operation for both the store and drive-through window. The Downey Savings and Loan is requesting hours as follows: Monday-Thursday 9 a.m. to 4 p.m., Friday 9 a.m. to 6 p.m. and Saturday 9 a.m. to 2 p.m.. The drive through ATM window would operate 24 hours per day.

On June 24, 1999, the Planning Commission conducted a public hearing on the proposal and continued the item to August 12 to give the applicants an opportunity to address several issues raised by the Commission.

Commissioners Dias and Blanchard noted that the Mayor has asked for a postponement of the Department of Community Development's recently announced submittal requirement to include visual simulations for certain applications.

Mr. Regalia confirmed that the Planning Commission can still require visual simulations from an applicant as the Commission deems necessary to make decisions.

Denise Peter of Carlile-Macy, representing the applicant, pointed out the applicant's responses to the outstanding issues:

- Cal-Trans has approved the location of the driveway. They must still review the detailed improvement plans and approve an encroachment permit for work within the highway right-of-way.
- Regarding the private driveway slope, a level area of more than one car length is provided at the top of the 10-15% driveway at Highway 12. The 10-15% portion is approximately 2-3 car lengths. Two access point for the site are desired to avoid parking lot congestion and improve the operation of the Quigg Drive signalized intersection.

**SUBJECT TO  
APPROVAL**

Computer montages have been prepared showing three dimensional perspectives of the site. Section drawings of the private drive and Highway 12 have been submitted showing the relationship of Mission Arbors Redtree (Santa Rosa) Apartments and the surface road elevations. The apartment buildings behind the bank building will be taller than the proposed bank building.

- The project will be conditioned to deflect light away from motorists on Highway 12 and the proposed apartment project.
- A pedestrian circulation plan has been prepared showing three pedestrian routes to the shopping center: Highway 12, Quigg Drive and the creek path.
- Delivery trucks will back down to the loading ramp for the private parking lot driveway. Semi-trucks will exit onto Highway 12 in an east-bound direction only. Less than six semi-truck deliveries are anticipated per week. The majority of deliveries to Rite-Aid would be by van or small truck, which would be able to loop through the parking lot to exit at the Quigg Drive signalized intersection.
- Any development of the creek parcels must receive Planning Commission review. All uses on the creek parcels are subject to a Conditional Use Permit. Only food serving uses are allowed and outdoor seating is mandatory. The Policy Statement includes design criteria (from the Creek Design Guidelines) to guide the preparation of future development applications adjacent to the creek.
- Rite-Aid is requesting the ability to operate the drive-through prescription pharmacy and the retail store 24 hours per day. No negative community impacts have been identified related to the requested 24-hour operation.
- The Engineering Division has found the proposed grading, drainage, and utility plan acceptable.

Ms. Peter announced that other representatives were in the audience and available for questions.

Commissioner Blanchard stated that the visual simulations submitted for this meeting were unacceptable; they did not show this project in relation to the neighborhood.

Commissioner Johnson indicated agreement with Commissioner Blanchard regarding the visuals. He confirmed that he was satisfied regarding the driveway slope.

Commissioner Edwards stated that the visual simulations the applicant submitted for the June 12, 1999 Planning Commission meeting were well done.

**SUBJECT TO  
APPROVAL**

Commissioner Blanchard noted that it is unfortunate that this project and the Santa Rosa (Redtree) Apartments project could not better blend residential access to retail uses.

Discussion ensued regarding the outlined issues. The Planning Commission concurred that the requested 24-hour pharmacy and retail store operation (without requiring a pharmacist to be on duty) was acceptable. Regarding re-occupancy of the creekside restaurant site, the Commissioners agreed to add a condition specifically precluding drive-through and fast food restaurants.

**Resolution Number 9576:** Commissioner Blanchard moved and Commissioner Edwards seconded a Resolution Adopting a Mitigated Negative Declaration For The Reclassification From The 'U' (Unclassified) to C-1-PD (Neighborhood Commercial - Planned Development District) of Property Located at 100 Mission Boulevard - Assessor's Parcel Number(s) 032-190-015, 032-190-016, 032-190-017, 032-190-018 and 032-190-019. File Number MJP98-053 and waived the reading of the text.

The motion carried with the following vote:

Ayes: (5) (Blanchard, Dias, Edwards, Johnson, Denietolis)  
Noes: (0)  
Abstentions: (1) (Carlile)  
Absent (0)

**Resolution Number 9577:** Commissioner Blanchard moved and Commissioner Edwards seconded a Resolution Recommending to City Council Rezoning From The "U" (Unclassified) to C-1-PD (Neighborhood Commercial - Planned Development) of Property Situated at 100 Mission Boulevard - Mission Arbors - File Number MJP98-053 and waived the reading of the text. The motion carried with the following vote:

Ayes: (5) (Blanchard, Dias, Edwards, Johnson, Denietolis)  
Noes: (0)  
Abstentions: (1) (Carlile)  
Absent (0)

**Resolution Number 9578:** Commissioner Blanchard moved and Commissioner Edwards seconded a Resolution Adopting a Mitigated Negative Declaration For The Rite-aid Pharmacy Located at 100 Mission Boulevard - Assessor's Parcel Number(s) 032-190-019 - File Number(s) CUP98-352/MJP98-053 and waived the reading of the text. The motion carried with the following vote:

Ayes: (5) (Blanchard, Dias, Edwards, Johnson, Denietolis)  
Noes: (0)  
Abstentions: (1) (Carlile)  
Absent (0)

**SUBJECT TO  
APPROVAL**

**Resolution Number 9579:** Commissioner Blanchard moved and Commissioner Edwards seconded a Resolution Making Findings And Determinations And Approving a Conditional Use Permit For Rite-Aid Pharmacy And Drive-through Facility- Located at 100 Mission Boulevard - File Number(s) CUP98-352/MJP98-053 with the condition 14 to be amended as follows:

~~A pharmacist shall be on duty whenever the store is open between the hours of 10:00 p.m. and 7:00 a.m. The Rite-Aid store may operate 24 hours per day.~~

and waived the reading of balance of the text. The motion carried with the following vote:

Ayes: (5) (Blanchard, Dias, Edwards, Johnson, Denietolis)  
Noes: (0)  
Abstentions: (1) (Carlile)  
Absent (0)

**Resolution Number 9580:** Commissioner Blanchard moved and Commissioner Edwards seconded a Resolution Adopting a Mitigated Negative Declaration For The Downey Savings And Loan Located at 100 Mission Boulevard/4606 Sonoma Highway - Assessor's Parcel Number(s) 032-190-016 - File Number(s) CUP98-353/MJP98-053 and waived the reading of the text. The motion carried with the following vote:

Ayes: (5) (Blanchard, Dias, Edwards, Johnson, Denietolis)  
Noes: (0)  
Abstentions: (1) (Carlile)  
Absent (0)

**Resolution Number 9581:** Commissioner Blanchard moved and Commissioner Edwards seconded a Resolution Making Findings and Determinations and Approving a Conditional Use Permit for Downey Savings and Loan and Drive-through Atm Window - Located at 100 Mission Boulevard/4606 Sonoma Highway - File Number(s) CUP98-353/MJP98-053 and waived the reading of the text. The motion carried with the following vote:

Ayes: (5) (Blanchard, Dias, Edwards, Johnson, Denietolis)  
Noes: (0)  
Abstentions: (1) (Carlile)  
Absent (0)

Commissioner Carlile resumed participation in the meeting.

**FILE COPY**

~~11. PUBLIC HEARING - REZONING - SPRING MEADOWS SUBDIVISION - 5550  
Pepperwood Road - File Number MJP98-038~~

~~This item was pulled from the agenda due to an error in the environmental review process, and will be scheduled for a new public hearing at a future Planning Commission meeting.~~

Commissioner Carlile abstained from discussion and vote on the following item (Mission Arbors).

**12. PUBLIC HEARING - REZONING/DEVELOPMENT PLAN - MISSION ARBORS -  
CONDITIONAL USE PERMIT - RITE AID AND DOWNEY SAVINGS & LOAN  
BUILDING - 100 Mission Boulevard - File Number MJP98-053**

City Planner Frank Kasimov stated that this is a request to rezone a five acre parcel to be consistent with the General Plan; and for two Conditional Use Permits, one for a 16,367 square foot Rite Aid Pharmacy including a drive-through window and one for a 3,625 square foot Downey Savings and Loan including a drive-through ATM window.

There are five developable parcels on this property, three of which are designated Retail and Business Service (comprising 3.8 acres) and two of which are designated Office (comprising 1.2 acres) on the General Plan Land Use Diagram.

The Zoning applies to all five parcels. The Conditional Use Permit applications apply to two of the parcels. All five parcels will be subject to the regulations of the zoning.

The Rite Aid Pharmacy is requesting 24-hour operation for both the store and drive-through window. The Downey Savings and Loan is requesting hours as follows: Monday -Thursday 9 a.m. to 4 p.m., Friday 9 a.m. to 6 p.m. and Saturday 9 a.m. to 2 p.m. The drive through ATM window would operate 24 hours per day.

Denise Peter of Carlile Macy, the project engineering firm, reviewed the proposed development as follows:

- Quigg Drive - which will also go through the Santa Rosa Apartments project located to the immediate east and recently approved by the Planning Commission-- parallels the creek and will extend into and through the Mission Arbors site.
- The project developer is required to install a signal at Mission Boulevard and Quigg Drive, while the Santa Rosa Apartments project has been conditioned to install a signal at Highway 12 and Acacia Lane.
- In response to recently voiced Police Department concerns about the visibility of the ATM machine from Highway 12, the applicant has revised the site plan to raise the Downey Savings & Loan building high enough to allow clear vision to the ATM machine and to provide for more landscaping near the ATM. The City's Engineering Division has asked the applicant to withhold the request for

approval of the site plan pending Engineering Division review of the revised engineering, grading and drainage proposal.

- The applicant would like to modify condition number 14 in the Rite-Aid Conditional Use Permit resolution which reads, "A Pharmacist shall be on duty whenever the store is open" to, "A Pharmacist shall be on duty whenever the store is open after 10:00 p.m."

Ms. Peter listed the following conditions in the rezoning resolution and noted the applicants response to each:

- Condition number 8 ("All work shall be done according to the final approved plans dated April 26, 1999. A Conditional Use Permit for each phase of the project is required and shall be subject to conditions contained therein.):

The applicant would like the Planning Commission to consider the application and revised site plan and if appropriate, approve the application pending Engineering Division review of the revised grading and drainage plan.

- Condition number 38 (requires bus turnout on Highway 12):

CalTrans has indicated that the bus turnout on Highway 12 along the Mission Arbors site frontage is too close to the project's driveway and must be moved to the east toward the Santa Rosa Apartments project. The applicant accepts the location of the off-site bus turnout if it is in the right-of-way and no off-site acquisitions need to be acquired.

- Condition number 42 (class I bike/pedestrian path/connection between Quigg Drive and Santa Rosa Creek:

The applicant asks that this condition be deleted and construction of the connection between Quigg Drive and Santa Rosa Creek be deferred to a future Design Review application in order to allow the applicant flexibility in designing the connection with the building that will eventually be built there.

- Condition number 53 (installation of conduit and pull boxes):

The applicant wishes to modify this condition to state that conduits and pull boxes shall be installed on Highway 12 only along the project frontage.

Ms. Peter concluded her presentation by stating that Walt Laabs, the project traffic Engineer, and Bill Knight, the project architect, are available for questions.

Bill Knight, the project architect, pointed out that the complex has been designed to accommodate vehicular traffic while maintaining a pedestrian friendly Atmosphere. The project's arbor design is also proposed to be carried along the creek path.

The site as viewed from Highway 12 from the east will be over the top of the parked cars as the parking lot is below the Highway. The setback area along Mission Boulevard, where the parking is elevation is above the street, will be banked and

landscaped to make the transitional view from the street to the parking lot more aesthetically pleasing.

Chairman Denietolis opened the public hearing.

Mr. Rady of 188 Blue Jay Drive spoke in favor of the proposal, noting that a 24-hour pharmacy would be a convenience to area residents.

Bill Henry, representing Rite-Aid, addressed the issues of hours of operation and having a Pharmacist on duty when the store is open.

Mr. Henry noted that the pharmacy is a separate section within the main store. When the pharmacy is open, state law requires that a pharmacist be on duty. When the pharmacy is closed the rest of the store can stay open and serve non-pharmacy customers. The purpose of requesting 24-hour operation is to provide prescription drug service during late evening and early morning hours in addition to during daytime hours. The applicant asks that the condition requiring a pharmacist to be on duty whenever the store is open be modified to require a pharmacist to be on duty when the store is open between 11:00 p.m. and 7:00 a.m.

Mr. Henry concluded his remarks by stating that rather than maintain the bus shelter as noted in the resolution, Rite-Aid would prefer to put the maintenance money in a fund and let the local transportation agency maintain the shelter.

Keith Kaulum of 5972 Yerba Buena Road commended the developer for providing computerized visual renderings of the proposed project. Mr. Kaulum indicated his concern about traffic impacts of the project and questioned whether the applicant's suggestion of a health club & parking lot on the parcels near the creek is appropriate.

Michael Eisen commented that the traffic flow on Highway 12 will be interrupted by the traffic signals to be installed by this project and by Santa Rosa Apartments. Rite-Aid has a mature, functioning store 5 miles away and should increase the use of that store rather than build new one in this scenic parcel. Downey Savings & Loan could locate in the vacant building on 4<sup>th</sup> and E streets in downtown Santa Rosa.

There being no one wishing to speak, Chairman Denietolis closed the public hearing.

Staff responded to questions and comments from the Commissioners as follows:

- CalTrans has evaluated the access to the project from Highway 12 but will not give its final approval until the final development plans have been submitted and reviewed.
- Requiring a pharmacist to be on duty when the store is open during late evening and early morning hours is consistent with previous City Council and Planning Commission action.
- A right-of way exists for the bus turnout, whether it is located along the project frontage or the Santa Rosa (Redtree) Apartments frontage, so no dedication of land will be required.

Commissioner Johnson concurred with some of the public speakers in their concern that Quigg Drive will be steep heading up to Highway 12, making it difficult to negotiate turns in and out of the site. No access is needed to the site from Highway 12. Commissioner Johnson also expressed concern that the illumination of ATM machines at Downey Savings & Loan will distract drivers on the highway, and requested visual simulations of the site from Highway 12.

Commissioner Cummings noted that it is not clear how this project will correlate and fit in with the eventual development of the parcels next to the creek.

Chairman Denietolis indicated the need for final CalTrans approval on this project and noted that the service entrance and truck delivery routes need to be clarified.

Commissioner Blanchard indicated that there is no connection (other than Quigg Drive) or sense of community with the adjacent Santa Rosa Apartments project.

Commissioner Dias indicated her agreement with Chairman Denietolis regarding delivery truck routes, and noted that while she favors the project, there remains some concerns regarding traffic and development of the parcels next to the creek.

The majority of Commissioners concurred that any use of the creek parcel would require a Conditional Use Permit and specifically exclude some uses.

The Commissioners concurred that this item needed further discussion and agreed to continue the item to allow the applicant and staff to address the following issues:

- Visual simulations of the project from Highway 12.
- CalTrans review of the private driveway access.
- Define a relationship between this project and the adjacent Santa Rosa Apartments (Redtree) project.
- Clarify Rite-Aid hours of operation.
- Engineering Division review of revised site plan.
- Use of the creek parcel would require a Conditional Use Permit and exclude some uses, specifically health clubs and parking lots. Use of this parcel must take into consideration its location near the creek and the creek bike and pedestrian pathways.

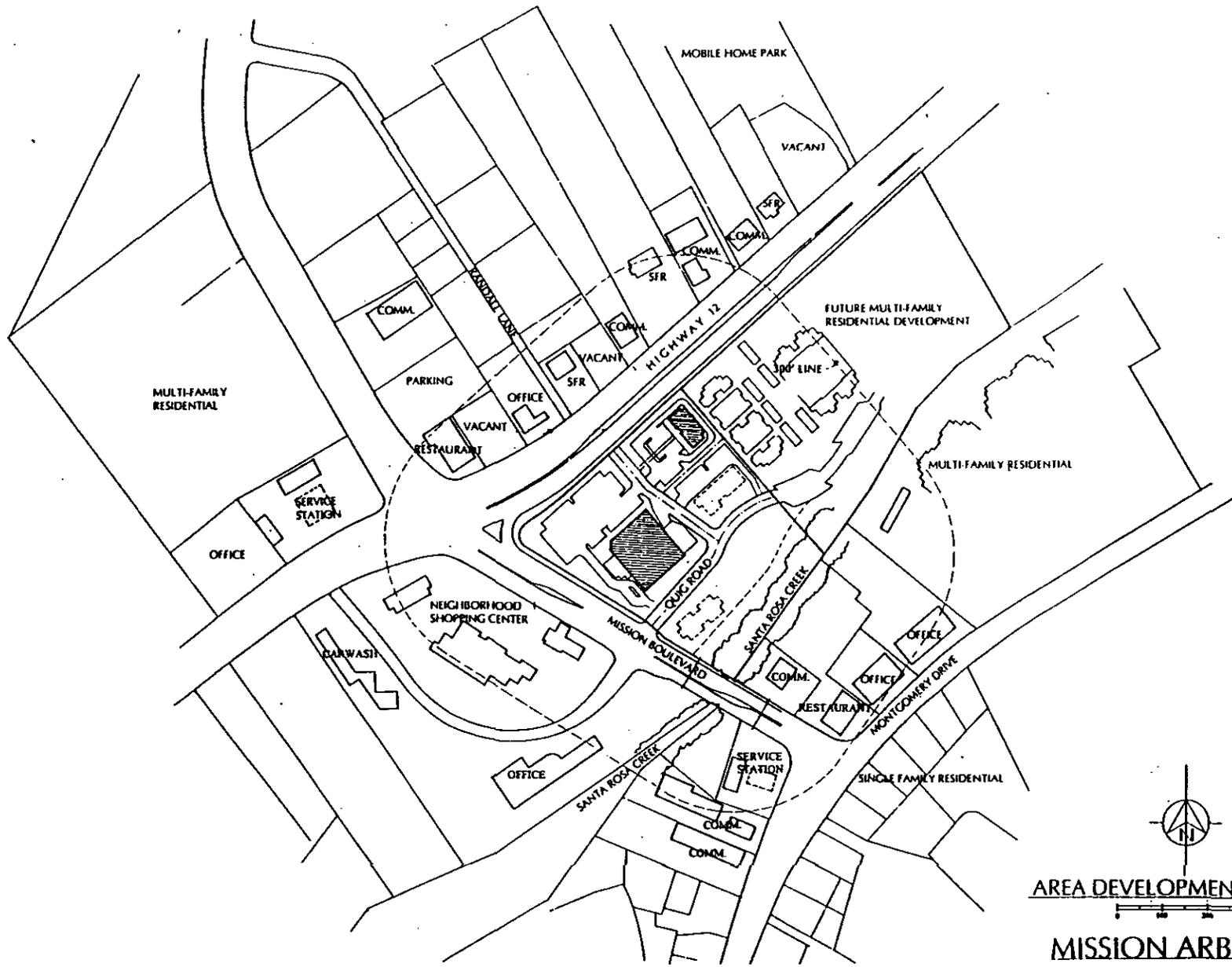
**MOTION:** Commissioner Johnson moved and Commissioner Cummings seconded a motion to continue this item to August 12, 1999. The motion carried by the following vote:

Ayes:	(5)	(Blanchard, Cummings, Dias, Johnson, Denietolis)
Noes:	(0)	
Abstentions:	(1)	(Carlile)
Absent	(1)	(Edwards)

Commissioner Carlile resumed participation in the meeting.







AREA DEVELOPMENT PLAN  
MISSION ARBORS

DEVELOPMENT PLAN  
For  
DSL SERVICE COMPANY  
MISSION BLVD. & HIGHWAY 12 - SANTA ROSA

KNIGHT/WAGNER/STOCKSDALE  
ARCHITECTS, INC.  
1000 MARKET STREET, SUITE 100, SAN FRANCISCO, CA 94102  
415.774.1100

DATE	11/27/10
BY	11/27/10
PROJECT	AD-1
SCALE	AS SHOWN
PROJECT NO.	10-0000
DATE	11/27/10
BY	11/27/10
PROJECT	AD-1
SCALE	AS SHOWN
PROJECT NO.	10-0000

AD-1



# MISSION ARBORS

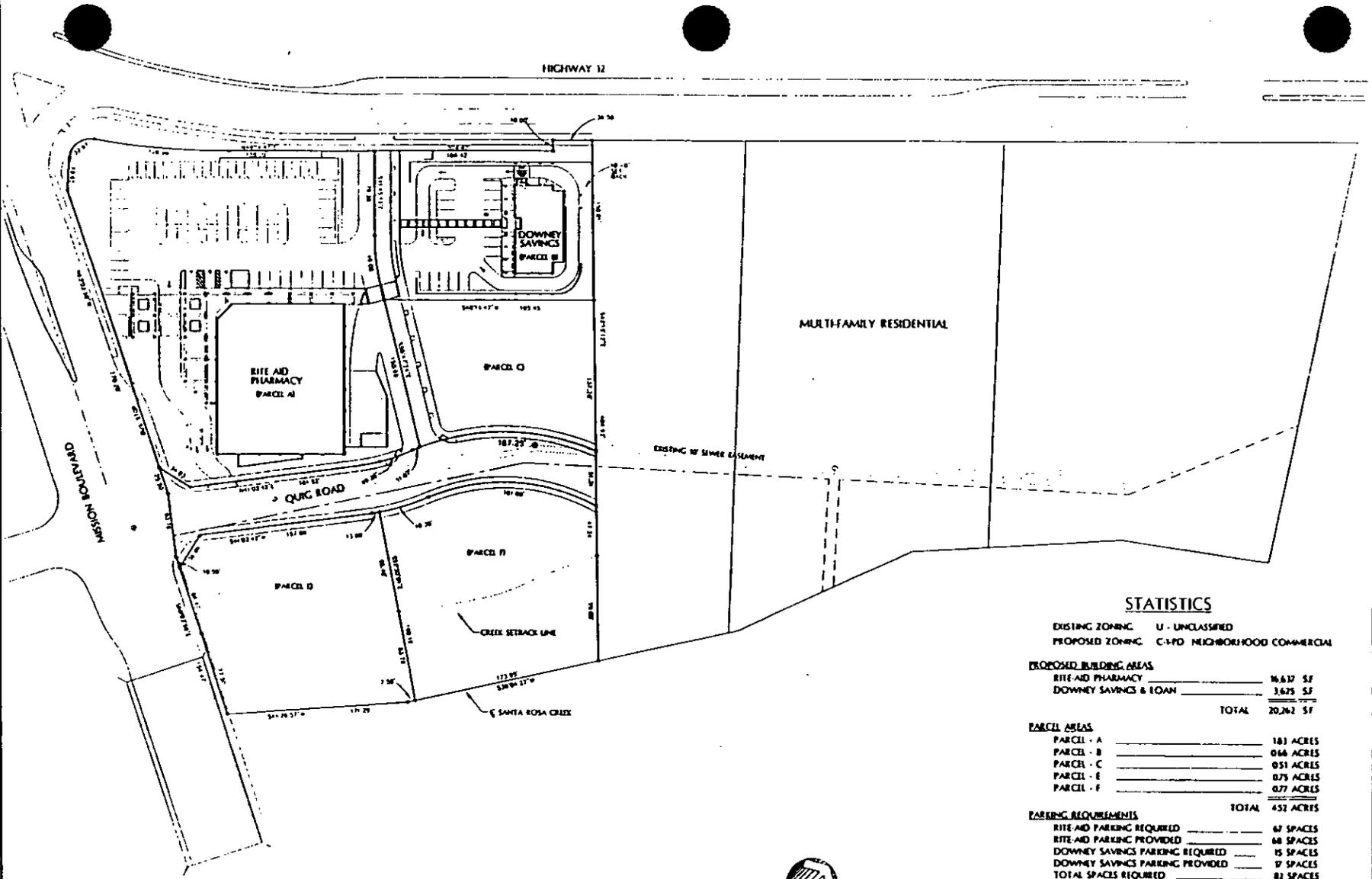
MISSION BOULEVARD & HIGHWAY 12  
SANTA ROSA, CALIFORNIA

## KNIGHT / WAGNER / STOCKSDALE ARCHITECTS

871 THIRD STREET / SANTA ROSA, CA 95404 / (707) 536-0000 / FAX (707) 536-0001



SD-1



**SITE PLAN**

### STATISTICS

EXISTING ZONING: U - UNCLASSIFIED  
PROPOSED ZONING: C-1 PD NEIGHBORHOOD COMMERCIAL

PROPOSED BUILDING AREAS	
RITE AID PHARMACY	16,617 SF
DOWNNEY SAVINGS & LOAN	3,625 SF
<b>TOTAL</b>	<b>20,242 SF</b>

PARCEL AREAS	
PARCEL - A	1.81 ACRES
PARCEL - B	0.66 ACRES
PARCEL - C	0.51 ACRES
PARCEL - E	0.75 ACRES
PARCEL - F	0.77 ACRES
<b>TOTAL</b>	<b>4.52 ACRES</b>

PARKING REQUIREMENTS	
RITE AID PARKING REQUIRED	67 SPACES
RITE AID PARKING PROVIDED	68 SPACES
DOWNNEY SAVINGS PARKING REQUIRED	15 SPACES
DOWNNEY SAVINGS PARKING PROVIDED	17 SPACES
<b>TOTAL SPACES REQUIRED</b>	<b>82 SPACES</b>
<b>TOTAL SPACES PROVIDED</b>	<b>85 SPACES</b>

LQE COVERAGE	
PARCEL - A	67.2 %
PARCEL - B	94.0 %



MISSION ARBORS

MISSION BOULEVARD & HIGHWAY 12  
SANTA ANA, CALIFORNIA

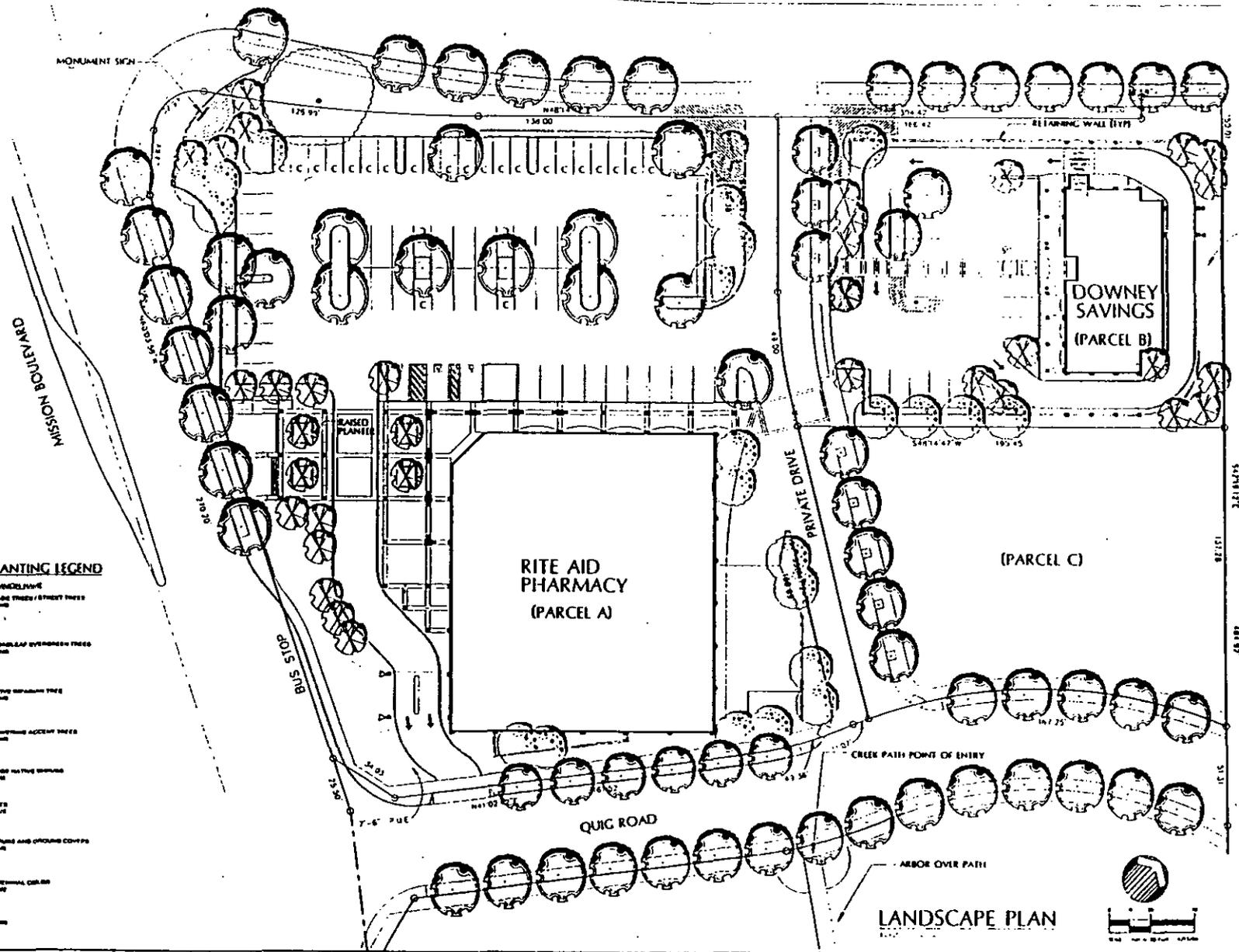
KNIGHT / WAGNER / STOCKSDALE  
ARCHITECTS

871 THIRD STREET / SANTA ANA, CA 92701 / (714) 238-1801

DATE	11/11/01
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PROJECT	MISSION ARBORS
CLIENT	MISSION ARBORS
DESIGNER	KNIGHT / WAGNER / STOCKSDALE
DATE	11/11/01

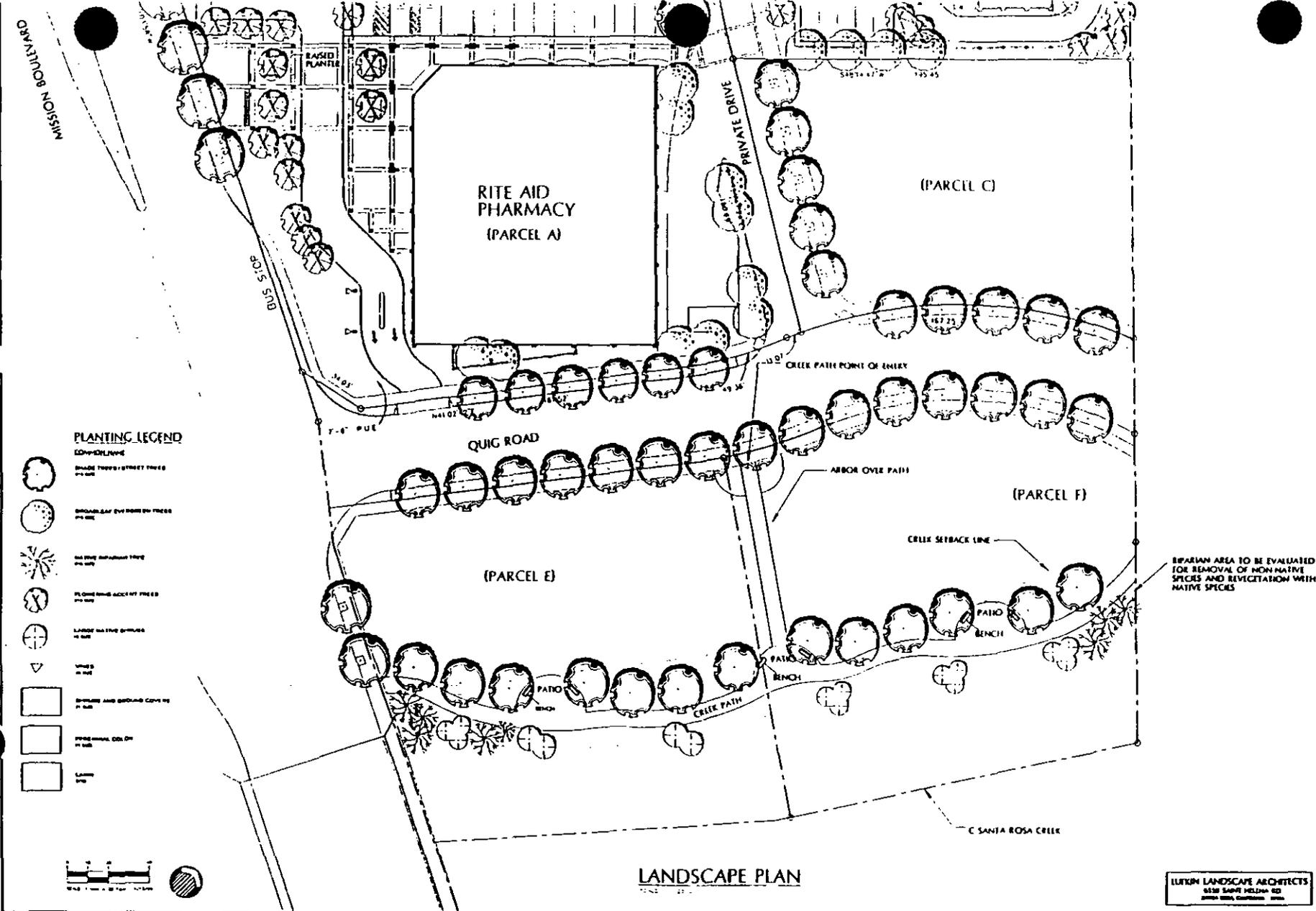
SD-3

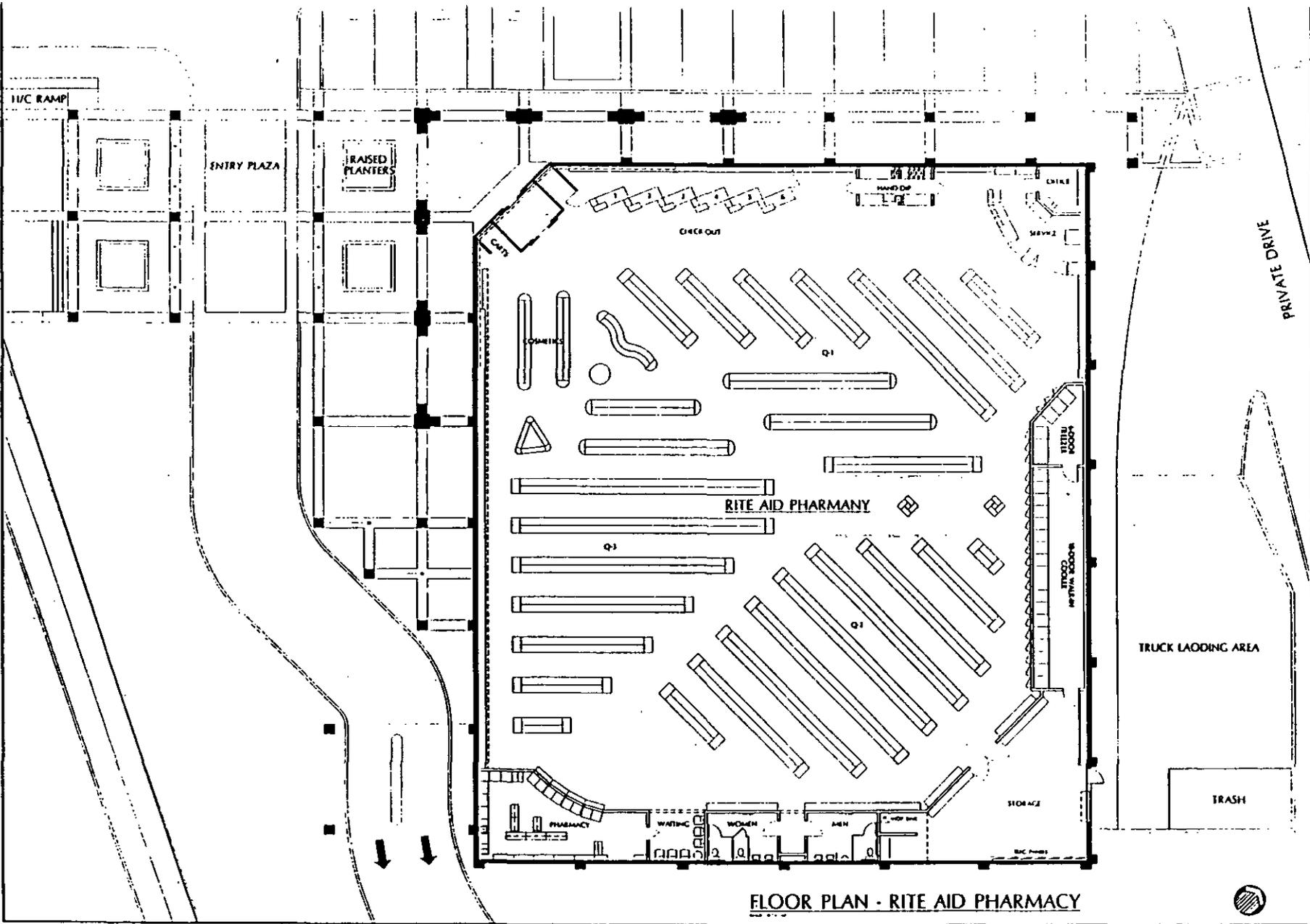
- PLANTING LEGEND**
- CORNER PLANT
  - SHADE TREE / STREET TREE
  - BROADLEAF EVERGREEN TREE
  - NO TREE SYMBOL TREE
  - PLANTING ACCENT TREE
  - LAND USE TREE SYMBOL
  - TREE
  - EXISTING AND OPENING COPY
  - FENCING COPY
  - WALL



LANDSCAPE PLAN







FLOOR PLAN - RITE AID PHARMACY

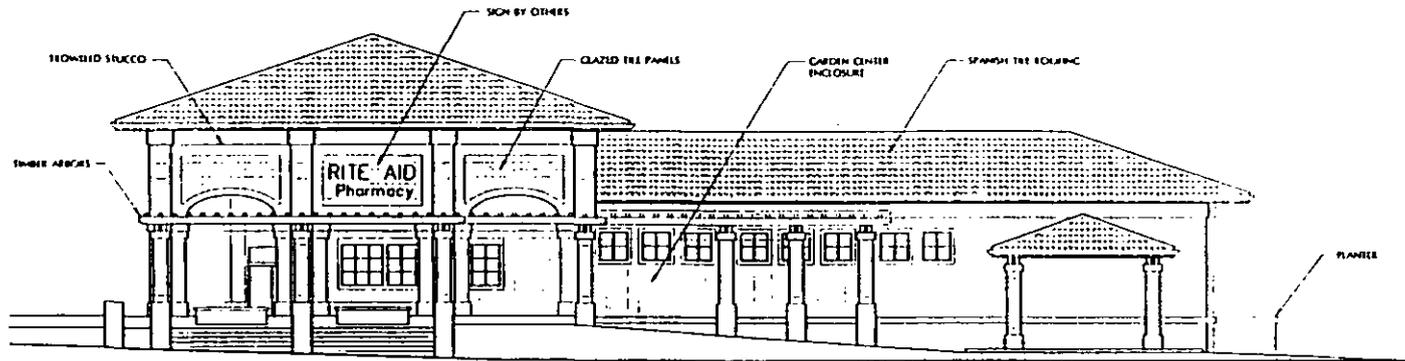


**MISSION ARBORS**  
 MISSION BOULEVARD & HIGHWAY 17  
 SANTA LENA, CALIFORNIA

**KNIGHT / WAGNER / STOCKSDALE ARCHITECTS**  
 87 THIRD STREET / SANTA LENA, CA 94949 / (707) 339-0044 / FAX 339-0810

NO. OF SHEETS	12
NO. OF SHEETS USED	12
DATE	11/11/01
PROJECT	MISSION ARBORS
CLIENT	MISSION ARBORS
ARCHITECT	KNIGHT / WAGNER / STOCKSDALE
SCALE	AS SHOWN

SC-4



WEST ELEVATION



NORTH ELEVATION

SCHEMATIC EXTERIOR ELEVATIONS - RITE AID PHARMACY



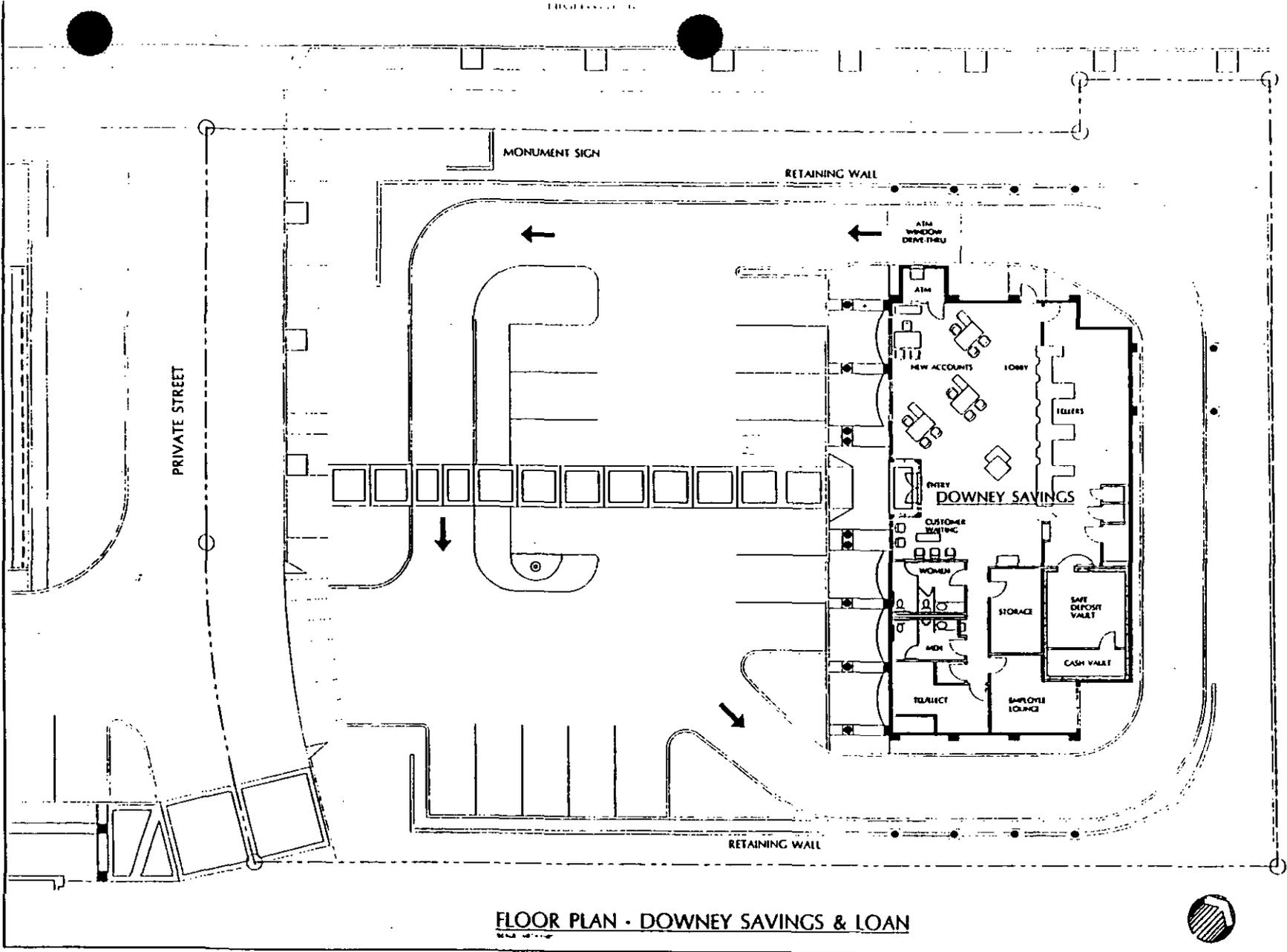
MISSION ARBORS  
MISSION BOULEVARD & HIGHWAY 17  
SANTA ROSA, CALIFORNIA

KNIGHT / WAGNER / STOCKSDALE  
ARCHITECTS  
811 THIRD STREET / SANTA ROSA, CA 95404 / (707) 538-0000 / FAX (707) 538-0001

DATE	11/11/01
BY	JK
CHECKED BY	JK
SCALE	AS SHOWN
PROJECT	MISSION ARBORS
CLIENT	RITE AID PHARMACY
ARCHITECT	KNIGHT / WAGNER / STOCKSDALE
ADDRESS	811 THIRD STREET, SANTA ROSA, CA 95404
PHONE	(707) 538-0000
FAX	(707) 538-0001
EMAIL	KNIGHT@KWSA.COM

SD-6





FLOOR PLAN - DOWNEY SAVINGS & LOAN

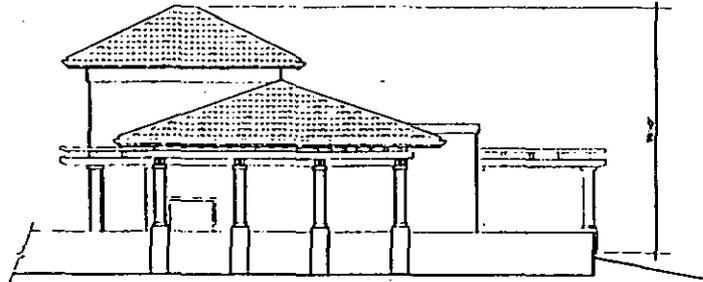


**MISSION ARBORS**  
 VISION. EQUIPMENT & HIGHWAY 17  
 SANTA ROSA, CALIFORNIA

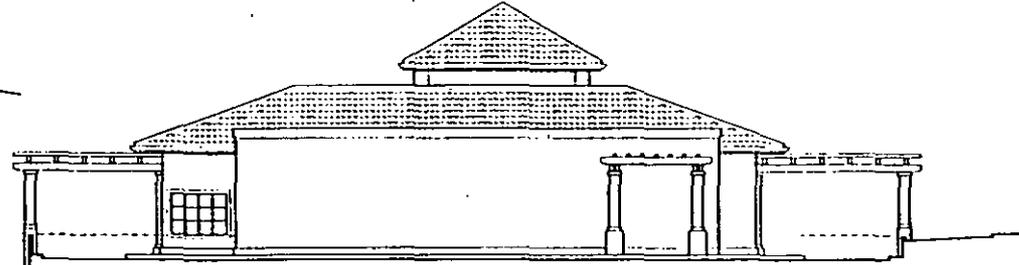
**KNIGHT / WAGNER / STOCKSDALE ARCHITECTS**  
 811 MARKET STREET / SANTA ROSA, CA 95401 / (707) 538-0800 / FAX (707) 538-0801

DATE	NO.	DESCRIPTION
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11/15/01	2	REVISIONS
12/15/01	3	REVISIONS
01/15/02	4	REVISIONS
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03/15/02	6	REVISIONS
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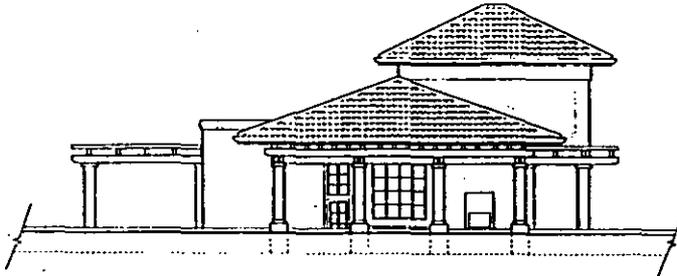
SC-5



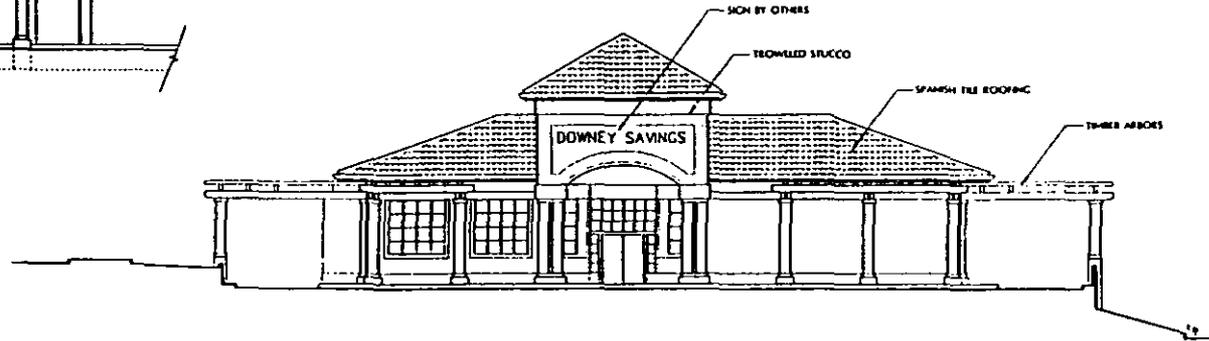
SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION

**SCHEMATIC EXTERIOR ELEVATIONS - DOWNEY SAVINGS**



**MISSION ARBORS**  
MISSION BOULEVARD & HIGHWAY 17  
SANTA ROSA, CALIFORNIA

**KNIGHT / WAGNER / STOCKSDALE**  
ARCHITECTS

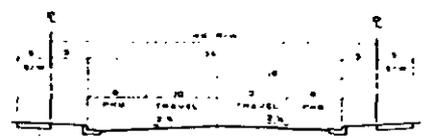
4111 PARKWAY 1151111 / SANTA ROSA, CA 95405 / (415) 434-1111 / FAX (415) 434-1111

DATE	11/11/88
PROJECT	MISSION ARBORS
CLIENT	MISSION ARBORS
ARCHITECT	KNIGHT / WAGNER / STOCKSDALE
SCALE	AS SHOWN
BY	WAGNER
CHECKED	WAGNER
DATE	11/11/88

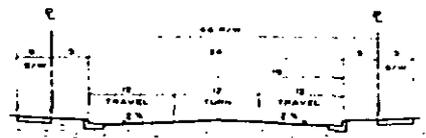
**SD-8**



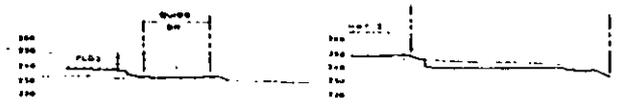
**PRIVATE DRIVE**  
LOOKING NORTH  
NTS



**QUIGG DRIVE**  
NTS



**QUIGG DRIVE**  
100' FROM MISSION BLVD  
NTS



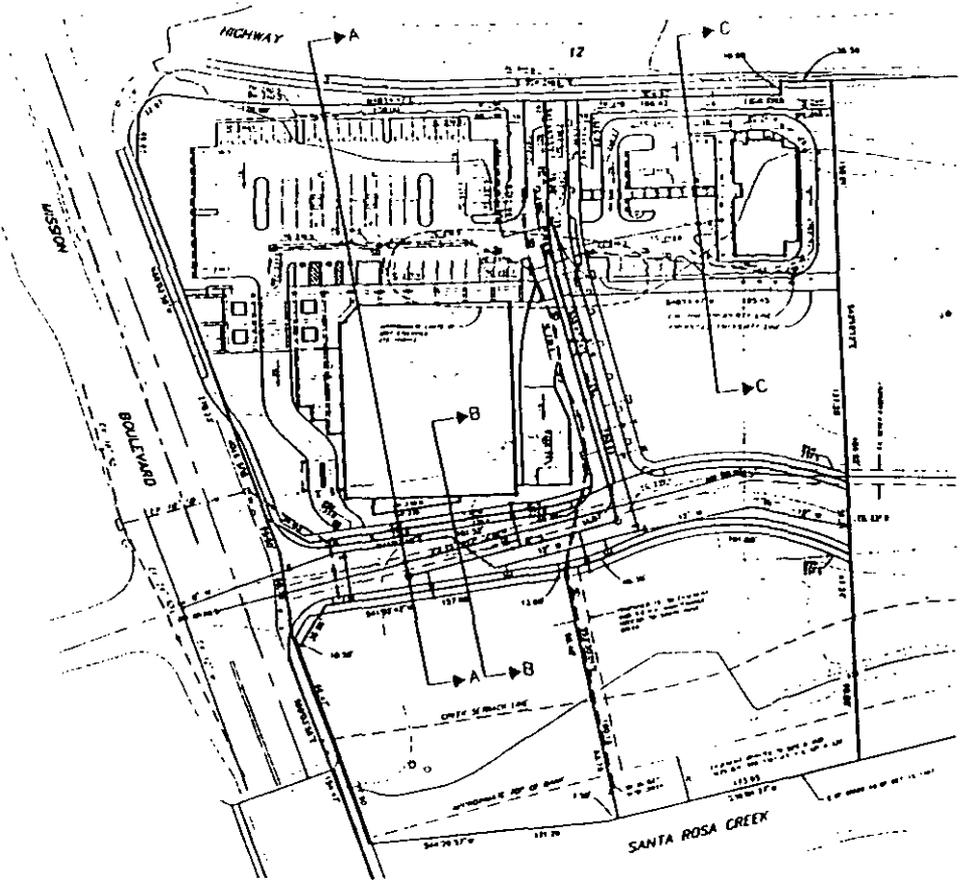
**SECTION B-B**

**SECTION C-C**



**SECTION A-A**

SCALE: 1/8" = 1'-0"  
1/4" = 1'-0"  
1/2" = 1'-0"



**PRELIMINARY**

**CARRILE - MALV**

DATE: 4/20/67  
DRAWN BY: [Signature]  
CHECKED BY: [Signature]

**MISSION ARBOR**  
LOCATED IN  
SANTA ROSA, CALIFORNIA  
**PRELIMINARY ENGINEERING**  
PLAN

DATE: 4/20/67  
DRAWN BY: [Signature]  
CHECKED BY: [Signature]  
SCALE: 1/8" = 1'-0"

Civil Engineers - Urban Planning - Landscape Architecture  
1700 North Main Street, Santa Rosa, California  
Tel. (707) 538-1111

FINAL

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**Traffic Impact Study for Santa Rosa  
Apartments and Mission Arbors**

**In the City of Santa Rosa**

MARCH 1999

**CITY OF SANTA ROSA  
P.O. Box 1678  
Santa Rosa, CA 95402**

**MAR 22 1999**

**DEPARTMENT OF  
COMMUNITY DEVELOPMENT**

FINAL

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**Traffic Impact Study for  
Santa Rosa Apartments and  
Mission Arbors**

**In the City of Santa Rosa**

March 19, 1999

**Prepared by  
TJKM Transportation Consultants  
141 Stony Circle, Suite 280  
Santa Rosa, California 95401-4110  
(707) 575-5800**

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F	Level of Service Existing + Approved Development + Project Conditions

## INTRODUCTION AND SUMMARY

### Introduction

The *Traffic Impact Study for General Plan Amendment Highway 12/Mission Boulevard* was prepared by TJKM Transportation Consultants in January 1998 to analyze the proposed rezoning of 15.99 acres of low density residential land use to medium density land use on Highway 12 east of Mission Boulevard. A development plan for the area had not been completed at that time. Therefore, the study analyzed the maximum development that would be acceptable under the General Plan Amendment without a connection to the commercial project to the west. A traffic signal at Highway 12 and Acacia Lane was recommended to mitigate impacts of traffic generated by the project.

Subsequent to the completion of the General Plan Amendment traffic impact study, the *Traffic Impact Study for Mission Arbors* was completed in March 1998. This study analyzed a defined project for the commercial site studied in the above traffic impact study. The Mission Arbors project includes a Rite Aid Pharmacy, Downey Savings Bank, an office building, and a commercial building that is expected to be a high turnover restaurant.

The proposed development plan for the residential site has now been developed. The proposed residential project is smaller in scale than the maximum development that was analyzed in the General Plan Amendment study and the Mission Arbors study. The current proposal is for 267 apartment units. In addition to having a development plan for the residential project, the access conditions for the entire site have now been defined. This study has been prepared to combine information contained in previous analyses and to present a look at the cumulative traffic impacts of the Santa Rosa Apartments and the Mission Arbors projects.

### Summary

An access to Santa Rosa Apartments will be provided on Highway 12 opposite Acacia Lane. A traffic signal that will be interconnected with other signals on Highway 12 will be a part of the project.

A traffic signal at Mission Boulevard and Mission Circle was recommended to mitigate impacts of traffic generated by Mission Arbors. Quigg Drive, which will intersect Mission Boulevard opposite Mission Circle, will extend through Mission Arbors and provide a connection to Santa Rosa Apartments. Modification to the islands on Mission Boulevard will be required to provide adequate stacking distance for northbound left-turn queues at Highway 12 and for southbound left-turns at Mission Circle.

Service levels at the study intersections will not fall below the City's level of service standards when traffic generated by the project is added to existing plus approved development traffic. Service levels will continue to meet level of service standards when project traffic is added to existing plus approved development traffic.

## EXISTING CONDITIONS

### Project Location

The project site is located on the southeast corner of Highway 12 and Mission Boulevard in the City of Santa Rosa. It is bordered by State Highway 12 (Sonoma Highway) on the north, Santa Rosa Creek on the south, Mission Boulevard on the west, and rural residential dwellings on the east.

The site consists predominantly of grasses, shrubs, trees, and the remnants of a walnut orchard. The site was once occupied by a bowling alley located in the southwest portion of the site and later an equipment rental business. Both uses have been removed. There are a few residences fronting Highway 12 on the site. The site slopes gently from Highway 12 toward Santa Rosa Creek, except for a steep portion directly adjacent to Highway 12. The location of the site is shown in Figure 1.

### Circulation System

*Highway 12.* East-west traffic flows in the vicinity of the project site are served by Highway 12, which also provides access to the site. Highway 12 is classified as an expressway in the City of Santa Rosa General Plan. In the vicinity of the project site, Highway 12 is a four-lane, divided highway. The intersection of Highway 12 at Mission Boulevard is controlled by a traffic signal.

There are median breaks on Highway 12 at Redwing Drive and Acacia Lane. Redwing Drive is a private access street for Rincon Valley Mobile Estates, located north of the project site across Highway 12. Acacia Lane is a private street that provides access to residential parcels and the Masonic Temple, also located across Highway 12.

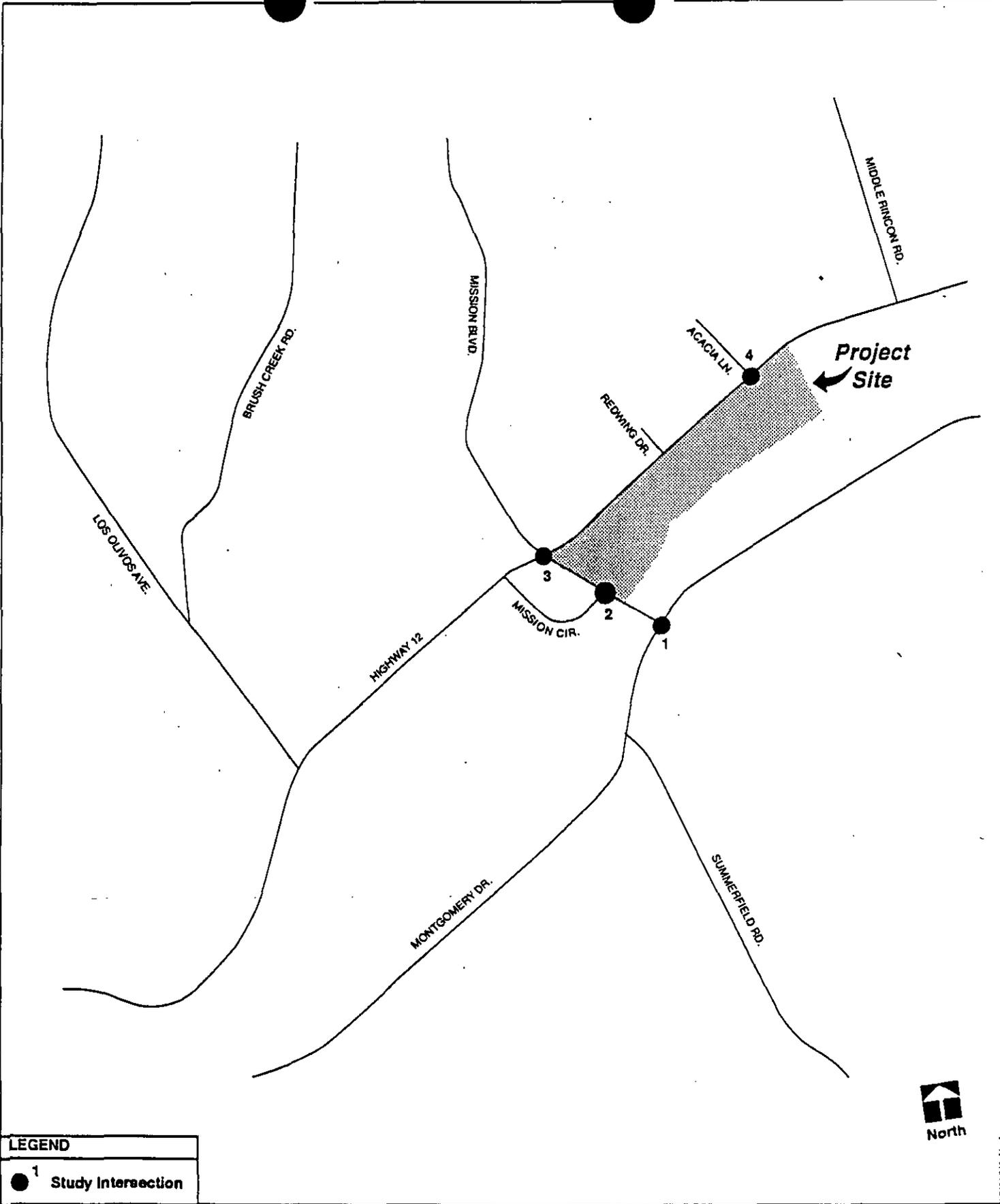
*Mission Boulevard.* North-west traffic flows in the project vicinity are served by Mission Boulevard. Mission Boulevard is classified as an arterial street in the City of Santa Rosa General Plan. In the vicinity of the project site, Mission Boulevard is a four-lane, divided fully developed urban street with curbs and gutters on both sides of the street. There is a median break on Mission Boulevard at Mission Circle. Left-turn channelization is provided in both directions. Mission Circle provides access to McDonald's Mission Plaza and other parcels that have frontage on the street.

### Study Area

The study area includes those intersections and corridors that will be affected by traffic generated by the project. The project will have access onto State Route 12. Therefore, the California Department of Transportation will be involved in the review process. The limits of the study area were defined after consultation with the City of Santa Rosa Department of Community Development.

The following corridors are included in the study area.

Highway 12, Farmers Lane to Oakmont Drive  
Mission Boulevard, Montgomery Drive to Montecito Drive  
Montgomery Drive, Farmers Lane to Mission Boulevard



City of Santa Rosa  
 Santa Rosa Apartments and Mission Arbors  
**Project Vicinity**

Figure 1 **TJKM**

The following intersections are included in the study area.

Mission Boulevard at Montgomery Drive  
Mission Boulevard at Mission Circle  
Highway 12 at Mission Boulevard  
Highway 12 at Acacia Lane

### **Transit Service**

Transit service in the project vicinity is provided by the City of Santa Rosa and the County of Sonoma. City of Santa Rosa Route 4, Rincon Valley, provides one-way eastbound service along Montgomery Drive, one-way northbound service along Mission Boulevard, and one-way westbound service along Highway 12. Sonoma County Route 30 provides service along Montgomery Drive, while Route 30 Express provides service along Highway 12 and Mission Boulevard.

### **Bicycle and Pedestrian Access**

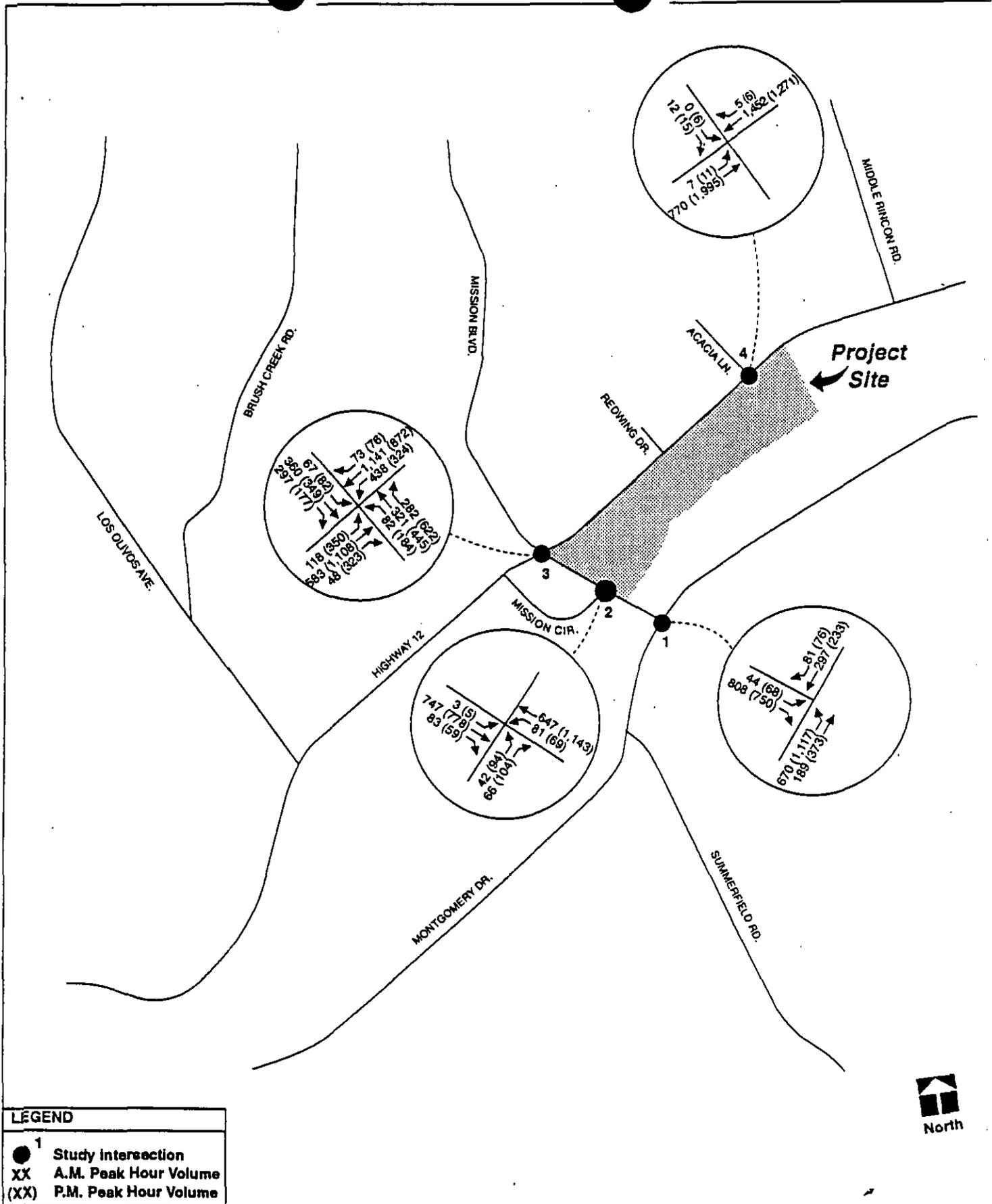
Mission Boulevard is a Class III Bike Route, and Highway 12 is proposed to be a Class II Bike Lane, according to the Santa Rosa General Plan. The Santa Rosa Creek Master Plan provides for a future hard-surfaced path and a soft-surfaced path along the northerly side of the creek. The hard-surfaced path would be a multi-use path available to bicycles and pedestrians. The soft-surfaced path is intended for pedestrian use only. Both paths would go under the existing bridge at Mission Boulevard.

### **Traffic Volumes**

Turning movement counts were conducted at the three study intersections during the weekday morning and evening peak traffic hours in January 1998. The existing traffic volumes are illustrated in Figure 2.

### **Historical Traffic Volumes**

Research was conducted on historical traffic volumes in the study area. Traffic volumes on Highway 12, Mission Boulevard, and Montgomery Drive in the study area were reviewed. Traffic volumes were obtained from reports published by the City of Santa Rosa and the California Department of Transportation. The traffic volumes counted since 1986 are summarized in Table I.



City of Santa Rosa  
 Santa Rosa Apartments and Mission Arbors  
**Existing Turning Movement Volumes**

Table I

## Historical Traffic Volumes

Year	Highway 12		Mission Blvd.		Montgomery Dr.	
	West of Mission Blvd.	East of Mission Blvd.	South of Hwy. 12	North of Hwy. 12	West of Mission Blvd.	East of Mission Blvd.
1998					28,124	6,427
1997	35,500	34,500	21,914	12,959		
1996	35,500	34,500			27,354	5,907
1995	34,500	33,500				
1994	34,500	33,500	20,133	12,495		
1993	34,500	33,500			25,681	5,463
1992	34,000	33,500	20,272	20,058		
1991	33,500	33,000	20,077	-	21,873	4,501
1990	33,500	33,000				
1989	34,500	32,500	-	12,513	25,038	-
1988	34,000	32,000				
1987	33,500	31,500			23,508	5,824
1986	33,500	31,500	18,475	9,007	22,216	3,950

Source: City of Santa Rosa and California Department of Transportation

### Level of Service

Level of service is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and passengers. The level of service generally describes these conditions in terms of such factors as speed and travel time, delay, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels of service are defined for each type of facility (*i.e.*, roadway or intersection) that is analyzed. They are given letter designations from A to F, with Level of Service (LOS) A representing the best operating conditions and LOS F the worst. Procedures for analyzing each type of facility are found in *Highway Capacity Manual, Special Report 209* (Transportation Research Board, 1994). A more detailed explanation of levels of service is located in Appendix A.

### Level of Service Standards

*Vision 2020, City of Santa Rosa General Plan* states that a level of service D is to be maintained along all major corridors. The level of service is to be calculated for evening peak hour using a one-hour average. Although no specific requirements are established for intersection service levels, LOS D is typically considered to be an acceptable service level for signalized intersection operations and is consistent with the General Plan.

### Arterial Level of Service, Existing Conditions

The measure of effectiveness for arterials is average travel speed along the corridor. The methodology to determine level of service divides arterials into three classifications related to the functional and design category of the arterial. The function and design categories are summarized in Appendix A.

Travel times in both directions on the study arterials were obtained from the City of Santa Rosa, and the level of service for the average travel speed was calculated. The arterial levels of service are summarized

in Table II. The study arterials operate at LOS C, or better. The use of a corridor analysis is consistent with the General Plan.

Table II

Arterial Level of Service, Existing Traffic Conditions

Arterial	Class	Average Travel Speed (mph)	LOS
Highway 12			
Farmers Ln-Brush Creek Rd eastbound	I	38.2	
Brush Creek Rd-Farmers Ln westbound	I	<u>27.3</u>	
AVERAGE		32.8	B
Brush Creek Rd-Calistoga Rd eastbound	II	30.2	
Calistoga Rd-Brush Creek Rd westbound	II	<u>25.8</u>	
AVERAGE		28.0	B
Calistoga Rd-Oakmont Dr eastbound	I	44.2	
Oakmont Dr-Calistoga Rd westbound	I	<u>44.8</u>	
AVERAGE		44.5	A
Mission Boulevard			
Montgomery Dr-Monticito Dr northbound	II	18.1	
Monticito Dr-Montgomery Dr southbound	II	<u>26.4</u>	
AVERAGE		22.3	C
Montgomery Drive			
Farmers Ln-Mission Blvd eastbound	II	25.9	
Mission Blvd-Farmers Ln westbound	II	<u>27.6</u>	
AVERAGE		26.8	B

Source: TJKM Transportation Consultants (1998)

Intersection Level of Service, Existing Conditions

The measure of effectiveness for intersections with traffic controls is delay, or the average length of time a car waits to pass through the intersection. For signalized intersections, the measure of effectiveness is average stopped delay for all vehicles approaching the intersection. For one-way or two-way stop-controlled intersections, the measure of effectiveness is expressed as the average delay for each movement subject to delay.

The signalized intersections in the study area currently operate at acceptable service levels during both the morning and evening peak traffic hours. The levels of service for the study intersections are shown in Table III. Calculations are included in Appendix D.

The left-turn movements at Mission Boulevard and Mission Circle and at Highway 12 and Acacia Lane operate at LOS F under existing traffic conditions. This is due to the lack of acceptable gaps in the traffic stream to accommodate left-turn movements out of the minor streets.

Table III

Intersection Level of Service, Existing Traffic Conditions

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
<b>Signalized Intersections</b>				
Highway 12/Mission Blvd	15.5	C	19.9	C
Mission Blvd/Montgomery Dr	5.7	B	4.4	A
<b>Stop-Controlled Intersections</b>				
Mission Blvd/Mission Circle				
Eastbound Left	63.5	F	705.5	F
Eastbound Right	4.4	A	4.7	A
Highway 12/Acacia Ln				
Southbound Left	N/A	N/A	843.8	F
Southbound Right	6.2	B	5.6	B

N/A = Not Applicable

Source: TJKM Transportation Consultants (1998)

# EXISTING PLUS APPROVED DEVELOPMENT (BASE CASE) TRAFFIC CONDITIONS

## Base Case Traffic Conditions

Existing traffic conditions are revised to add traffic from development that has been approved but not yet completed. The revised traffic volumes and operating speeds represent traffic conditions that will occur when the approved development is completed and occupied. The traffic condition of existing traffic plus traffic from approved development is called the base case traffic condition.

## Santa Rosa Traffic Model

The City of Santa Rosa Traffic Model was used to obtain traffic forecasts of future traffic conditions. The traffic model was updated to include development that has been completed or approved since the model was calibrated. Land use information on completed development and approved development was obtained from the City of Santa Rosa Department of Community Development. The lists are current as of September 1997.

A detailed description of the Santa Rosa Traffic Model, including the modeling process, TRANPLAN software, and the structure of the modeling process is provided in Appendix B.

## Completed Development

Several projects have been completed in the City of Santa Rosa since the Santa Rosa Traffic Model was calibrated. Appendix C contains a listing of the completed projects. The traffic model was updated with land uses on the completed development list to simulate existing conditions.

## Approved Development

Many projects have been approved in the City of Santa Rosa since the Santa Rosa Traffic Model was calibrated. For a listing of the approved projects, refer to Appendix C.

## Arterial Level of Service, Existing Plus Approved Development

The Santa Rosa Traffic Model was executed, and travel times on the arterials were noted for the existing traffic conditions. The model was then executed with land use data updated to reflect approved development. The revised travel times along the arterial segments were noted. Actual speed along these corridors were then reduced in proportion to the increase in travel times between the existing traffic and existing plus approved development traffic model results.

The service levels were determined from the travel speeds and are shown in Table IV. The service levels will change on Mission Boulevard and Montgomery Drive. However, the LOS D standard will be maintained on all arterials.

Table IV

## Arterial Level of Service, Existing Plus Approved Development Traffic Conditions

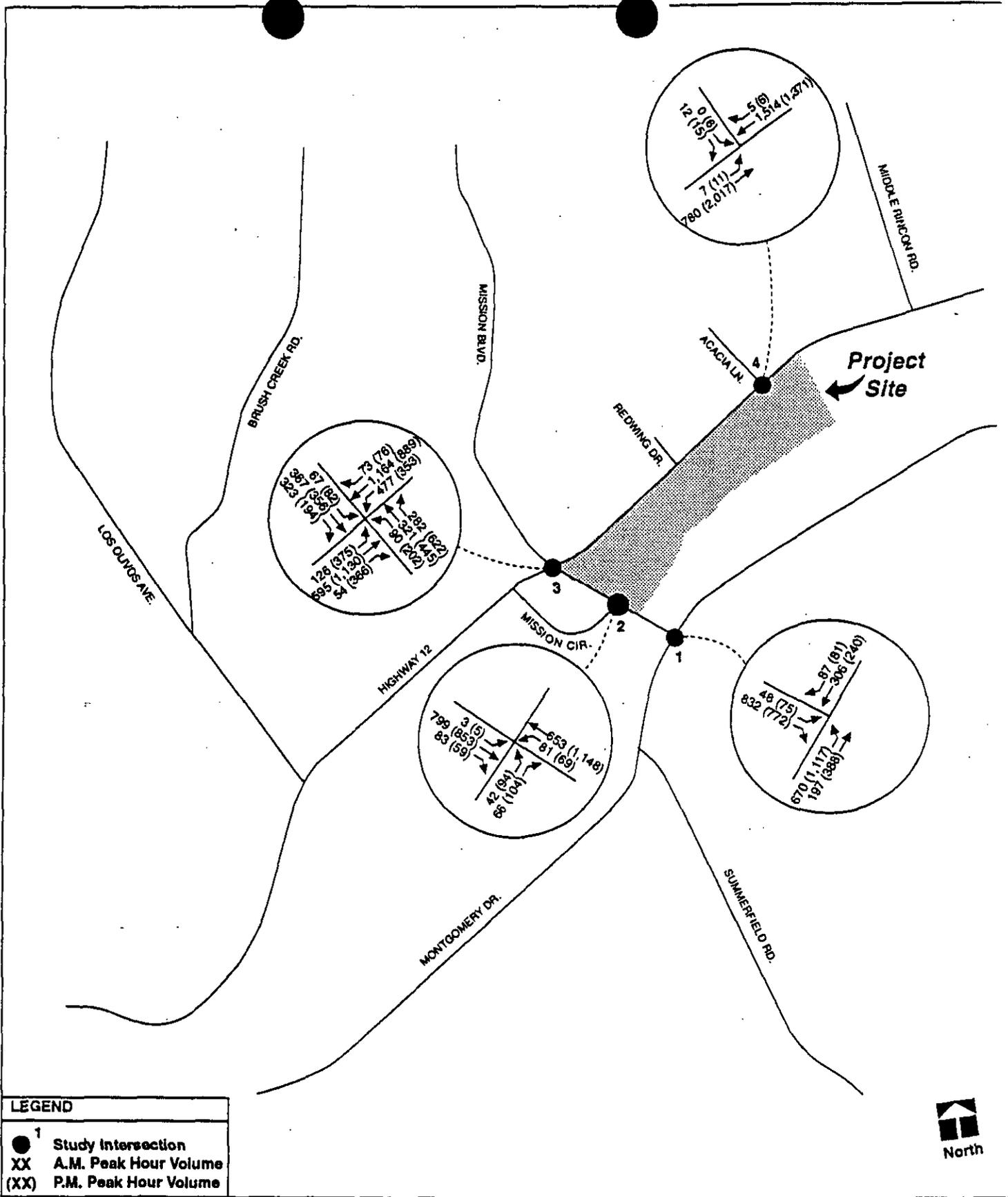
Arterial	Class	Existing		Existing Plus Approved Development	
		Average Travel Speed (mph)	LOS	Average Travel Speed (mph)	LOS
Highway 12					
Farmers Ln-Brush Creek Rd eastbound	I	38.2		38.2	
Brush Creek Rd-Farmers Ln westbound	I	<u>27.3</u>		<u>27.3</u>	
AVERAGE		32.8	B	32.8	B
Brush Creek Rd-Calistoga Rd eastbound	II	30.2		29.3	
Calistoga Rd-Brush Creek Rd westbound	II	<u>25.8</u>		<u>24.8</u>	
AVERAGE		28.0	B	27.1	B
Calistoga Rd-Oakmont Dr eastbound	I	44.2		44.3	
Oakmont Dr-Calistoga Rd westbound	I	<u>44.8</u>		<u>44.9</u>	
AVERAGE		44.5	A	44.6	A
Mission Boulevard					
Montgomery Dr-Monticito Dr northbound	II	18.1		17.1	
Monticito Dr-Montgomery Dr southbound	II	<u>26.4</u>		<u>17.7</u>	
AVERAGE		22.3	C	17.4	D
Montgomery Drive					
Farmers Ln-Mission Blvd eastbound	II	25.9		22.0	
Mission Blvd-Farmers Ln westbound	II	<u>27.6</u>		<u>21.9</u>	
AVERAGE		26.8	B	22.0	C

Source: TJKM Transportation Consultants (1998)

## Intersection Level of Service, Existing Plus Approved Development

Traffic volumes were noted for existing plus approved development traffic conditions. The volumes were compared to existing traffic volumes, and factors were calculated. These factors were applied to existing weekday morning and evening peak hour volumes to obtain traffic volumes for the existing plus approved development scenario. Traffic volumes for the existing plus approved development project conditions are illustrated in Figure 3.

The intersection levels of service were calculated, and the results are summarized in Table V. Calculations are included in Appendix E.



City of Santa Rosa  
 Santa Rosa Apartments and Mission Arbors  
**Existing + Approved Development**  
**Turning Movement Volumes**

Figure

3

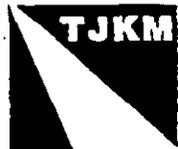


Table V

**Intersection Level of Service, Existing Plus Approved Development Traffic Conditions**

Intersection	Existing				Existing Plus Approved Development			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
<b>Signalized Intersections</b>								
Highway 12/Mission Blvd	15.5	C	19.9	C	15.5	C	17.2	C
Mission Blvd/Montgomery Dr	5.7	B	4.4	A	5.1	B	4.6	A
<b>Stop-Controlled Intersections</b>								
Mission Blvd/Mission Circle								
Eastbound Left	63.5	F	705.5	F	74.5	F	861.3	F
Eastbound Right	4.4	A	4.7	A	4.5	A	4.9	A
Highway 12/Acacia Ln								
Southbound Left	N/A	N/A	843.8	F	N/A	N/A	995.4	F
Southbound Right	6.2	B	5.6	B	6.5	B	6.0	B

N/A = Not Applicable

Source: TJKM Transportation Consultants (1998)

## PROJECT IMPACTS

### Project Description

The project is actually two separate development proposals. Santa Rosa Apartments is a 267-unit apartment complex. Mission Arbors is a commercial retail site, which includes a 16,555-square foot Rite Aid Pharmacy with a drive-through pharmacy pick-up window, a 3,600-square foot Downey Savings Bank, and two parcels that could be developed as a 5,000-square foot office and a 5,000-square foot high turnover sit-down restaurant.

Access to Mission Arbors will be provided via Quigg Drive, a new public street that will be constructed to connect to Mission Boulevard at Mission Circle. The Mission Arbors project includes the installation of a traffic signal at the intersection of Mission Boulevard and Mission Circle.

Access to Santa Rosa Apartments will be provided via an extension of Acacia Lane from Highway 12 to the south and by an extension of Quigg Drive to the east. The Santa Rosa Apartment project includes the installation of a traffic signal at Highway 12 and Acacia Lane.

### Trip Generation

In the context of traffic analyses, a trip is defined as a single or one-direction vehicle movement with either the origin or destination inside the study area. A trip end is the origin or destination of a trip. Each trip has two trip ends, one trip end within the study area and one trip end outside the study area. A round trip is considered, in traffic terminology, as two trips. A round trip, therefore, has four trip ends. Two trip ends are in the study area and two trip ends are outside the study area.

Trip generation for Santa Rosa Apartments is calculated using the rate for multi-family units that was presented in *Traffic Impact Study for General Plan Amendment Highway 12/Mission Boulevard*. These rates are based on data published by the Institute of Transportation Engineers (ITE). The trip generation rate for multi-family residential units is 6.47 trip ends per dwelling unit. The trip generation rate during the morning peak hour of adjacent street traffic is 0.51 trip ends per dwelling unit. The directional split is 17% inbound and 83% outbound. The trip generation rate during the evening peak hour of adjacent street traffic is 0.63 trip ends per dwelling unit. The directional split is 68% inbound and 32% outbound.

Trip generation for Mission Arbors was calculated in *Traffic Impact Study for Mission Arbors* and is also based on data published by ITE. The trip generation for each component of the Mission Arbors project has been determined, and the summation is the total number of trips forecast for the commercial development. Trip generation is summarized in Table VI.

Table VI

## Project Trip Generation

Land Use Type	Units	No.	Daily		A.M. Peak Hour			P.M. Peak Hour		
			Rate	Trips	In	Out	Total	In	Out	Total
Santa Rosa Apartments	du <sup>1</sup>	267	6.47	1,727	23	113	136	114	54	168
Mission Arbors										
Rite Aid	ksf <sup>2</sup>	16.55	88.16	1,428	25	19	44	84	88	172
Downey Bank	ksf <sup>2</sup>	3.60	143.14	515	8	6	14	55	54	109
Office	ksf <sup>2</sup>	5.00	11.01	55	7	1	8	1	6	7
Restaurant	ksf <sup>2</sup>	5.00	130.34	652	24	22	46	33	22	55
Total				4,408	87	161	248	286	224	510

<sup>1</sup> du = dwelling units

<sup>2</sup> ksf = 1,000 square feet of floor area

Source: TJKM Transportation Consultants (1998)

### Previous Traffic Studies

An environmental report was prepared for a general plan amendment for the site. The *Mission Boulevard/Sonoma Highway General Plan Amendment Environmental Impact Report* investigated the traffic impacts of two land use scenarios. The EIR analyzed the impacts of the maximum development that could be constructed if the general plan amendment were approved. Given the constraints of the site, a 127,300-square foot shopping center and 200 apartments could be built upon the site. The EIR also analyzed a conceptual site plan that included a Raley's Market, retail and commercial uses, and a 164-unit apartment complex.

*Traffic Impact Study for General Plan Amendment Highway 12/Mission Boulevard* analyzed the traffic impacts of the maximum number of apartments that could be developed on the site, *i.e.*, 348 units. In addition, the cumulative development included traffic impacts of a 34,000-square foot shopping center on 5.69 acres.

*Traffic Impact Study for Mission Arbors* analyzed the traffic impacts of the Mission Arbors shopping center. This included a Rite Aid Pharmacy, a Downey Savings Bank, and other commercial development. The cumulative impacts included traffic generated by 348 apartment units.

A summary of trip generation for each of the proposals studied previously is found in Table VII. In every case trip generation decreased from the previous studies.

Table VII

## Trip Generation from Previous Studies

Land Use	Units	No.	Daily		Total Trips	Source
			Rate	Trips		
<b>General Plan Amendment</b>						1
Shopping Center	ksf	127.3	64.56	8,218		
Apartments	DU	200	6.47	1,294		
Total					9,512	
<b>Conceptual Site Plan</b>						1
Shopping Center	ksf	98.965	70.95	7,022		
Apartments	DU	164	6.47	1,061		
Total					8,083	
<b>General Plan Amendment</b>						2
Shopping Center	ksf	34	105.91	3,601		
Apartments	DU	348	6.47	2,252		
Total					5,853	
<b>Mission Arbors</b>						3
Rite Aid	ksf	16.55	88.16	1,459		
Downey Bank	ksf	3.60	143.14	515		
Office	ksf	5.00	11.01	55		
Restaurant	ksf	5.00	130.34	652		
Apartments	DU	348	6.47	2,252		
Total					4,933	
<b>This Project</b>						4
Rite Aid	ksf	16.55	88.16	1,459		
Downey Bank	ksf	3.60	143.14	515		
Office	ksf	5.00	11.01	55		
Restaurant	ksf	5.00	130.34	652		
Apartments	DU	267	6.47	1,727		
Total					4,408	

ksf = 1,000 square feet

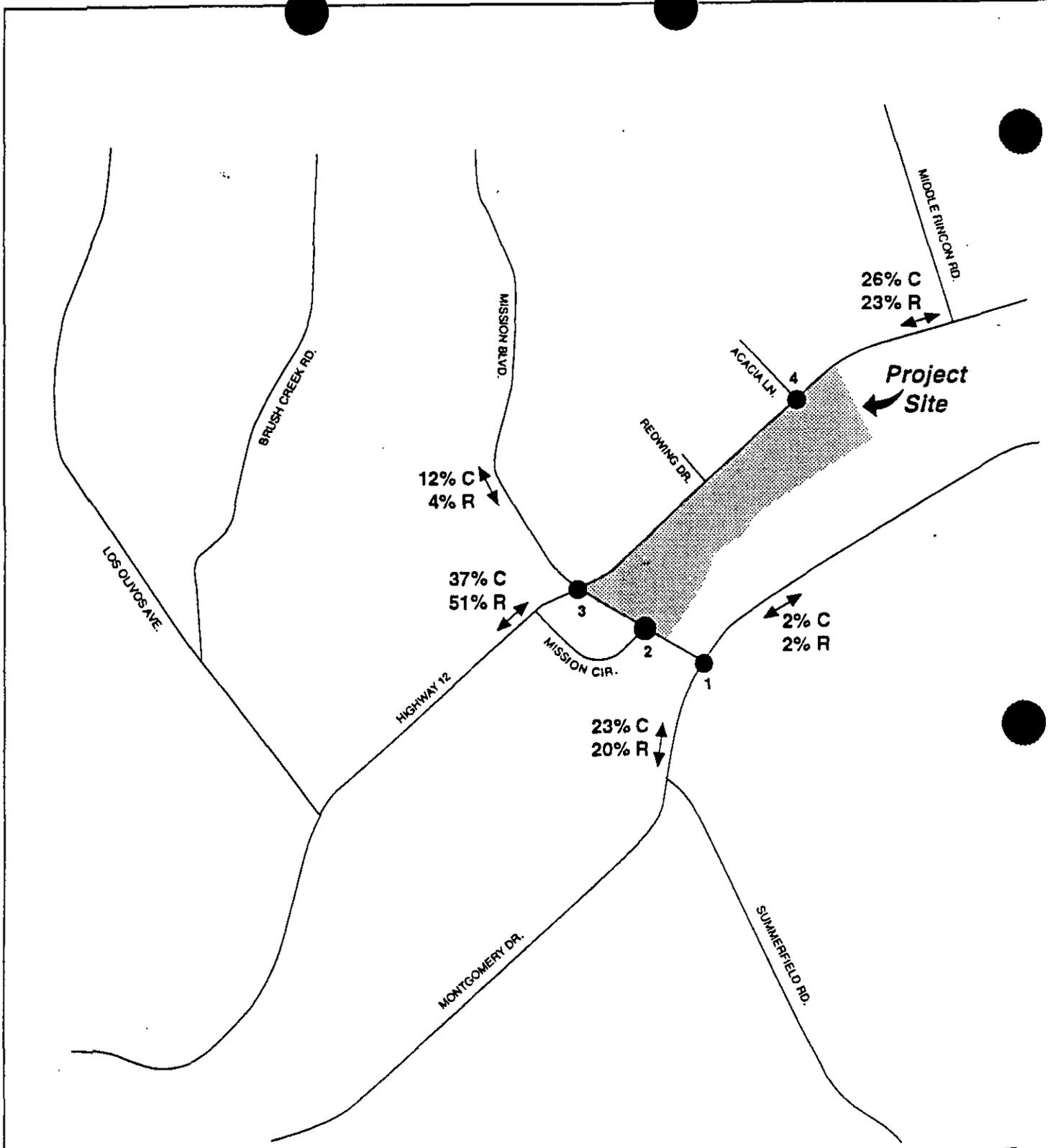
DU = dwelling unit

Source: 1 - *Environmental Impact Report, Mission Boulevard/Sonoma Highway General Plan Amendment (1995)*2 - *Traffic Impact Study for General Plan Amendment, Highway 12/Mission Boulevard (1998)*3 - *Traffic Impact Study for Mission Arbors (1998)*

4 - TJKM Transportation Consultants (1999)

## Trip Distribution

The distribution of trips was developed for *Traffic Impact Study for General Plan Amendment Highway 12/Mission Boulevard*. The Santa Rosa Traffic Model was executed for base case conditions. The model was then executed once with a residential project and once with a commercial project. The difference in forecast traffic volumes was analyzed to obtain trip distribution for the residential and commercial elements of the total project. The trip distribution is illustrated in Figure 4 and summarized in Table VIII.



**LEGEND**

- Study Intersection
- XX% C Commercial Land Use
- XX% R Residential Land Use



City of Santa Rosa  
 Santa Rosa Apartments and Mission Arbors  
**Trip Distribution**

Figure  
**4**



Table VIII

Project Trip Distribution

Direction	Percent of Trips	
	Residential	Commercial
To/from the north	4	12
To/from the west via Highway 12	51	37
To/from the west via Montgomery Drive	20	23
To/from the east via Highway 12	23	26
To/from the east via Montgomery Drive	2	2
	100	100

Source: TJKM Transportation Consultants (1995)

**Project Site Access**

Access to Mission Arbors will be provided by a new street opposite Mission Circle on Mission Boulevard. Access to Santa Rosa Apartments will be provided by a new street opposite Acacia Lane on Highway 12. The Quigg Drive Corridor Policy, which is described in the following section, requires that the access points to Highway 12 be limited.

The access at Mission Boulevard and Mission Circle will be a signalized intersection. A traffic signal at this location was a mitigation measure of the *Environmental Impact Report for the Mission Boulevard/Sonoma Highway General Plan Amendment*

The access opposite Acacia Lane is recommended to be full access with left turns in and out permitted on the north and south legs. Traffic signal warrants will be met with the completion of the project, and traffic signal installation is recommended. A new traffic signal should be interconnected to Mission Boulevard to the west and to Middle Rincon Road to the east.

**Quigg Drive Corridor Policy**

The City Council has developed the Quigg Drive Corridor Policy, which clarifies circulation requirements of development applications between Santa Rosa Creek and Highway 12 and between Mission Boulevard and Calistoga Road. The policy states that there be no circulation tie-in to Mission Boulevard; that the area circulation planning provide a minimum number of access points to Highway 12; that any development application must include the necessary circulation planning for the aggregate undeveloped area adjacent to the development application; and any area circulation planning consider the deletion of street extension through developed areas unless the street extension is absolutely necessary.

The development plan for the project satisfies all of the criteria for the Quigg Drive Corridor except the first, *i.e.*, no direct tie-in with Mission Boulevard; however, the *Environmental Impact Report for the Mission Boulevard/Sonoma Highway General Plan Amendment* found that left-turn access to Highway 12 from the potential residential development to the east would create adverse impacts along Highway 12. The EIR concluded that in order to avoid new access points onto Highway 12, future development plans may include a street paralleling Highway 12 with direct access to Highway 12, in nonconformance with the Quigg Drive Corridor Policy.

## **Pass-By Trips**

Commercial developments attract traffic from the passing stream of traffic. Trips generated by traffic that is already on the highway system and uses the driveway of a new commercial site are called pass-by trips. These are not new trips because they already pass by the commercial site. Pass-by trips are distinguished from primary trips, which have the sole purpose as a shopping trip and are new trips that are attracted by the development. The City of Santa Rosa allows a pass-by rate of 14% for banks and 16% for other commercial uses. An average pass-by rate of 15% is used in this analysis.

## **Traffic Assignment**

### Santa Rosa Apartments

Traffic to and from the north, east via Highway 12, and west via Highway 12 was assigned to the access opposite Acacia Lane. Traffic to and from the east and west via Montgomery Drive was assigned to Quigg Drive, which will be located opposite Mission Circle on Mission Boulevard.

### Mission Arbors

Traffic to Mission Arbors from Highway 12 west of Mission Boulevard and traffic from Mission Arbors to Highway 12 east of Mission Boulevard was assigned to the Mission Arbors driveway on Highway 12. This driveway is limited to right turns in and right turns out. All other traffic to and from Mission Arbors is assigned to Quigg Drive, which will be located opposite Mission Circle on Mission Boulevard. Existing plus approved development plus project traffic volumes are shown in Figure 5.

## **Traffic Signal Warrants**

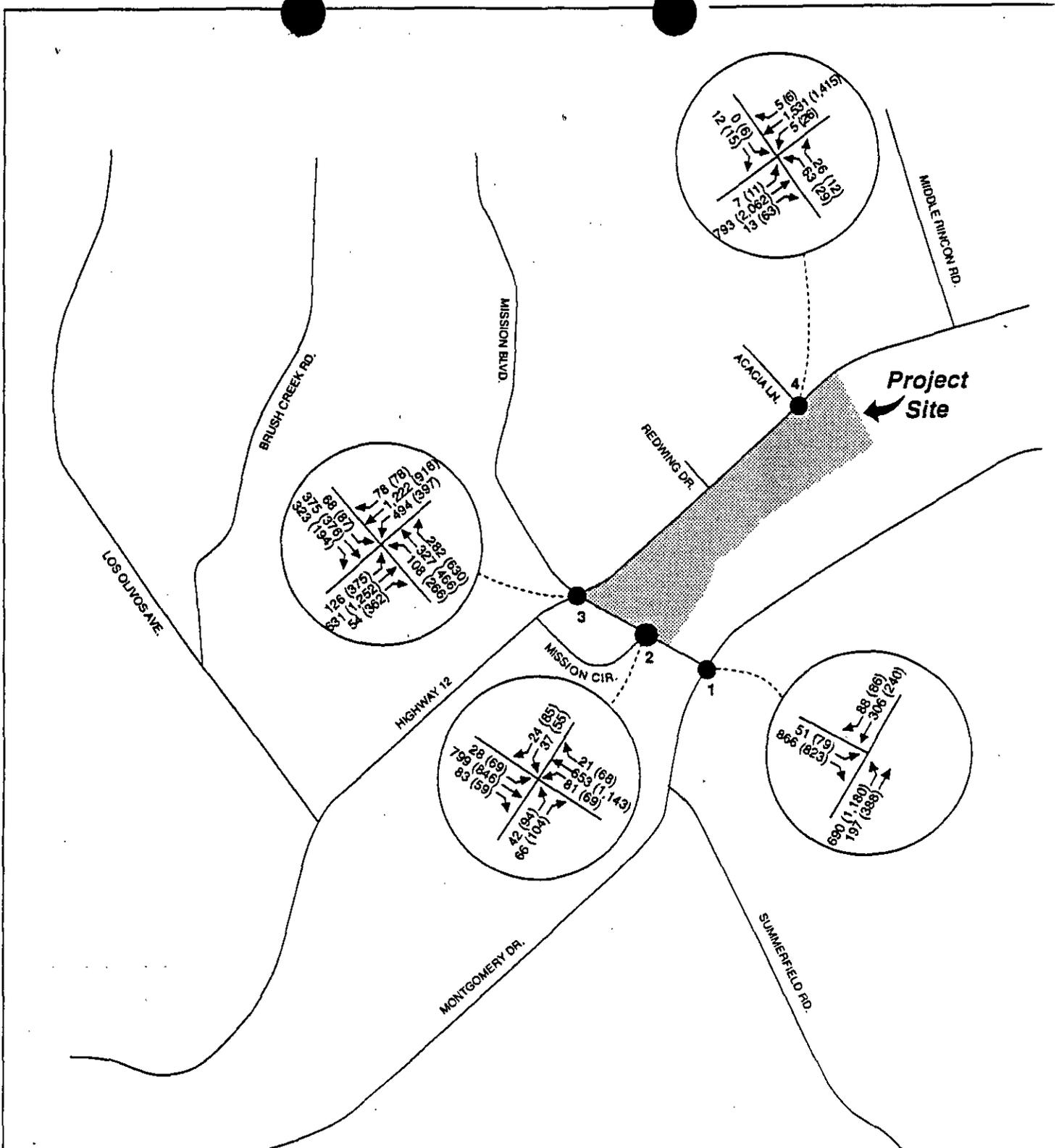
Traffic signals are electrically powered traffic control devices that alternatively direct traffic to stop and proceed at highway and street intersections. Their purpose is the orderly assignment of right-of-way to various traffic movements.

When justified and properly designed, a traffic signal may reduce the frequency of right angle accidents. A traffic signal will permit pedestrians and vehicles to cross a heavy traffic stream. With proper coordination a traffic signal will allow the continuous flow of a platoon of traffic at a definite speed along a given route. Finally, a traffic signal will permit the orderly movement of traffic and will control traffic more economically than by manual methods.

Unjustified, ill-designed, improperly operated, or poorly maintained traffic signals may cause increased accident frequency, can cause excessive delay, may lead to the disregard of signal indications, and may result in the increase of circuitous travel by use of alternate routes.

A comprehensive investigation of traffic conditions and physical characteristics of a proposed traffic signal location is required to determine the necessity for a signal installation and to furnish necessary data for the proper design and operation of a signal that is found to be warranted.

Eleven traffic signal warrants have been established by the United States Department of Transportation. The numerical values used in the warrants are based on research relating traffic volumes to delay and accident experience. Traffic signals should not be installed unless one or more of the established warrants are met.



LEGEND	
● <sup>1</sup>	Study Intersection
XX	A.M. Peak Hour Volume
(XX)	P.M. Peak Hour Volume



City of Santa Rosa  
 Santa Rosa Apartments and Mission Arbors  
**Existing + Approved Development + Project  
 Turning Movement Volumes**

The intersection of Highway 12 and Acacia Lane is within the City of Santa Rosa. However, the approach speeds on Highway 12 are 45 miles per hour. By definition, a street with an approach speed of over 40 miles per hour is a high-speed approach. For purposes of traffic signal warrants, a high-speed approach is considered rural and rural warrants apply.

In order to satisfy the peak hour volume warrant in rural areas, the volume for a minor street approaching within one lane must exceed 75 vehicles per hour. During the morning peak hour, the approach volume is expected to be 92 vehicles per hour. The peak hour volume warrant for rural areas will be satisfied at the intersection of Highway 12 and Acacia Lane, and the installation of a traffic signal at this location is recommended.

### **Traffic Signal Coordination**

Traffic signal coordination optimizes progression of traffic along a corridor. Traffic signals create platoons of vehicles. The coordination of adjacent signals allows the platoons to travel along a corridor with a minimal number of stops at red signal indications. A dense platoon that contains the majority of the approach volume arriving at or throughout the green phase of a signal will improve traffic flows by reducing the delay experienced at an intersection. The arrival of a high proportion of vehicles during the green phase is characteristic of favorable signal progression.

The traffic signal at Highway 12 at Acacia Lane will be coordinated with adjacent signals on Highway 12. The California Department of Transportation (Caltrans) requires that the signal at Acacia Lane be coordinated with the signals at Mission Boulevard, Streamside Drive, and Brush Creek Road. The traffic signal should also be coordinated with the signal at Middle Rincon Road. The analysis for the project condition incorporates interconnection of the traffic signals.

### **Closely Spaced Intersections**

A traffic signal at Highway 12 and Acacia Lane will be located 2,000 feet from the signal at Mission Boulevard and 1,300 feet from the signal at Middle Rincon Road. The intersections of Highway 12 at Mission Boulevard and Montgomery Drive at Mission Boulevard are 1,000 feet apart. A new traffic signal at Mission Boulevard and Mission Circle will be mid-way between the two intersections, or about 500 feet from each intersection.

Other streets in the city that have closely spaced intersections include Santa Rosa Avenue, Third Street, College Avenue, and Steele Lane.

Santa Rosa Avenue has traffic signals at Yolanda Avenue, Hearn Avenue overcrossing, and Kawana Springs Road. The distance between Yolanda Avenue and Hearn Avenue overcrossing is 700 feet, and the distance between Hearn Avenue overcrossing and Kawana Springs Road is 500 feet. Average daily traffic on Santa Rosa Avenue is 36,200 vehicles per day south of Hearn Avenue overcrossing and 29,000 vehicles per day north of Hearn Avenue overcrossing.

There are traffic signals along Santa Rosa Avenue at Sonoma Avenue, First Street, Second Street (Transit Mall), Third Street, and Fourth Street and along Mendocino Avenue at Fifth Street, Ross Street, and Seventh Street. The spacing between Sonoma Avenue and First Street is 600 feet; however, the remaining blocks are 250 feet to 450 feet apart. First Street to Second Street is 300 feet, Second Street to Third Street is 250 feet, Third Street to Fourth Street is 250 feet, Fifth Street to Ross Street is 450 feet, and Ross Street to Seventh Street is 250 feet.

Traffic volumes along Santa Rosa Avenue are 21,000 vehicles per day between Sonoma Avenue and First Street decreasing to 15,500 vehicles per day between First Street and Third Street and to 14,900 vehicles per day between Third Street and Fourth Street. On Mendocino Avenue the volume is 15,500 vehicles per day between Fourth Street and Seventh Street.

Traffic signals at the U.S. 101 Freeway ramps are closely spaced. The Third Street on and off-ramps are 400 feet apart. The traffic signal at Third Street and Wilson Street is 400 feet from Davis Street-Southbound on-ramps. Third Street volumes are 26,100 vehicles per day under the freeway. The College Avenue on and off-ramps are 400 feet apart. The traffic signal at College Avenue and Morgan Street is 250 feet from the northbound on and off-ramp. College Avenue carries 28,500 vehicles per day under the freeway. Finally, the Steele Lane on and off-ramps are 300 feet apart. Illinois Avenue-County Center Drive is 300 feet east of the northbound ramps, and Cleveland Avenue is 450 feet west of the southbound ramps. The traffic volumes on Steele Lane under the freeway are 49,300 vehicles per day.

### **Level of Service, Project**

Service levels were calculated for the arterials and intersections in the study area. The analysis assumes that traffic signals will be installed at the intersections of Mission Boulevard and Mission Circle and at Highway 12 and Acacia Lane. Levels of service for the project are listed in Table IX for arterials and Table X for intersections. Calculations are included in Appendix F.

The service level of the intersection of Mission Boulevard and Mission Circle will improve as a result of the traffic signal that will be installed as part of the project. Mission Circle, which has a left-turn movement that currently operates at LOS F, will operate at LOS B. The intersection of Highway 12 and Acacia Lane will also operate at LOS B.

There will be no change in arterial levels of service for arterials when project traffic is added to existing plus approved development traffic. There will be an increase in delay to traffic on Mission Boulevard when the new traffic signal is installed at Mission Circle. The northbound movement will experience an average of 16.3 seconds of stopped delay, while the southbound movement will experience an average of 11.9 seconds of stopped delay.

Table IX

Arterial Level of Service, Existing Plus Approved Development Plus Project Traffic Conditions

Arterial	Class	Existing		Existing Plus Approved Development		Existing Plus Approved Development Plus Project	
		Average Travel Speed (mph)	LOS	Average Travel Speed (mph)	LOS	Average Travel Speed (mph)	LOS
<b>Highway 12</b>							
Farmers Ln-Brush Creek Rd eastbound	I	38.2		38.2		38.2	
Brush Creek Rd-Farmers Ln westbound	I	27.3		27.3		27.3	
AVERAGE		32.8	B	32.8	B	32.8	B
Brush Creek Rd-Calistoga Rd eastbound	II	30.2		29.3		26.7	
Calistoga Rd-Brush Creek Rd westbound	II	25.8		24.8		23.6	
AVERAGE		28.0	B	27.1	B	25.2	B
Calistoga Rd-Oakmont Dr eastbound	I	44.2		44.3		46.0	
Oakmont Dr-Calistoga Rd westbound	I	44.8		44.9		46.8	
AVERAGE		44.5	A	44.6	A	46.4	A
<b>Mission Boulevard</b>							
Montgomery Dr-Monticito Dr northbound	II	18.1		17.1		16.6	
Montecito Dr-Montgomery Dr southbound	II	26.4		17.7		18.4	
AVERAGE		22.3	C	17.4	D	17.5	D
<b>Montgomery Drive</b>							
Farmers Ln-Mission Blvd eastbound	II	25.9		22.0		18.8	
Mission Blvd-Farmers Ln westbound	II	27.6		21.9		17.5	
AVERAGE		26.8	B	22.0	C	18.2	C

Source: TJKM Transportation Consultants (1999)

Table X

Intersection Level of Service, Existing Plus Approved Development Plus Project Traffic Conditions

Intersection	Existing				Existing Plus Approved Development				Existing Plus Approved Development Plus Project			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
<b>Signalized Intersections</b>												
Highway 12/Mission Blvd	15.5	C	19.9	C	15.5	C	17.2	C	16.0	C	19.8	C
Mission Blvd/Montgomery Dr	5.7	B	4.4	A	5.1	B	4.6	A	6.5	B	9.2	B
Mission Blvd/Mission Circle	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	11.6	B	14.8	B
Highway 12/Acacia Lane	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7.7	B	6.4	B

N/A = Not Applicable

Source: TJKM Transportation Consultants (1998)

## Traffic Collision Analysis, Mission Boulevard

Traffic collision history along Mission Boulevard was reviewed. The data was provided by the Santa Rosa Department of Public Works. The data covers the three-year period from January 1, 1996 to December 31, 1998. The intersection analysis calculated the intersection accident rate of accidents per million vehicles entering the intersection per year. The analysis includes only those accidents that occur within 100 feet of the intersection. The rates were compared with the expected accident rate for similar facilities. The expected accident rates were obtained from the latest issue of *Accident Data on California State Highways*, published by the California Department of Transportation. The collision data is summarized in Table XI.

For each of the intersections analyzed the accident rate exceeds the accident rate for similar facilities. The intersection of Mission Boulevard and Highway 12 has an accident rate of 1.20 accidents per million vehicles entering the intersection per year. This is over two and one-half times the expected accident rate of 0.45 accidents per million vehicles entering the intersection per year for a signalized four-leg intersection.

The intersection of Mission Boulevard and Montgomery Drive has an accident rate of 0.42 accidents per million vehicles entering the intersection per year. This is 40% greater than the expected accident rate of 0.30 accidents per million vehicles entering the intersection per year for a signalized, tee intersection.

The intersection of Mission Boulevard and Mission Circle has an accident rate of 0.19 accidents per million vehicles entering the intersection per year. This is 36% greater than the expected accident rate of 0.14 accidents per million vehicles entering the intersection per year for a one-way stop-controlled intersection.

Table XI

Accident Rates, Mission Boulevard

Intersection	Collisions	Years	Volume	Accident Rate	Expected Rate
Mission Blvd/Montgomery Dr	13	3	28,233	0.42	0.30
Mission Blvd/Mission Circle	5	3	23,894	0.19	0.14
Mission Blvd/Highway 12	69	3	52,437	1.20	0.45

Source: TJKM Transportation Consultants (1999)

## Median Modification

With development of the project, the traffic volumes and turning movements at the intersections of Highway 12 at Mission Boulevard and Mission Boulevard at Mission Circle will increase. If the left-turn lane is not sufficiently long, vehicles desiring to turn left must wait in travel lanes intended for through traffic. As a result, vehicles desiring to travel straight through the intersection are delayed.

In order to estimate how turning movements might interfere with traffic flow desiring to travel straight through an intersection, a queue length analysis was performed for the signalized intersection of Mission Boulevard and Highway 12 and for the proposed signalized intersection of Mission Boulevard and Mission Circle. The queue for the first intersection was calculated using a 90-second cycle length; for the second intersection, a 65-second cycle length.

### Highway 12 and Mission Boulevard

During the evening peak hour the northbound left-turn queue along Mission Boulevard will extend 200 feet, the northbound through traffic queue will extend 200 feet, and the northbound right-turn queue will extend 100 feet.

The queue from the northbound through and right-turn movements would not block the intersection of Mission Boulevard and Mission Circle; however, the evening peak hour northbound left-turn queue exceeds the length of the left-turn lane and would interfere with other vehicles traveling in the northbound direction.

### Mission Boulevard and Mission Circle

During the evening peak hour the southbound left-turn queue will extend 50 feet. The northbound left-turn queue (into McDonald's Mission Plaza) will not exceed 50 feet during the evening peak hour. The northbound through traffic queue will be 275 feet long during the evening peak hour.

In order to maintain acceptable traffic flow, the developer of Mission Arbors should reconstruct the median on Mission Boulevard between Mission Circle and Highway 12 to permit a 200-foot long northbound left-turn lane at Highway 12, a 50-foot long southbound left-turn lane at Mission Circle, and an appropriate taper.

### **Cumulative Impacts**

Cumulative traffic impacts were evaluated as part of the *Environmental Impact Report for the Mission Boulevard/Sonoma Highway General Plan Amendment* (1995). The impacts were determined by executing the Santa Rosa Traffic Model with land use at buildout of the General Plan. Transportation improvements required for General Plan buildout included the extension of Fountaingrove Parkway to Montecito Boulevard and the construction of the Farmers Lane extension between Bennett Valley Road and Highway 101 as an arterial street. The extension of Fountaingrove Parkway has been completed.

Two projects that were proposed to improve traffic flow along Highway 12 were also included in the General Plan update traffic model. These include the addition of an eastbound through lane at the intersection of Farmers Lane and Fourth Street and the addition of a second eastbound left-turn lane at the intersection of Highway 12 and Calistoga Road. These projects have been completed.

Traffic volumes decrease on Highway 12 with General Plan buildout. The General Plan circulation network results in a redistribution of traffic off of Highway 12. As a result of this redistribution of traffic, speeds on Highway 12 will increase slightly.

The General Plan update was executed a second time with the 1995 proposed General Plan Amendment added to the land use file. The 1995 proposed General Plan Amendment had 54% greater traffic generation (9,512 daily trip ends as compared to 4,408 daily trip ends) than the current project. The 1995 proposed General Plan Amendment included 127,300 square feet of shopping center land use and 200 apartments. This resulted in a total of 9,512 daily trips. The current project includes Santa Rosa Apartments, a 267-unit apartment complex, and Mission Arbors, a commercial retail site. The current project is forecast to generate 4,408 daily trips.

The arterial service levels for the cumulative condition are summarized in Table XII.

Table XII

Arterial Level of Service, General Plan Buildout Traffic Conditions

Arterial	Class	General Plan Buildout		General Plan Buildout Plus Amendment	
		Average Travel Speed (mph)	LOS	Average Travel Speed (mph)	LOS
Highway 12					
Farmers Ln-Brush Creek Rd eastbound	I	45.9		45.9	
Brush Creek Rd-Farmers Ln westbound	I	<u>32.2</u>		<u>32.8</u>	
AVERAGE		39.1	A	39.4	A
Brush Creek Rd-Calistoga Rd eastbound	II	33.9		33.9	
Calistoga Rd-Brush Creek Rd westbound	II	<u>28.7</u>		<u>28.8</u>	
AVERAGE		31.3	A	31.4	A
Calistoga Rd-Oakmont Dr eastbound	I	44.6		44.3	
Oakmont Dr-Calistoga Rd westbound	I	<u>45.1</u>		<u>45.1</u>	
AVERAGE		44.9	A	44.7	A
Mission Boulevard					
Montgomery Dr-Montecito Blvd northbound	II	18.4		18.4	
Montecito Blvd-Montgomery Dr southbound	II	<u>26.4</u>		<u>26.4</u>	
AVERAGE		22.4	C	22.4	C
Montgomery Drive					
Farmers Ln-Mission Blvd eastbound	II	27.9		27.6	
Mission Blvd-Farmers Ln westbound	II	<u>29.9</u>		<u>29.3</u>	
AVERAGE		28.9	B	28.5	B

Source: TJKM Transportation Consultants (1998)

## CONCLUSIONS AND RECOMMENDATIONS

### Conclusions

Traffic signals will be warranted at the intersections of Highway 12 at Acacia Lane and Mission Boulevard at Mission Circle with the development of the Santa Rosa Apartments and Mission Arbors. Caltrans will require that the traffic signal at Highway 12 and Acacia Lane be coordinated with intersections to the west. The traffic signal should also be coordinated with Middle Rincon Road to the east.

Service levels at the study intersections will not fall below unacceptable levels when traffic generated by the project is added to existing plus approved development traffic. Service levels are projected to improve at the intersections of Highway 12 at Acacia Lane and Mission Boulevard at Mission Circle with the installation of traffic signals at these locations.

Service levels on all study arterials but one will continue to operate at LOS D, or better when project traffic is added to existing plus approved development traffic.

The queue from projected traffic making a northbound left-turn at Mission Boulevard and Highway 12 will exceed the left-turn lane at the intersection.

### Recommendations

The *Mission Boulevard/Sonoma Highway General Plan Amendment Environmental Impact Report* recommends a traffic signal at the intersection of Mission Boulevard and Mission Circle as part of the development of the commercial site. This improvement has been incorporated into Mission Arbors.

A traffic signal is warranted and recommended at the intersection of Highway 12 and Acacia Lane and will be completed as part of the Santa Rosa Apartments project. The signal will be interconnected with adjacent signals to the west and east.

The median on Mission Boulevard between Mission Circle and Highway 12 should be redesigned to provide a 200-foot long northbound left-turn lane at Highway 12, a 50-foot long southbound left-turn lane at Mission Circle, and an appropriate taper.

The access point on Highway 12 will be located at Acacia Lane where a traffic signal will be installed, and full access will be provided. Access to the new street, Quigg Drive, opposite Mission Circle will also be provided for use by Santa Rosa Apartments.

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Walter W. Laabs Jr., P.E., Project Manager  
Kristin D. Larsen, Transportation Engineer  
Kathleen A. Laabs, Word Processor  
Geri Foley, Graphics Specialist

### Subconsultant

Marks Traffic Data Service, Data Collection

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## APPENDIX A

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### Level of Service Methodology

## APPENDIX A

### LEVEL OF SERVICE

The description and procedures for calculating capacity and level of service are found in Transportation Research Board Special Report 209, *Highway Capacity Manual*, Third Edition, updated October 1994. The *Highway Capacity Manual* represents the latest research on capacity and quality of service for transportation facilities.

The concept of level of service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and passengers. A level of service definition generally describes these conditions in terms of such factors as speed and travel time, delay, freedom to maneuver, traffic interruptions, comfort and convenience and safety.

Six levels of service are defined for each type of facility that is analyzed. They are given letter designations from A to F, with level-of-service A representing the best operating condition and level-of-service F the worst.

A general description of service levels for various types of facilities is shown in Table A-I

Table A-I

Level of Service Description

FACILITY TYPE	Uninterrupted Flow	Interrupted Flow
	Freeways Multi-lane Highways Two-lane Highways Urban/Suburban Arterials	Signalized Intersections Unsignalized Intersections Two-way Stop Control All-way Stop Control
LOS		
A	Free-flow	Very low delay.
B	Stable flow. Presence of other users noticeable.	Low delay.
C	Stable flow. Comfort and convenience starts to decline.	Acceptable delay.
D	High density stable flow.	Tolerable delay.
E	Unstable flow.	Limit of acceptable delay.
F	Forced or breakdown flow.	Unacceptable delay

Source: *Highway Capacity Manual*, Third Edition, updated October 1994

## **Uninterrupted Flow Definitions**

Level-of-Service A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. The general level of comfort and convenience provided to the motorist or passenger is excellent.

Level-of-Service B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. There is a slight decline in the freedom to maneuver within the traffic stream. The level of comfort and convenience provided is somewhat less than at Level-of-Service A, because the presence of others in the traffic stream begins to affect individual behavior.

Level-of-Service C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes affected by interactions with others in the traffic stream. Maneuvering within the traffic stream requires vigilance on the part of the user. The general level of comfort and convenience declines at this level.

Level-of-Service D represents high-density, but stable, flow. Freedom to maneuver is severely restricted, and the driver experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

Level-of-Service E represents operating conditions at or near the capacity level. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.

Level-of-Service F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceed the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion.

## **Traffic Flow Measures, Uninterrupted Flow**

The operational state of any given traffic stream is defined by three primary measures: speed, volume or rate of flow and density.

Speed is defined as a rate of motion expressed as distance per unit time, generally as miles per hour. Volume is the total number of vehicles that pass over a given point or section of a lane or roadway during a given time interval; volumes are generally expressed in terms of daily or hourly periods. Rate of flow is the equivalent hourly rate at which vehicles pass over a given point or section of a lane of roadway during a given time interval less than one hour usually 15 minutes. Peak rates of flow are related to hourly volumes through the use of a peak hour factor which is defined as the ratio of the total hourly volume to the maximum 15-minute rate of flow within the hour. Density is defined as the number of vehicles occupying a given length of a lane or roadway, averaged over time, usually expressed as vehicles per mile.

## Urban and Suburban Arterials

Urban and suburban arterials are defined as surface highways having signal spacings of less than two miles. Such facilities are characterized by platoon flow. Operational quality is controlled primarily by the quality of signal coordination, and is affected by how individual signaled intersections operate along the arterial.

Arterial streets do not have a capacity *per se*. Mid-block segments and characteristics do not have a measurable effect on capacity, which is controlled by the capacity of signalized intersections along the arterial. Arterials cover a wide range of facility types serving an equally wide range of functions. Service quality expectations also vary over this range of facilities. The methodology to determine level of service stratifies arterials into three classifications. The classifications are complex, and are related to functional and design categories. Table A-II describes the functional and design categories, while Table A-III relates these to the arterial classification.

Once classified, the arterial is divided into segments for analysis. An arterial segment is a one-way section of arterial encompassing a series of blocks or links terminating a signalized intersection. Adjacent segments of arterials may be combined to form larger arterial sections, provided that the segments have similar demand flows and characteristics.

Levels of service are related to the average travel speed of vehicles along the arterial segment or section.

Travel times for existing conditions are obtained by field measurements. The maximum-car technique is used. The vehicle is driven at the posted speed limit unless impeded by actual traffic conditions. In the maximum-car technique, a safe level of vehicular operation is maintained by observing proper following distances and by changing speeds at reasonable rates of acceleration and deceleration. The maximum-car technique provides the best base for measuring traffic performance.

An observer records the travel time and locations and duration of delay. The beginning and ending points are the centers of intersections. Delays include times waiting in queues at stop-controlled intersections. The travel speed is determined by dividing the length of the segment by the travel time. Once the travel speed on the arterial is determined, the level of service is found by comparing the speed to the criteria in Table A-IV. Level of service criteria vary for the different classifications of arterial, reflecting differences in driver expectation.

Table A-II

Functional and Design Categories for Arterials

CRITERION	FUNCTIONAL CATEGORY		
	PRINCIPAL ARTERIALS		MINOR ARTERIALS
Mobility function	Very important		Important
Access function	Very minor		Substantial
Points connected	Freeways, important activity centers, major traffic generators		Principal arterials
Predominant trips served	Relatively long trips between above points and through trips entering, leaving, and going through the city		Trips of moderate lengths within relatively small geographical areas
CRITERION	DESIGN CATEGORY		
	SUBURBAN	INTERMEDIATE	URBAN
Driveway access density	Low density	Moderate density	Highway density
Arterial type	Multi-lane divided; undivided or two-lane with shoulders	Multi-lane divided or undivided; one-way; two lanes	Undivided one-way; two-way, two or more lanes
Parking	No	Some	Much
Separate left-turn lanes	Yes	Usually	Some
Signals per mile	1 to 5	4 to 10	6 to 12
Speed limits	40 to 45 mph	30 to 40 mph	25 to 35 mph
Pedestrian activity	Little	Some	Usually
Roadside development	Low to medium density	Medium/moderate density	High density

Source: *Highway Capacity Manual*, Third Edition, updated October 1994

Table A-III

Definition of Arterial Classification

DESIGN CATEGORY	FUNCTIONAL CATEGORY	
	PRINCIPAL ARTERIAL	MINOR ARTERIAL
Typical Suburban Design and Control	I	II
Intermediate Design	II	III
Typical Urban Design	III	III

Source: *Highway Capacity Manual*, Third Edition, updated October 1994

Table A-IV

Levels of Service for Arterials

ARTERIAL CLASS	I	II	III
Range of Free Flow Speeds (mph)	45 to 35	35 to 30	35 to 25
Typical Free Flow Speed (mph)	40	33	27
LEVEL OF SERVICE	AVERAGE TRAVEL SPEED (MPH)		
A	≥35	≥30	≥25
B	≥28	≥24	≥19
C	≥22	≥18	≥13
D	≥17	≥14	≥9
E	≥13	≥10	≥7
F	<13	<10	<7

Source: *Highway Capacity Manual*, Third Edition, updated October 1994

**Interrupted Flow**

One of the more important elements limiting, and often interrupting the flow of traffic on a highway is the intersection. Flow on an interrupted facility is usually dominated by points of fixed operation such as traffic signals, stop and yield signs. These all operate quite differently and have differing impacts on overall flow.

**Signalized Intersections**

The capacity of a highway is related primarily to the geometric characteristics of the facility, as well as to the composition of the traffic stream on the facility. Geometrics are a fixed, or non-varying, characteristic of a facility.

At the signalized intersection, an additional element is introduced into the concept of capacity: time allocation. A traffic signal essentially allocates time among conflicting traffic movements seeking use of the same physical space. The way in which time is allocated has a significant impact on the operation of the intersection and on the capacity of the intersection and its approaches.

The measure of effectiveness used to measure the level of service of a signalized intersection is average individual stopped delay expressed in seconds per vehicle. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Delay is a complex measure and is dependent upon a number of variables including the quality of progression, the cycle length, the ratio of green time to cycle length and the volume to capacity ratio for the approach in question.

For each intersection analyzed the average stopped delay per vehicle per approach is determined for the peak hour. A weighted average of stopped delay per vehicle is then determined for the intersection. A level of service designation is given to the average delay to better describe the level of operation. A description of levels of service for signalized intersections can be found in Table A-V.

Table A-V

Description of Level of Service for Signalized Intersections

Level of Service	Description
A	Very low delay, less than 5.0 second per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths contribute to low delay.
B	Delay in the range of 5.1 to 15.0 seconds per vehicle. Good progression and/or short cycle lengths. More vehicles stop causing higher levels of average delay.
C	Delay in the range of 15.1 to 25.0 seconds per vehicle. Fair progression and/or longer cycle lengths. Individual cycle failures, resulting in the drivers having to wait through more than one red signal indication, begin to appear. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.
D	Delay in the range of 25.1 to 40.0 seconds per vehicle. The influence of congestions becomes more noticeable. Unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures noticeable.
E	Delay in the range of 40.1 to 60.0 second per vehicle. The limit of acceptable delay. Poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent.
F	Delay in excess of 60.0 second per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths.

Source: *Highway Capacity Manual*, Third Edition, updated October 1994

**Two-Way Stop Controlled Intersections**

The 1994 update of the Highway Capacity Manual contains new procedures for calculating service levels for two-way stop-controlled intersections. The revised procedures use delay as a measure of effectiveness to determine level of service.

The capacity of movements subject to delay are determined using the "critical gap" method of capacity analysis. Expected average stopped delay based on movement volume and movement capacity is calculated. A level of service designation is given to the expected stopped delay for each movement. A description of levels of service for two-way stop-controlled intersections is found in Table A-VI.

Table A-VI

**Description of Level of Service for Two-Way Stop Controlled Intersections**

LEVEL OF SERVICE	DESCRIPTION
A	Very low delay less than 5.0 seconds per vehicle for each movement subject to delay.
B	Delay in the range of 5.1 to 10.0 seconds per vehicle for each movement subject to delay.
C	Delay in the range of 10.1 to 20.0 seconds per vehicle for each movement subject to delay.
D	Delay in the range of 20.1 to 30.0 seconds per vehicle for each movement subject to delay.
E	Delay in the range of 30.1 to 45.0 seconds per vehicle for each movement subject to delay.
F	Delays in excess of 45.1 seconds per vehicle for each movement subject to delay.

Source: *Highway Capacity Manual*, Third Edition, updated October 1994

APPENDIX B

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Santa Rosa Traffic Model

## APPENDIX B

### SANTA ROSA TRAFFIC MODEL

#### Transportation Modeling Process

There is a distinct and measurable relationship between travel demand, land use and transportation systems. Techniques have been developed to forecast future travel demand created by proposed future land use and evaluate how effectively alternative roadway systems can satisfy the demand. The forecasting techniques are referred to as the "transportation modeling process."

The transportation modeling process is essentially a series of mathematical relationships which simulate travel behavior from socioeconomic and transportation system data. Because of the many calculations involved, the processes are computerized for ease of use, and this results in the physical form of the model being a set of computer programs which carry out the modeling functions.

Modeling involves many detailed tasks which evolve into a description of travel patterns in and around the study area. Before forecasting future travel, an inventory of data is performed to establish relationships among travel choices and other variables in the existing transportation system. This modeling process is conducted in the following way. First, a model type is chosen and the variables are specified. Second, the model is calibrated to reproduce the current observed travel behavior as accurately as possible. Finally, the projected travel demand is forecasted.

The types of input data needed for modeling include present and future projections of such variables as number of dwelling units and land use floor-area totals. Also included are present and future projections of transportation system performance variables such as average vehicle speeds, roadway length, roadway capacity, and travel time. Information is collected about the present level of activity and the present transportation network to predict travel patterns on the future transportation network.

#### TRANPLAN Software

The travel demand model used by the City of Santa Rosa is run on TRANPLAN software. TRANPLAN is a comprehensive suite of TRANsportation PLANning computer programs encompassing forecasting capabilities for highway systems.

The entire set of programs is separated into more than forty modules, referred to as "functions," each of which has specific capabilities.

TRANPLAN was initially developed by DeLeuw, Cather & Company with the support of Mr. Raif Kulunk for use on a main frame computer. Since the initial development, Mr. James Fennessy of The Urban Analysis Group has significantly enhanced the software and converted TRANPLAN to several microcomputers, minicomputers and work stations. The Urban Analysis Group acquired TRANPLAN from DeLeuw, Cather & Company in 1990.

The TRANPLAN software is owned by The Urban Analysis Group and furnished to TJKM Transportation Consultants under a license agreement.

The network description and land use data for the City of Santa Rosa Traffic Model was furnished by the City to TJKM.

## Structure of the Transportation Modeling Process

Transportation Network. The transportation system consists of networks that represent available modes of travel. The networks are defined by numbering key intersections, called nodes, and identifying the segments between them, called links. The result is a geometric interpretation of the transportation system identifying travel routes in the study area. The City of Santa Rosa model is a highway model. Mass transit networks were not included in the modeling effort.

Traffic Analysis Zones. The Santa Rosa Traffic Model is separated into smaller areas called traffic analysis zones. The zones vary in size depending on the intensity of activity, the nature of the land use within the zones, and the level of detail required in the analysis. Generally, the zonal borders are defined by homogeneous urban activities and follow natural boundaries, *e.g.*, ridges, creeks or man-made boundaries, *i.e.*, streets, railroad tracks.

The City of Santa Rosa Traffic Model was derived from the Sonoma County Travel Model. The Sonoma County Travel Model contains all of the County plus important areas outside the County. The City of Santa Rosa Traffic Model added 237 traffic analysis zones to the Sonoma County Travel Model for a total of 462 traffic analysis zones.

Nodes and Links. The transportation system is described in terms of nodes and links. Intersections are called nodes and connect the links that represent actual street segments. The type of data used to describe each link is node identification, average vehicle speed, link capacity, travel direction, link length, directional volume counts, number of lanes, and other information depending on the intended use. Not every street segment or intersection is represented in the model. Traffic zone centroids represent the centers of activity rather than the geometric center of the zone and are connected to nodes by imaginary links called centroid connectors. These connectors may represent entry streets into subdivisions and major driveways into office, industrial and commercial sites. In the network, zone centroids are points where vehicle trips either begin or end. The model loads the vehicle trips onto the network from these zone centroids via the centroid connector.

Modeling Steps. Link data and land use data are used as inputs in the modeling process. The modeling steps include network building, trip generation, path building, trip distribution, trip matrix adjustments, trip matrix balancing, and trip assignment. An iterative loop between the end of the trip assignment phase and the beginning of the path building phase is included in the modeling process to provide more stable and accurate trip tables.

When the highway trips are loaded on the highway network during the trip assignment phase the network parameter, time, is adjusted link by link using the Bureau of Public Roads capacity restraint formula. The link time is increased resulting in a reduction of link speed when the assigned volume approaches the capacity of the link.

## APPENDIX C

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Completed and Approved Development

## APPENDIX C

### COMPLETED AND APPROVED DEVELOPMENT

#### DEVELOPMENT BY QUADRANT (9/97) COMPLETED DEVELOPMENT

QUAD	NAME	LOCATION	DESCRIPTION	TAZ
NESR	Rosenberg Apartments	Mendocino Avenue	77 MF	387
NESR	Vintage Woods	Stagecoach Road	49 SFD	273
NESR	Second Fairway	Thomas Lake Harris	26 SFD	277
NESR	Deer Meadow	Thomas Lake Harris	62 SFD	277
NESR	Fairway Knoll	Thomas Lake Harris	24 SFD	277
NESR	Alta Vista Heights	Alta Vista Avenue	50 SFD	307
NESR	Zmarzly Subdivision	Montecito Boulevard	4 SFD	92
NESR	Creekside Place	Badger Road	16 SFD	321
NESR	The Maples	Sonoma Highway	20 MF	314
NESR	Prospect Court	Prospect Avenue	7 MF	318
NESR	Arundel Subdivision	Badger Road	4 SFD	321
NESR	Brittany Meadows	Nielson Road	22 SFD	271
NESR	Benjamins Road Parcel Map	Benjamins Road	4 SFD	92
NESR	Rolling Hills	Ramon Way	36 SFD	243
NESR	Nielson Estates Sub	Chanate Road	11 MF	271
NESR	Ilene Way Estates II	Benjamins Road	4 SFD	92
NESR	Oaks at Fountaingrove I	Thomas Lake Harris	46 SFD	274
NESR	Viewpoint North	Altruria Drive	32 SFD	273
NESR	Downtown Apartments	Beaver Street	35 MF	387
NESR	Mission Court Apartments	Mission Boulevard	8 MF	318
NESR	Winding Creek	Middle Rincon Road	70 SFD, 12 MF	323
NESR	Craftsman Court	Middle Rincon Road	4 SFD	323
NESR	Franklin Park Place	Franklin Avenue	14 SFD, 6 MF	348
NESR	Hall Estate	Sonoma Highway	2 SFD	241
NESR	Hampton Woods	Sonoma Highway	50 SFD	102
NESR	Mendocino Ave Apartments	Tenth Street	12 MF	386
NESR	NESR 1-93 Annexation	Sonoma Highway	8 SFD	243
NESR	Maria Carrillo High School	Calistoga Road	1600 Students	333
NESR	Nielson Ranch	Nielson Road	133 SFD, 63 MF	270
NESR	Los Indios Subdivision	Sonoma Highway	12 SFD	327
NESR	Altruria Heights	Altruria Drive	37 SFD	273
NESR	North Associates Sub	North Street	12 SFD	354
NESR	Sonoma Hwy Homes (South)	Sonoma Highway	14 SFD	327
NESR	Parkside Collection	Great Heron Drive	75 SFD	243
NESR	Skyhawk Ranch	Sonoma Highway	515 SFD	243
NESR	Fountain Square	Stagecoach Road	34 MF, 13.5 ksf Retail	276
NESR	Skyview Subdivision	Sonoma Highway	10 SFD	243
NESR	Callahan Subdivision	Parker Hill Road	9 SFD	276
NWSR	Willow Grove No. 2	Crestview Drive	13 SFD	257
NWSR	Pinecreek Park	Coffey Lane	131 ksf Lt Ind	259
NWSR	Pine View Estates	Piner Road	44 SFD	253
NWSR	Marlow Subdivision	Marlow Road	11 SFD	94
NWSR	Fulton Acres	Fulton Road	9 SFD	69
NWSR	Shaffer Subdivision	Coffey Lane	51 SFD	259
NWSR	Parkview Townhomes	Earldley Avenue	42 MF	341
NWSR	The Villages	Piner Road	224 MF	87
NWSR	Orchard West	Pinercrest Drive	72 MF	254
NWSR	San Miguel Estates No. 1	San Miguel Avenue	27 SFD	255
NWSR	San Miguel Estates No. 2	Francisco Avenue	61 SFD	255
NWSR	Rancho Miguel Unit #2	San Miguel Avenue	29 SFD	254
NWSR	Meadow Wood Estates	Waltzer Road	23 SFD	254
NWSR	Rancho Miguel Estates	San Miguel Avenue	41 SFD	254
NWSR	San Miguel Rancho	Waltzer Road	254 SFD	254
NWSR	Bradbury Place	Waltzer Road	21 SFD	254
NWSR	NWSR 4-88 Annexation	Piner Road	6 SFD	286

NWSR	Country Manor Estates	Guerneville Road	26 SFD	68
NWSR	Meadowbrook Terrace II	Exeter Drive	43 SFD	337
NWSR	Meadowbrook Terrace III	Guerneville Road	28 SFD, 4 MF	337
NWSR	Meadowbrook Terrace IV	Guerneville Road	18 SFD	337
NWSR	Meadowbrook Terrace V	Guerneville Road	9 SFD	337
NWSR	Fulton Marketplace	Fulton Road	66 ksf Shop Ctr	68
NWSR	Ziff Subdivision	Halyard Drive	12 SFD	237
NWSR	Marlow Estates No. 4	Marlow Road	42 SFD	337
NWSR	Stony Point Lake	Stony Point Road	256 ksf Office	375
NWSR	Waltzer Road Subdivision	Waltzer Road	12 SFD	254
NWSR	Edwards Avenue Estates	Edwards Avenue	12 MF	344
NWSR	Steele Creek	Guerneville Road	10 SFD	337
NWSR	Parkside	Fulton Road	62 SFD	253
NWSR	Phils Meadows	Waltzer Road	19 SFD	255
NWSR	Waltzer Manor	Waltzer Road	9 SFD	255
NWSR	Willow Tree Park	Edwards Avenue	20 SFD	344
NWSR	Marwood Circle Condos	Marlow Road	26 MF	94
NWSR	Toso Subdivision II	West College Avenue	14 SFD	94
NWSR	Walnut Grove	West College Avenue	15 SFD	94
NWSR	Mary's Meadows	Waltzer Road	8 SFD	255
NWSR	Moonlight Manor	Moonlight Way	12 SFD	280
NWSR	Taylor Court	Fulton Road	18 SFD	86
NWSR	Cottonwood No. 3	West College Avenue	25 SFD	289
NWSR	TMD-Brown Subdivision	San Miguel Avenue	48 SFD	255
NWSR	San Miguel Place	San Miguel Avenue	11 SFD	253
NWSR	The Greenway Commons	Guerneville Road	10 SFD	280
NWSR	Willow Tree Park	Edwards Avenue	50 SFD	344
NWSR	Kingwood	North Dutton Avenue	63 SFD, 84 MF	378
NWSR	Ashley Estates	Guerneville Road	14 SFD	334
NWSR	Terry Manor	Terry Road	4 SFD	290
NWSR	Penbrooke Subdivision	Francisco Avenue	19 SFD	341
NWSR	Pennington Subdivision	Coffey Lane	4 SFD	257
NWSR	Redwood Meadows	West Steele Lane	27 MF	292
NWSR	Garden Cottages 2	Eardley Avenue	7 SFD	341
NWSR	Holly Woods	Coffey Lane	16 SFD	257
NWSR	Walnut Grove Subdivision	Eardley Avenue	12 SFD	341
NWSR	Gordon Creek Estates	Fulton Road	32 SFD, 10 MF	93
SESR	Rotary Park Homes	Aston Avenue	9 SFD	427
SESR	Mountain View Apartments	Burt Street	36 MF	439
SESR	Annadel Heights #5	Annadel Heights Dr	49 SFD	250
SESR	Village Creek	Montgomery Drive	188 MF	406
SESR	Oakmont 15D	Oakmont	89 Sen Hsg	239
SESR	Meadows Apartments	Kawana Springs Road	100 MF	442
SESR	Parktrail Estates	Parktrail Drive	17 MF	250
SESR	Safeway Store	Yulupa Avenue	38 ksf Shop Ctr	233
SESR	Costco Addition	Santa Rosa Avenue	10 ksf Shop Ctr	426
SESR	Elsa/Court Townhomes	Elsa Drive	18 MF	439
SESR	Aston Court Condominiums	Aston Avenue	17 SFD	429
SESR	Colgan Avenue Apartments	Colgan Avenue	90 MF	108
SESR	Hendley Homes	Aston Avenue	10 MF	427
SESR	Jamison Place	Summerfield Road	28 SFD	250
SESR	Summerfield Rd Apartments	Summerfield Road	10 MF	403
SESR	Gray's Meadows	Meadow Way	108 MF	442
SESR	Grossman Apartments	Martha Way	13 MF	103
SESR	Memorial Medical Office	Doyle Park Drive	69 ksf Office	398
SESR	Santa Ana Townhomes	Santa Ana Drive	44 MF	427
SESR	The Villas at Woodlake	Woodlake Drive	38 SFD	236
SESR	Mantanzas Creek Terrace	Tachevah Drive	7 MF	247
SESR	Aston Estates	Aston Avenue	3 SFD, 6 MF	427
SESR	Taylor Meadows	Kawana Springs Road	108 SFD, 64 MF	426
SESR	Twenty Grand Apartments	A Street	8 MF	108
SESR	Aston Avenue Subdivision	Aston Avenue	17 SFD	427
SESR	Petaluma Hill Estates #2	Petaluma Hill Road	14 SFD	427
SESR	Santa Rosa Market Place	Santa Rosa Avenue	588 ksf Shop Ctr	426
SESR	Neotomas Village	Ronne Drive	14 SFD	230
SWSR	Ward Minor Subdivision	Dutton Avenue	4 SFD	223
SWSR	Giffen Manor	Giffen Avenue	7 SFD	214

SWSR	Villa Royale	Stony Point Road	87 SFD	214
SWSR	Stonypoint Subdivision	Stony Point Road	62 SFD	214
SWSR	Valley West No. 6	Donahue Avenue	64 SFD	371
SWSR	Greenwich Estates	Occidental Road	72 SFD	371
SWSR	Cimarron	Donahue Avenue	37 SFD	371
SWSR	Brittain Manor	Brittain Lane	68 SFD	371
SWSR	Santa Rosa Townhomes	Sebastopol Road	268 MF	106
SWSR	Thistle Lane Subdivision	Moorland Avenue	10 SFD	74
SWSR	Newmark Subdivision	Moorland Avenue	19 SFD	74
SWSR	Newmark Subdivision 2	Moorland Avenue	10 SFD	74
SWSR	Stony Point Manor 2	Stony Point Road	14 SFD	214
SWSR	Donahue Subdivision	Donahue Avenue	13 SFD	371
SWSR	Donahue Gardens	Donahue Avenue	1 SFD, 8 MF	371
SWSR	Magnolia Terrace	West Third Street	9 SFD	412
SWSR	Elsie Allen High School	Bellevue Avenue	1600 Students	225

QUAD=Quadrant

NESR=Northeast Santa Rosa

NWSR=Northwest Santa Rosa

SESR=Southeast Santa Rosa

SWSR=Southwest Santa Rosa

TAZ=Traffic Analysis Zone

SFD=Single Family Detached Residential

MF=Multi-family Residential

Sen Hsg=Senior Housing

ksf=1,000 square feet

Shop Ctr=Shopping Center

Source: TJKM Transportation Consultants (1997)

**DEVELOPMENT BY QUADRANT (9/97)**  
**APPROVED DEVELOPMENT**

QUAD NO	NAME	LOCATION	DESCRIPTION	TAZ
NESR 1	Downtown Cinemas	Santa Rosa Ave	14 Screens	387
NESR 2	Walgreen's	Mendocino Avenue	13.6 ksf Retail	352
NESR 3	Austin Creek Village	Highway 12	45 MFD	330
NESR 4	Skycrest II	Sonoma Highway	5 SFD	243
NESR 5	Occidental Gardens	14th Street	24 Sen Hsg	352
NESR 7	Victoria Park	Badger Road	145 SFD, 4 MF	66
NESR 10	St Francis Knolls	San Ramon Way	21 SFD	244
NESR 11	Ordway Subdivision	Brush Creek Road	3 SFD	313
NESR 12	Yardbirds Center	Mendocino Avenue	195 ksf Shop Ctr	267
NESR 13	The Village at Calloways	Sonoma Highway	34 SFD, 81 MF, 80 Sen Hsg	315
NESR 14	Skycrest	Sonoma Highway	26 SFD	245
NESR 15	St. Francis Place	Sonoma Highway	77 SFD	243
NESR 16	Buena Vista	Altruria Drive	67 SFD	273
NESR 17	Fountainview	Altruria Drive	30 SFD	273
NESR 18	Redwood Meadows	Brush Creek Road	4 SFD	313
NESR 19	Summertop Community Care	Fountaingrove Pkwy	126 Sen Hsg	273
NESR 20	Streutker Subdivision	Melita Road	7 SFD	79
NESR 21	Woolsey Subdivision	Badger Road	13 SFD	66
NESR 22	Shelton Subdivision	Brush Creek Road	8 SFD	313
NESR 23	Marsh Hawk Meadows	Sonoma Highway	8 SFD	243
NESR 25	Imrie Minor Subdivision	Brush Creek Road	4 SFD	91
NESR 26	Creekside Oaks Townhomes	Mendocino Avenue	38 MF	268
NESR 27	Bicentennial Estates	Bicentennial Way	12 SFD	270
NESR 28	Sonoma Hwy Homes (North)	Sonoma Highway	28 SFD	330
NESR 29	Sleepy Hollow Heights	Sleepy Hollow Drive	12 SFD	309
NESR 30	Parker Hill Heights	Parker Hill Road	27 SFD	273
NESR 31	Summit at Fountaingrove	Parkerhill Road	43 SFD	276
NESR 32	Chanate Island	Chanate Road	7 SFD	309
NESR 33	St. Francis Park	St. Francis Road	15 SFD	243
NESR 34	Skyfarm at Fountaingrove	Cross Creek Road	55 SFD	278
NESR 35	Oaks at Fountaingrove IV	Thomas Lake Harris	47 SFD	274
NESR 36	Oaks at Fountaingrove III	Thomas Lake Harris	65 SFD	274
NESR 37	Oaks at Fountaingrove V	Thomas Lake Harris	17 SFD	274
NESR 38	Fountaingrove II East	Fountaingrove Pkwy	344 SFD	273
NESR 39	Fountaingrove II West	Parker Hill Road	205 SFD	273
NESR 40	Heimbucher Glen	Brush Creek Road	39 SFD	309
NESR 41	Lyric Lane Subdivision	Brush Creek Road	5 SFD	91
NESR 42	Oaks at Fountaingrove II	Thomas Lake Harris	40 SFD	274
NESR 43	Fountaingrove Exec Center	Round Barn Blvd	244 ksf Office	85
NESR 44	Pine Creek	Melita Road	58 SFD	328
NESR 45	Skyfarm Unit 1	Thomas Lake Harris	99 SFD	278
NESR	Valley of the Moon Plaza	Sonoma Highway	10 ksf Retail	110
NWSR 3	Greenway Gardens	Guerneville Road	4 SFD, 4MF	93
NWSR 4	Guerneville Homes	Guerneville Road	6 SFD, 2MF	93
NWSR 5	Weatherby Place	Francisco Avenue	12 SFD	255
NWSR 6	Waltzer Meadow Court	Waltzer Road	42 SFD	255
NWSR 7	Nackord Subdivision	Fulton Road	8 SFD	93
NWSR 8	DeTurk Commons	Donahue Street	32 SFD	379
NWSR 9	Rockwell Subdivision	Francisco Avenue	24 SFD	255
NWSR 10	Firenze Subdivision	Hewett Street	7 SFD	379
NWSR 11	Mayflower Place	Guerneville Road	2 SFD	93
NWSR 12	Walter Minor Subdivision	Steele Lane	4 SFD	292
NWSR 13	Kane Parcel Map	Terry Road	5 SFD	290
NWSR 14	Ridley Meadow	Ridley Avenue	6 SFD	334
NWSR 15	Thorson Minor Subdivision	Arden Way	2 SFD	285
NWSR 16	The Garden	Link Lane	23 SFD	385
NWSR 17	Williams Subdivision	Lance Drive	5 SFD	341
NWSR 18	Peters Subdivision	Marlow Road	4 SFD	284
NWSR 19	Haydn Village	Eardley Avenue	65 SFD	341
NWSR 20	Meadowlark Village	Marlow Road	28 SFD	284
NWSR 21	Aldridge Subdivision	Lance Drive	3 SFD, 6 MF	341

NWSR 22	Halvorsen Minor Sub	Barnes Road	4 SFD	255
NWSR 23	Koch's Corner Subdivision	West College Avenue	9 SFD	289
NWSR 24	Evelyn Manor	Marsh Road	6 SFD	285
NWSR 25	Mae Way	Lance Drive	5 SFD	341
NWSR 26	Piner Court	Piner Road	12 SFD	86
NWSR 27	Steele Lane Cottages	West Steele Lane	5 SFD	288
NWSR 28	Applewood Court II	Piner Road	7 SFD	284
NWSR 30	Pinebrook Townhomes	Guerneville Road	58 MF	93
NWSR 31	Applewood Court	Piner Road	12 SFD	284
NWSR 32	Albanese Subdivision	Gamey Street	5 SFD	334
SESR 2	Melita Grove II	Melita Road	8 SFD	328
SESR 4	Vintage Park Senior Apts	Colgan Avenue	120 Sen Hsg	426
SESR 5	Meadow Vista	Santa Rosa Avenue	317 SFD	440
SESR 6	Terrace Springs	Gordon Lane	28 SFD	431
SESR 7	Melita Grove	Melita Road	10 SFD	328
SESR 8	Lurline Place	Lurline Way	12 SFD	405
SESR 9	Bennett Valley Creek	Bennett Valley Road	26 SFD	234
SESR 10	Oakmont 21	Oakmont Drive	12 SFD	239
SESR 11	Oakmont 19	Oakmont Drive	46 SFD	239
SESR 12	Maes Subdivision	Hoen Avenue	6 SFD	77
SESR 13	Fable's Country Estates	Bennett Valley Road	11 SFD	234
SESR 14	Hornsby Development	Bennett Valley Road	4 SFD	234
SESR 15	Miles Development	Bennett Valley Road	4 SFD	234
SESR 16	Castlerock II	Slate Drive	18 SFD, 2 MF	407
SESR 17	Scott Development	Bennett Valley Road	4 SFD	234
SESR 19	Oakmont 18	Oakmont	42 Sen Hsg	239
SESR 20	Howarth Heights	Summerfield Road	8 SFD	404
SESR 21	Meadowcreek	Hoen Avenue	24 SFD	250
SESR 22	Honor Oak Subdivision	Newanga Avenue	7 SFD	404
SWSR 1	Stonypoint Apartments	Old Stony Point Rd	66 MF	214
SWSR 2	Giffen Manor	Giffen Avenue	74 SFD	214
SWSR 3	Evelyn's Ranch	Stony Point Road	154 SFD	225
SWSR 5	Varnadore Subdivision	Giffen Avenue	13 SFD	214
SWSR 6	Hayman/Stony Point Homes	Stony Point Road	99 SFD	216
SWSR 7	Courtside Village	Sebastopol Ave	371 SFD	73
SWSR 8	Youthbuild	Sebastopol Road	12 SFD	107
SWSR 9	Lands of Levine/Scovell	Stony Point Road	17 SFD	214
SWSR 10	Bellevue Ranch	Stony Point Road	452 SFD	225
SWSR 11	Northpoint Village	Stony Point Road	302 SFD	216
SWSR 12	Boyd Street Redevelopment	Boyd Street	8 SFD	424
SWSR 13	Buss Court Subdivision	Giffen Avenue	4 SFD	214
SWSR 15	Stony Point Estates No. 4	Lazzini Avenue	12 SFD	214
SWP 21	Parkview	Moorland Avenue	40 SFD, 8 MF	74
SWP	Gardner/Veale	Moorland Avenue	20 SFD	74
SWP	Moorland Park	Moorland Avenue	73 SFD	74

QUAD=Quadrant  
 NESR=Northeast Santa Rosa  
 NWSR=Northwest Santa Rosa  
 SESR=Southeast Santa Rosa  
 SWSR=Southwest Santa Rosa  
 SWP=Southwest Santa Rosa Planning Area  
 TAZ=Traffic Analysis Zone  
 SFD=Single Family Detached Residential  
 MF=Multi-family Residential  
 Sen Hsg=Senior Housing  
 ksf=1,000 square feet  
 Shop Ctr=Shopping Center

Source: TJKM Transportation Consultants (1997)

## APPENDIX D

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Level of Service  
Existing Conditions

Streets: (E-W) Highway 12 (N-S) Mission Blvd  
 Analyst: Wwl File Name: 12MIEXAM.HC9  
 Area Type: Other 1-9-98 AM Peak  
 Comment: Existing Traffic (1/5/98)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	< 0	1	2	1	1	2	1
Volumes	118	583	48	438	1141	73	82	321	282	67	360	297
Lane W (ft)	15.0	13.0	11.0	14.0	13.0		12.0	15.0	15.0	11.0	14.0	15.0
RTOR Vols			0			0			180			120
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*							
EB Thru		*						
EB Right			*					
EB Peds				*				
WB Left		*						
WB Thru			*					
WB Right				*				
WB Peds					*			
NB Right					*			
SB Right						*		
Green	4.0A	17.0A	35.0A		5.0A	4.0A	12.0A	
Yellow/AR	3.0	0.0	4.0		3.0	0.0	3.0	
Cycle Length	90 secs Phase combination order: #1 #2 #3 #5 #6 #7							

Intersection Performance Summary

Lane Group	Cap	Adj Sat	v/c	g/C	Delay	LOS	Approach	Delay	LOS
EB L	173	1893	0.705	0.044	35.6	D	15.8	C	
EB T	1540	1850	0.397	0.400	12.5	B			
EB R	816	1531	0.059	0.533	6.5	B			
WB L	881	1775	0.512	0.233	19.8	C	10.8	B	
WB TR	2247	3815	0.568	0.589	7.6	B			
NB L	177	1770	0.463	0.100	26.1	D	19.7	C	
NB T	729	4098	0.463	0.178	21.8	C			
NB R	871	1742	0.117	0.500	7.7	B			
SB L	95	1711	0.705	0.056	40.6	E	24.9	C	
SB T	530	1974	0.713	0.133	27.2	D			
SB R	600	1742	0.295	0.344	14.0	B			
Intersection Delay = 15.5 sec/veh Intersection LOS = C Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.585									

Streets: (E-W) Highway 12 (N-S) Mission Blvd  
 Analyst: Wwl File Name: 12MIEXPM.HC9  
 Area Type: Other 1-9-98 PM Peak  
 Comment: Existing Traffic (1/5/98)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	< 0	1	2	1	1	2	1
Volumes	350	1108	123	324	872	76	184	445	622	82	349	177
Lane W (ft)	15.0	13.0	11.0	14.0	13.0		12.0	15.0	15.0	11.0	14.0	15.0
RTOR Vols			0			0			180			120
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*							
EB Thru		*						
EB Right			*					
EB Peds				*				
WB Left		*						
WB Thru			*					
WB Right				*				
WB Peds					*			
NB Right					*			
SB Right						*		
Green	11.5A	4.0A	42.5A		5.0A	4.5A	9.5A	
Yellow/AR	3.0	0.0	4.0		3.0	0.0	3.0	
Cycle Length	90 secs Phase combination order: #1 #2 #3 #5 #6 #7							

Intersection Performance Summary

Lane Group	Cap	Adj Sat	v/c	g/C	Delay	LOS	Approach	Delay	LOS
EB L	497	1893	0.724	0.128	27.9	D	14.6	B	
EB T	1861	1850	0.625	0.483	11.6	B			
EB R	952	1531	0.129	0.622	4.5	A			
WB L	650	1775	0.514	0.172	22.4	C	12.3	B	
WB TR	2007	3803	0.496	0.528	8.9	B			
NB L	187	1770	0.985	0.106	72.3	F	29.2	D	
NB T	617	4098	0.733	0.156	26.4	D			
NB R	726	1742	0.609	0.417	14.3	B			
SB L	95	1711	0.863	0.056	61.7	F	33.7	D	
SB T	419	1974	0.873	0.106	18.1	D			
SB R	706	1742	0.251	0.406	11.5	B			
Intersection Delay = 19.9 sec/veh Intersection LOS = C Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.677									

Streets: (E-W) Montgomery Dr. (N-S) Mission Blvd  
 Analyst: Wwl File Name: MIMOXAM.HC9  
 Area Type: Other 1-9-98 AM Peak  
 Comment: Existing Traffic (1/6/98)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	1	0	0	2	1	0	0	0	1	0	2
Volumes	670	189			297	81				44		896
Lane W (ft)	13.0	15.0			13.0	15.0				12.0		13.0
RTOR Vols			0			0						0
Lost Time	3.00	3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*							
EB Thru		*						
EB Right			*					
EB Peds				*				
WB Left		*						
WB Thru			*					
WB Right				*				
WB Peds					*			
NB Right					*			
SB Right						*		
Green	40.0A	6.0A			5.0A			
Yellow/AR	3.0	3.0			3.0			
Cycle Length	60 secs Phase combination order: #1 #2 #5							

Intersection Performance Summary

Lane Group	Cap	Adj Sat	v/c	g/C	Delay	LOS	Approach	Delay	LOS
EB L	2438	1657	0.283	0.667	2.7	A	2.3	A	
EB T	1673	2049	0.113	0.817	0.7	A			
WB T	385	1850	0.810	0.100	25.5	D	24.0	C	
WB R	174	1742	0.465	0.100	17.9	C			
SB L	148	1770	0.298	0.083	17.0	C	1.8	A	
SB R	2618	1272	0.387	0.800	1.2	A			
Intersection Delay = 5.7 sec/veh Intersection LOS = B Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.434									

Streets: (E-W) Montgomery Dr. (N-S) Mission Blvd  
 Analyst: Wwl File Name: MIMOXPM.HC9  
 Area Type: Other 1-9-98 PM Peak  
 Comment: Existing Traffic (1/5/98)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	1	0	0	2	1	0	0	0	1	0	2
Volumes	1117	173			233	76				68		750
Lane W (ft)	13.0	15.0			13.0	15.0				12.0		13.0
RTOR Vols			0			0						0
Lost Time	3.00	3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*							
EB Thru		*						
EB Right			*					
EB Peds				*				
WB Left		*						
WB Thru			*					
WB Right				*				
WB Peds					*			
NB Right					*			
SB Right						*		
Green	40.0A	6.0A			5.0A			
Yellow/AR	3.0	3.0			3.0			
Cycle Length	60 secs Phase combination order: #1 #2 #5							

Intersection Performance Summary

Lane Group	Cap	Adj Sat	v/c	g/C	Delay	LOS	Approach	Delay	LOS
EB L	2438	1657	0.472	0.667	3.3	A	2.7	A	
EB T	1673	2049	0.223	0.817	0.8	A			
WB T	385	1850	0.636	0.100	19.2	C	18.8	C	
WB R	174	1742	0.436	0.100	17.5	C			
SB L	148	1770	0.461	0.083	18.6	C	2.4	A	
SB R	2618	1272	0.324	0.800	1.1	A			
Intersection Delay = 4.4 sec/veh Intersection LOS = B Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.490									

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Streets: (N-S) Mission Blvd (E-W) Mission Circle  
 Major Street Direction... NS  
 Length of Time Analyzed... 15 (min)  
 Analyst... wsl  
 Date of Analysis... 1/9/98  
 Other Information... Existing Traffic (1/6/98) AM Peak  
 Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<0	1	2	1	0	>1	1	0	>1	<0
Stop/field			N			N						
Volumes	81	647	0	3	747	83	42	0	66	0	0	0
PHF	1	1	1	1	1	1	1	1	1	1	1	1
Grade		0			0			0			0	
CE's (%)												
BU/RV's (%)												
CV's (%)												
CE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	124	374
Potential Capacity: (pcph)	949	895
Movement Capacity: (pcph)	949	895
Prob. of Queue-Free State:	1.00	0.92
Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	647	830
Potential Capacity: (pcph)	770	614
Movement Capacity: (pcph)	770	614
Prob. of Queue-Free State:	1.00	0.86
Step 3: TH from Minor Street	WB	EB
Conflicting Flows: (vph)	1561	1478
Potential Capacity: (pcph)	133	149
Capacity Adjustment Factor due to Impeding Movements	0.85	0.85
Movement Capacity: (pcph)	113	127
Prob. of Queue-Free State:	1.00	1.00
Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	1477	1520
Potential Capacity: (pcph)	120	113
Major LT, Minor TH Impedance Factor:	0.85	0.85
Adjusted Impedance Factor:	0.89	0.89
Capacity Adjustment Factor due to Impeding Movements	0.81	0.89
Movement Capacity: (pcph)	98	100

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB L	46	100 >	100	63.5	1.7	F	
EB T	0	127 >					27.4
EB R	73	895		4.4	0.2	A	
WB L	0	98 >					
WB T	0	113 >	0			F	
WB R	0	949 >					
NB L	89	614		6.9	0.5	B	0.8
SB L	3	770		4.7	0.0	A	0.0

Intersection Delay = 2.1 sec/veh

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Streets: (N-S) Mission Blvd (E-W) Mission Circle  
 Major Street Direction... NS  
 Length of Time Analyzed... 15 (min)  
 Analyst... wsl  
 Date of Analysis... 1/9/98  
 Other Information... Existing Traffic (1/5/98) PM Peak  
 Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<0	1	2	1	0	>1	1	0	>1	<0
Stop/field			N			N						
Volumes	69	1143	0	5	778	59	94	0	104	0	0	0
PHF	1	1	1	1	1	1	1	1	1	1	1	1
Grade		0			0			0			0	
CE's (%)												
BU/RV's (%)												
CV's (%)												
CE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	572	389
Potential Capacity: (pcph)	710	879
Movement Capacity: (pcph)	710	879
Prob. of Queue-Free State:	1.00	0.87
Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	1143	837
Potential Capacity: (pcph)	417	609
Movement Capacity: (pcph)	417	609
Prob. of Queue-Free State:	0.99	0.88
Step 3: TH from Minor Street	WB	EB
Conflicting Flows: (vph)	2054	1995
Potential Capacity: (pcph)	69	74
Capacity Adjustment Factor due to Impeding Movements	0.86	0.86
Movement Capacity: (pcph)	60	64
Prob. of Queue-Free State:	1.00	1.00
Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	1994	2024
Potential Capacity: (pcph)	56	54
Major LT, Minor TH Impedance Factor:	0.86	0.86
Adjusted Impedance Factor:	0.89	0.89
Capacity Adjustment Factor due to Impeding Movements	0.78	0.89
Movement Capacity: (pcph)	44	48

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB L	103	48 >	48	705.5	8.5	F	
EB T	0	64 >					337.4
EB R	114	879		4.7	0.4	A	
WB L	0	44 >					
WB T	0	60 >	0			F	
WB R	0	710 >					
NB L	76	609		6.8	0.4	B	0.4
SB L	4	417		8.8	0.0	B	0.1

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Streets: (N-S) Acacia Ln (E-W) Highway 12  
 Major Street Direction... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst... wjl  
 Date of Analysis... 1/9/98  
 Other Information... Existing Traffic (1/7/98) AM Peak  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<0	1	2	<0	0	>1	<0	0	>1	1
Stop/Yield			N			N						
Volumes	7	770	0	0	1452	5	0	0	0	0	0	12
PHF	1	1	1	1	1	1	1	1	1	1	1	1
Grade		0			0			0			0	
VC's (%)												
SU/RV's (%)												
CV's (%)												
CE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step	From	NB	SB
Step 1: RT from Minor Street			
Conflicting Flows: (vph)		185	728
Potential Capacity: (pcph)		884	592
Movement Capacity: (pcph)		884	592
Prob. of Queue-Free State:		1.00	0.98
Step 2: LT from Major Street		WB	EB
Conflicting Flows: (vph)		770	1457
Potential Capacity: (pcph)		662	283
Movement Capacity: (pcph)		662	283
Prob. of Queue-Free State:		1.00	0.97
Step 3: TH from Minor Street		NB	SB
Conflicting Flows: (vph)		2234	2232
Potential Capacity: (pcph)		54	54
Capacity Adjustment Factor due to Impeding Movements		0.97	0.97
Movement Capacity: (pcph)		52	52
Prob. of Queue-Free State:		1.00	1.00
Step 4: LT from Minor Street		NB	SB
Conflicting Flows: (vph)		2230	2232
Potential Capacity: (pcph)		40	40
Major LT, Minor TH Impedance Factor:		0.97	0.97
Adjusted Impedance Factor:		0.98	0.98
Capacity Adjustment Factor due to Impeding Movements		0.96	0.98
Movement Capacity: (pcph)		38	39

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	0	38 >		*	*	F	*
NB T	0	52 >	0	*	*	F	*
NB R	0	884 >					
SB L	0	39 >	0	*	*	F	
SB T	0	52 >					6.2
SB R	13	592		6.2	0.0	B	
EB L	8	283		13.1	0.0	C	0.1
WB L	0	662		5.4	0.0	B	0.0

Intersection Delay = 0.1 sec/veh

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Streets: (N-S) Acacia Ln (E-W) Highway 12  
 Major Street Direction... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst... wjl  
 Date of Analysis... 1/9/98  
 Other Information... Existing Traffic (1/5/98) PM Peak  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<0	1	2	<0	0	>1	<0	0	>1	1
Stop/Yield			N			N						
Volumes	11	1995	0	0	1271	6	0	0	0	6	0	15
PHF	1	1	1	1	1	1	1	1	1	1	1	1
Grade		0			0			0			0	
VC's (%)												
SU/RV's (%)												
CV's (%)												
CE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step	From	NB	SB
Step 1: RT from Minor Street			
Conflicting Flows: (vph)		998	638
Potential Capacity: (pcph)		432	658
Movement Capacity: (pcph)		432	658
Prob. of Queue-Free State:		1.00	0.97
Step 2: LT from Major Street		WB	EB
Conflicting Flows: (vph)		1995	1277
Potential Capacity: (pcph)		146	354
Movement Capacity: (pcph)		146	354
Prob. of Queue-Free State:		1.00	0.97
Step 3: TH from Minor Street		NB	SB
Conflicting Flows: (vph)		3283	3280
Potential Capacity: (pcph)		13	13
Capacity Adjustment Factor due to Impeding Movements		0.97	0.97
Movement Capacity: (pcph)		13	13
Prob. of Queue-Free State:		1.00	1.00
Step 4: LT from Minor Street		NB	SB
Conflicting Flows: (vph)		3278	3280
Potential Capacity: (pcph)		8	8
Major LT, Minor TH Impedance Factor:		0.97	0.97
Adjusted Impedance Factor:		0.97	0.97
Capacity Adjustment Factor due to Impeding Movements		0.95	0.97
Movement Capacity: (pcph)		8	8

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	0	8 >		*	*	F	*
NB T	0	13 >	0	*	*	F	*
NB R	0	432 >					
SB L	7	8 >	8	843.8	0.7	F	
SB T	0	13 >					245.1
SB R	17	658		5.6	0.0	B	
EB L	12	354		10.5	0.0	C	0.1
WB L	0	146		24.7	0.0	D	0.0

Intersection Accident Rate  
I/S: Mission Blvd/Montgomery Dr

Number of Accidents: 13 Acc  
Number of years: 3.00 Yr  
ADT northleg: 21,914  
ADT southleg: 0  
ADT eastleg: 6,428  
ADT westleg: 28,124  
Total approach volume: 28,233

Accident Rate= .42 Acc/million veh/yr

Control Type: Signal  
I/S Type: Tee  
Area Type: Urban

Base Rate: .30  
ADT Factor: 0.0000

Expected Accident Rate= .30

Control Type	I/S Type	Area	Base Rate	ADT Factor
No Control	Four-Way	Rural	.13	0.0000
Stop and Yield	Four-Way	Rural	.34	0.0000
All Way Stop	Four-Way	Rural	.78	0.0000
Signals	Four-Way	Rural	.70	0.0000
4 Way Flashers	Four-Way	Rural	.89	0.0000
No Control	Four-Way	Suburban	.30	0.0000
Stop and Yield	Four-Way	Suburban	.33	0.0000
All Way Stop	Four-Way	Suburban	.64	0.0000
Signals	Four-Way	Suburban	.54	0.0000
4 Way Flashers	Four-Way	Suburban	.58	0.0000
No Control	Four-Way	Urban	.06	0.0000
Stop and Yield	Four-Way	Urban	.24	0.0000
All Way Stop	Four-Way	Urban	.40	0.0000
Signals	Four-Way	Urban	.45	0.0000
4 Way Flashers	Four-Way	Urban	.55	0.0000
No Control	Tee	Rural	.13	0.0000
Stop and Yield	Tee	Rural	.22	0.0000
All Way Stop	Tee	Rural	.75	0.0000
Signals	Tee	Rural	.63	0.0000
3 Way Flashers	Tee	Rural	.69	0.0000
No Control	Tee	Suburban	.14	0.0000
Stop and Yield	Tee	Suburban	.19	0.0000
All Way Stop	Tee	Suburban	.55	0.0000
Signals	Tee	Suburban	.39	0.0000
3 Way Flashers	Tee	Suburban	.52	0.0000
No Control	Tee	Urban	.11	0.0000
Stop and Yield	Tee	Urban	.14	0.0000
All Way Stop	Tee	Urban	.21	0.0000
Signals	Tee	Urban	.30	0.0000
3 Way Flashers	Tee	Urban	.31	0.0000

Source: Accident Data on California State Highways (1996)

Intersection Accident Rate  
I/S: Mission Blvd/Mission Circle

Number of Accidents: 5 Acc  
Number of years: 3.00 Yr  
ADT northleg: 21,914  
ADT southleg: 21,914  
ADT eastleg: 0  
ADT westleg: 1,960  
Total approach volume: 23,894

Accident Rate= .19 Acc/million veh/yr

Control Type: Stop  
I/S Type: Tee  
Area Type: Urban

Base Rate: .14  
ADT Factor: 0.0000

Expected Accident Rate= .14

Control Type	I/S Type	Area	Base Rate	ADT Factor
No Control	Four-Way	Rural	.13	0.0000
Stop and Yield	Four-Way	Rural	.34	0.0000
All Way Stop	Four-Way	Rural	.78	0.0000
Signals	Four-Way	Rural	.70	0.0000
4 Way Flashers	Four-Way	Rural	.89	0.0000
No Control	Four-Way	Suburban	.30	0.0000
Stop and Yield	Four-Way	Suburban	.33	0.0000
All Way Stop	Four-Way	Suburban	.64	0.0000
Signals	Four-Way	Suburban	.54	0.0000
4 Way Flashers	Four-Way	Suburban	.58	0.0000
No Control	Four-Way	Urban	.06	0.0000
Stop and Yield	Four-Way	Urban	.24	0.0000
All Way Stop	Four-Way	Urban	.40	0.0000
Signals	Four-Way	Urban	.45	0.0000
4 Way Flashers	Four-Way	Urban	.55	0.0000
No Control	Tee	Rural	.13	0.0000
Stop and Yield	Tee	Rural	.22	0.0000
All Way Stop	Tee	Rural	.75	0.0000
Signals	Tee	Rural	.63	0.0000
3 Way Flashers	Tee	Rural	.69	0.0000
No Control	Tee	Suburban	.14	0.0000
Stop and Yield	Tee	Suburban	.19	0.0000
All Way Stop	Tee	Suburban	.55	0.0000
Signals	Tee	Suburban	.39	0.0000
3 Way Flashers	Tee	Suburban	.52	0.0000
No Control	Tee	Urban	.11	0.0000
Stop and Yield	Tee	Urban	.14	0.0000
All Way Stop	Tee	Urban	.21	0.0000
Signals	Tee	Urban	.30	0.0000
3 Way Flashers	Tee	Urban	.31	0.0000

Source: Accident Data on California State Highways (1996)

Intersection Accident Rate  
I/S: Mission Blvd/Highway 12

Number of Accidents: 69 Acc  
Number of years: 3.00 Yr  
ADT northleg: 12,960  
ADT southleg: 21,914  
ADT eastleg: 14,500  
ADT westleg: 15,500  
Total approach volume: 52,437

Accident Rate= 1.20 Acc/million veh/yr

Control Type: Signal  
I/S Type: Four-Way  
Area Type: Urban

Base Rate: .45  
ADT Factor: 0.0000

Expected Accident Rate= .45

Control Type	I/S Type	Area	Base Rate	ADT Factor
No Control	Four-Way	Rural	.13	0.0000
Stop and Yield	Four-Way	Rural	.34	0.0000
All Way Stop	Four-Way	Rural	.78	0.0000
Signals	Four-Way	Rural	.70	0.0000
4 Way Flashers	Four-Way	Rural	.89	0.0000
No Control	Four-Way	Suburban	.30	0.0000
Stop and Yield	Four-Way	Suburban	.33	0.0000
All Way Stop	Four-Way	Suburban	.64	0.0000
Signals	Four-Way	Suburban	.54	0.0000
4 Way Flashers	Four-Way	Suburban	.58	0.0000
No Control	Four-Way	Urban	.06	0.0000
Stop and Yield	Four-Way	Urban	.24	0.0000
All Way Stop	Four-Way	Urban	.40	0.0000
Signals	Four-Way	Urban	.45	0.0000
4 Way Flashers	Four-Way	Urban	.55	0.0000
No Control	Tee	Rural	.13	0.0000
Stop and Yield	Tee	Rural	.22	0.0000
All Way Stop	Tee	Rural	.75	0.0000
Signals	Tee	Rural	.63	0.0000
3 Way Flashers	Tee	Rural	.69	0.0000
No Control	Tee	Suburban	.14	0.0000
Stop and Yield	Tee	Suburban	.19	0.0000
All Way Stop	Tee	Suburban	.55	0.0000
Signals	Tee	Suburban	.39	0.0000
3 Way Flashers	Tee	Suburban	.52	0.0000
No Control	Tee	Urban	.11	0.0000
Stop and Yield	Tee	Urban	.14	0.0000
All Way Stop	Tee	Urban	.21	0.0000
Signals	Tee	Urban	.30	0.0000
3 Way Flashers	Tee	Urban	.31	0.0000

Source: Accident Data on California State Highways (1996)

APPENDIX E

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Level of Service  
Existing + Approved Development Conditions

Streets: (E-W) Highway 12 (N-S) Mission Blvd  
 Analyst: Kdl File Name: 12MIAPAM.HC9  
 Area Type: Other 1-9-98 AM Peak  
 Comment: Existing + Approved

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	<0	1	2	1	1	2	1
Volumes	126	595	54	477	1164	73	90	321	282	67	367	123
Lane W (ft)	15.0	13.0	11.0	14.0	13.0		12.0	15.0	15.0	11.0	14.0	15.0
RTOR Vols			0			0			180			120
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
EB Thru					EB Thru			
EB Right					EB Right			
EB Peds					EB Peds			
WB Left					SB Left			
WB Thru					SB Thru			
WB Right					SB Right			
WB Peds					SB Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	5.0A	20.0A	10.0A		Green	6.0A	2.0A	14.0A
Yellow/AR	3.0	0.0	4.0		Yellow/AR	3.0	0.0	3.0
Cycle Length	90 secs				Phase combination order: #1 #2 #3 #5 #6 #7			

Intersection Performance Summary

Lane Group	Cap	Adj Sat	v/c	g/c	Ratio	Delay	LOS	Approach	Delay	LOS
EB L	216	3893	0.601	0.056	30.1	D	17.1	C		
EB T	1326	3850	0.471	0.344	15.1	C				
EB R	714	1531	0.076	0.467	8.6	B				
WB L	1049	3775	0.468	0.278	17.7	C	11.1	B		
WB TR	2162	1816	0.601	0.567	8.6	B				
NB L	157	1770	0.572	0.089	29.0	D	20.0	C		
NB T	729	4098	0.463	0.178	21.8	C				
NB R	968	1742	0.105	0.556	6.1	B				
SB L	114	1711	0.587	0.067	31.7	D	21.7	C		
SB T	618	3974	0.623	0.156	24.3	C				
SB R	639	1742	0.118	0.367	13.3	B				
Intersection Delay = 15.5 sec/veh Intersection LOS = C										
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.602										

Streets: (E-W) Highway 12 (N-S) Mission Blvd  
 Analyst: Kdl File Name: 12MIAPAM.HC9  
 Area Type: Other 1-9-98 PM Peak  
 Comment: Existing + Approved

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	<0	1	2	1	1	2	1
Volumes	175	1130	366	353	889	76	202	445	622	82	356	194
Lane W (ft)	15.0	13.0	11.0	14.0	13.0		12.0	15.0	15.0	11.0	14.0	15.0
RTOR Vols			0			0			180			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
EB Thru					EB Thru			
EB Right					EB Right			
EB Peds					EB Peds			
WB Left					SB Left			
WB Thru					SB Thru			
WB Right					SB Right			
WB Peds					SB Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	12.0A	2.0A	37.0A		Green	6.0A	8.0A	12.0A
Yellow/AR	3.0	0.0	4.0		Yellow/AR	3.0	0.0	3.0
Cycle Length	90 secs				Phase combination order: #1 #2 #3 #5 #6 #7			

Intersection Performance Summary

Lane Group	Cap	Adj Sat	v/c	g/c	Ratio	Delay	LOS	Approach	Delay	LOS
EB L	606	3893	0.637	0.156	24.6	C	14.4	B		
EB T	1711	3850	0.693	0.444	13.8	B				
EB R	970	1531	0.377	0.633	5.3	B				
WB L	503	3775	0.723	0.133	27.7	D	17.5	C		
WB TR	1606	1804	0.631	0.422	13.8	B				
WB L	275	1770	0.734	0.156	30.0	D	18.2	C		
NB T	911	4098	0.513	0.222	20.3	C				
NB R	852	1742	0.519	0.489	10.6	B				
SB L	114	1711	0.719	0.067	39.4	D	23.2	C		
SB T	530	3974	0.706	0.133	27.1	D				
SB R	832	1742	0.233	0.478	8.9	B				
Intersection Delay = 17.2 sec/veh Intersection LOS = C										
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.707										

Streets: (E-W) Montgomery Dr. (N-S) Mission Blvd  
 Analyst: Kdl File Name: MIMOAPAM.HC9  
 Area Type: Other 1-9-98 AM Peak  
 Comment: Existing + Approved

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	1	0	0	2	1	0	0	0	1	0	2
Volumes	670	197			306	87				48		832
Lane W (ft)	13.0	15.0			13.0	15.0				12.0		13.0
RTOR Vols			0			0						0
Lost Time	3.00	3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
EB Thru					EB Thru			
EB Right					EB Right			
EB Peds					EB Peds			
WB Left					SB Left			
WB Thru					SB Thru			
WB Right					SB Right			
WB Peds					SB Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	16.0A	11.0A			Green	4.0A		
Yellow/AR	3.0	3.0			Yellow/AR	3.0		
Cycle Length	60 secs				Phase combination order: #1 #2 #5			

Intersection Performance Summary

Lane Group	Cap	Adj Sat	v/c	g/c	Ratio	Delay	LOS	Approach	Delay	LOS
EB L	2194	3657	0.314	0.600	3.9	A	3.1	A		
EB T	1708	2049	0.115	0.833	0.6	A				
WB T	706	3850	0.455	0.183	14.4	B	14.3	B		
WB R	119	1742	0.272	0.183	13.7	B				
SB L	118	1770	0.407	0.067	18.6	C	3.0	A		
SB R	2345	3272	0.401	0.717	2.2	A				
Intersection Delay = 5.1 sec/veh Intersection LOS = B										
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.412										

Streets: (E-W) Montgomery Dr. (N-S) Mission Blvd  
 Analyst: Kdl File Name: MIMOAPAM.HC9  
 Area Type: Other 1-9-98 PM Peak  
 Comment: Existing + Approved

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	1	0	0	2	1	0	0	0	1	0	2
Volumes	1117	388			240	81				75		772
Lane W (ft)	13.0	15.0			13.0	15.0				12.0		13.0
RTOR Vols			0			0						0
Lost Time	3.00	3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
EB Thru					EB Thru			
EB Right					EB Right			
EB Peds					EB Peds			
WB Left					SB Left			
WB Thru					SB Thru			
WB Right					SB Right			
WB Peds					SB Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	18.0A	8.0A			Green	5.0A		
Yellow/AR	3.0	3.0			Yellow/AR	3.0		
Cycle Length	60 secs				Phase combination order: #1 #2 #5			

Intersection Performance Summary

Lane Group	Cap	Adj Sat	v/c	g/c	Ratio	Delay	LOS	Approach	Delay	LOS
EB L	2116	3657	0.497	0.633	3.9	A	3.2	A		
EB T	1673	2049	0.232	0.817	0.8	A				
WB T	513	3850	0.491	0.133	16.2	C	16.1	C		
WB R	232	1742	0.349	0.133	15.6	C				
SB L	148	1770	0.508	0.083	19.4	C	2.9	A		
SB R	2509	3272	0.348	0.767	1.5	A				
Intersection Delay = 4.6 sec/veh Intersection LOS = A										
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.497										

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Streets: (N-S) Mission Blvd (E-W) Mission Circle  
 Major Street Direction... NS  
 Length of Time Analyzed... 15 (min)  
 Analyst... kdl  
 Date of Analysis... 1/9/98  
 Other Information... Existing + Approved AM Peak  
 Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	2	1	0	> 1	1	0	> 1	< 0
Stop/Yield			N			N						
Volume	81	653	0	3	799	83	42	0	66	0	0	0
PHP	1	1	1	1	1	1	1	1	1	1	1	1
Grade		0			0			0			0	
IC's (%)												
CU/RV's (%)												
TV's (%)												
CE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSO Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	326	400
Potential Capacity: (pcph)	947	868
Movement Capacity: (pcph)	947	868
Prob. of Queue-Free State:	1.00	0.92
Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	653	882
Potential Capacity: (pcph)	765	576
Movement Capacity: (pcph)	765	576
Prob. of Queue-Free State:	1.00	0.85
Step 3: TH from Minor Street	WB	EB
Conflicting Flows: (vph)	1619	1536
Potential Capacity: (pcph)	123	138
Capacity Adjustment Factor due to Impeding Movements	0.84	0.84
Movement Capacity: (pcph)	104	116
Prob. of Queue-Free State:	1.00	1.00
Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	1535	1578
Potential Capacity: (pcph)	111	104
Major LT, Minor TH Impedance Factor:	0.84	0.84
Adjusted Impedance Factor:	0.88	0.88
Capacity Adjustment Factor due to Impeding Movements	0.60	0.88
Movement Capacity: (pcph)	89	91

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB L	46	91	> 91	74.5	1.8	F	
EB T	0	116	>				31.7
EB R	73	868	>	4.5	0.2	A	
WB L	0	89	>				
WB T	0	104	> 0	*	*	F	*
WB R	0	947	>				
NB L	89	576	>	7.4	0.6	B	0.8
SB L	3	765	>	4.7	0.0	A	0.0

Intersection Delay = 2.3 sec/veh

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Streets: (N-S) Mission Blvd (E-W) Mission Circle  
 Major Street Direction... NS  
 Length of Time Analyzed... 15 (min)  
 Analyst... kdl  
 Date of Analysis... 1/9/98  
 Other Information... Existing + Approved PM Peak  
 Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	2	1	0	> 1	1	0	> 1	< 0
Stop/Yield			N			N						
Volume	69	1148	0	5	853	59	94	0	104	0	0	0
PHP	1	1	1	1	1	1	1	1	1	1	1	1
Grade		0			0			0			0	
IC's (%)												
CU/RV's (%)												
TV's (%)												
CE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSO Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	574	426
Potential Capacity: (pcph)	709	842
Movement Capacity: (pcph)	709	842
Prob. of Queue-Free State:	1.00	0.86
Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	1148	912
Potential Capacity: (pcph)	415	555
Movement Capacity: (pcph)	415	555
Prob. of Queue-Free State:	0.99	0.86
Step 3: TH from Minor Street	WB	EB
Conflicting Flows: (vph)	2134	2075
Potential Capacity: (pcph)	62	67
Capacity Adjustment Factor due to Impeding Movements	0.85	0.85
Movement Capacity: (pcph)	53	57
Prob. of Queue-Free State:	1.00	1.00
Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	2074	2104
Potential Capacity: (pcph)	50	48
Major LT, Minor TH Impedance Factor:	0.85	0.85
Adjusted Impedance Factor:	0.89	0.89
Capacity Adjustment Factor due to Impeding Movements	0.77	0.89
Movement Capacity: (pcph)	38	42

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB L	103	42	> 42	861.3	9.0	F	
EB T	0	57	>				411.5
EB R	114	642	>	4.9	0.5	A	
WB L	0	38	>				
WB T	0	53	> 0	*	*	F	*
WB R	0	709	>				
NB L	76	555	>	7.5	0.5	B	0.4
SB L	6	415	>	8.0	0.0	B	0.0

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Streets: (N-S) Acacia Ln (E-W) Highway 12

Major Street Direction... EW  
Length of Time Analyzed... 15 (min)  
Analyst... kdl  
Date of Analysis... 1/9/98  
Other Information... Existing + Approved AM Peak  
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<0	1	2	<0	0	>1	<0	0	>1	1
Stop/Yield			N			N						
Volumes	7	780	0	0	1514	5	0	0	0	0	0	12
PHF	1	1	1	1	1	1	1	1	1	1	1	1
Grade		0			0			0			0	
IC's (%)												
BU/RV's (%)												
CV's (%)												
CE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	1.10
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	390	760
Potential Capacity: (pcph)	878	570
Movement Capacity: (pcph)	878	570
Prob. of Queue-Free State:	1.00	0.98
Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	780	1519
Potential Capacity: (pcph)	654	262
Movement Capacity: (pcph)	654	262
Prob. of Queue-Free State:	1.00	0.97
Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	2306	2304
Potential Capacity: (pcph)	49	49
Capacity Adjustment Factor due to Impeding Movements	0.97	0.97
Movement Capacity: (pcph)	48	48
Prob. of Queue-Free State:	1.00	1.00
Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	2302	2304
Potential Capacity: (pcph)	36	36
Major LT, Minor TH Impedance Factor:	0.97	0.97
Adjusted Impedance Factor:	0.98	0.98
Capacity Adjustment Factor due to Impeding Movements	0.95	0.98
Movement Capacity: (pcph)	34	35

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	0	34 >					
NB T	0	48 >	0 *	*		F	*
NB R	0	878 >					
SB L	0	35 >	0 *	*		F	
SB T	0	48 >					6.5
SB R	13	570		6.5	0.0	B	
EB L	8	262		14.2	0.0	C	0.1
WB L	0	654		5.5	0.0	B	0.0

Intersection Delay = 0.1 sec/veh

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Streets: (N-S) Acacia Ln (E-W) Highway 12

Major Street Direction... EW  
Length of Time Analyzed... 15 (min)  
Analyst... kdl  
Date of Analysis... 1/9/98  
Other Information... Existing + Approved PM Peak  
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<0	1	2	<0	0	>1	<0	0	>1	1
Stop/Yield			N			N						
Volumes	11	2017	0	0	1371	6	0	0	0	6	0	15
PHF	1	1	1	1	1	1	1	1	1	1	1	1
Grade		0			0			0			0	
IC's (%)												
BU/RV's (%)												
CV's (%)												
CE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	1.10
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	1008	688
Potential Capacity: (pcph)	427	620
Movement Capacity: (pcph)	427	620
Prob. of Queue-Free State:	1.00	0.97
Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	2017	1377
Potential Capacity: (pcph)	142	313
Movement Capacity: (pcph)	142	313
Prob. of Queue-Free State:	1.00	0.96
Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	3405	3402
Potential Capacity: (pcph)	11	11
Capacity Adjustment Factor due to Impeding Movements	0.96	0.96
Movement Capacity: (pcph)	11	11
Prob. of Queue-Free State:	1.00	1.00
Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	3400	3402
Potential Capacity: (pcph)	7	7
Major LT, Minor TH Impedance Factor:	0.96	0.96
Adjusted Impedance Factor:	0.97	0.97
Capacity Adjustment Factor due to Impeding Movements	0.94	0.97
Movement Capacity: (pcph)	7	7

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	0	7 >					
NB T	0	11 >	0 *	*		F	*
NB R	0	427 >					
SB L	7	7 >	7	995.4	0.7	F	
SB T	0	11 >					288.7
SB R	17	620		6.0	0.0	B	
EB L	12	313		12.0	0.0	C	0.1
WB L	0	142		25.4	0.0	D	0.0

Intersection Delay = 1.8 sec/veh

## APPENDIX F

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Level of Service  
Existing + Approved Development + Project  
Conditions

Streets: (N-S) Mission Boulevard (E-W) Highway 12  
Analyst: Walt Laabs File Name: 12MICPAM.HC9  
Area Type: Other 3-15-99 AM Peak  
Comment: Cumulative Traffic (w/progression)

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	2	2	1	2	2	< 0
Volumes	108	327	282	68	374	323	126	631	54	494	1224	78
Lane W (ft)	12.0	15.0	15.0	11.0	14.0	15.0	15.0	13.0	11.0	14.0	13.0	
RTOR Vols	0	0	0	0	0	0	0	0	0	0	0	0
Lost Time	3.00	3.00	0.00	3.00	3.00	0.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	.	.	.	.	.	.	.	.
NB Thru	.	.	.	.	.	.	.	.
NB Right	.	.	.	.	.	.	.	.
NB Peds	.	.	.	.	.	.	.	.
SB Left	.	.	.	.	.	.	.	.
SB Thru	.	.	.	.	.	.	.	.
SB Right	.	.	.	.	.	.	.	.
SB Peds	.	.	.	.	.	.	.	.
EB Right	.	.	.	.	.	.	.	.
WB Right	.	.	.	.	.	.	.	.
Green	6.0A	13.0A			6.0A	11.0A	18.0A	
Yellow/AR	3.0	3.0			3.0	3.0	4.0	
Cycle Length	90 secs Phase combination order: #5 #6 #1 #2							

Intersection Performance Summary

Lane	Group	Cap	Adj Sat	v/c	g/c	Delay	LOS	Approach	Delay	LOS
NB	L	118	1770	0.915	0.067	67.2	F	24.2	C	
NB	T	592	4098	0.579	0.144	24.1	C			
NB	R	929	1742	0.304	0.533	7.6	B			
SB	L	114	1711	0.596	0.067	32.1	D	21.7	C	
SB	T	574	3974	0.665	0.144	26.0	D			
SB	R	658	1742	0.491	0.378	14.1	B			
EB	L	260	3893	0.501	0.067	27.5	D	13.5	B	
EB	T	1668	3850	0.397	0.433	11.3	B			
EB	R	816	1531	0.066	0.533	6.6	B			
WB	L	839	3775	0.607	0.222	21.2	C	11.5	B	
WB	TR	2247	1815	0.608	0.589	7.9	B			
Intersection Delay = 16.0 sec/veh Intersection LOS = C										
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.637										

Streets: (N-S) Mission Boulevard (E-W) Highway 12  
Analyst: Walt Laabs File Name: 12MICPPM.HC9  
Area Type: Other 3-15-99 PM Peak  
Comment: Cumulative Traffic (w/progression)

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	2	2	1	2	2	< 0
Volumes	266	466	630	67	364	194	175	1230	162	197	918	78
Lane W (ft)	12.0	15.0	15.0	11.0	14.0	15.0	15.0	13.0	11.0	14.0	13.0	
RTOR Vols	0	0	0	0	0	0	0	0	0	0	0	0
Lost Time	3.00	3.00	0.00	3.00	3.00	0.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	.	.	.	.	.	.	.	.
NB Thru	.	.	.	.	.	.	.	.
NB Right	.	.	.	.	.	.	.	.
NB Peds	.	.	.	.	.	.	.	.
SB Left	.	.	.	.	.	.	.	.
SB Thru	.	.	.	.	.	.	.	.
SB Right	.	.	.	.	.	.	.	.
SB Peds	.	.	.	.	.	.	.	.
EB Right	.	.	.	.	.	.	.	.
WB Right	.	.	.	.	.	.	.	.
Green	9.0A	3.0A	17.0A		13.0A	32.0A		
Yellow/AR	3.0	3.0	3.0		3.0	4.0		
Cycle Length	90 secs Phase combination order: #5 #6 #1 #2 #3							

Intersection Performance Summary

Lane	Group	Cap	Adj Sat	v/c	g/c	Delay	LOS	Approach	Delay	LOS
NB	L	295	1770	0.902	0.167	44.0	E	18.6	C	
NB	T	1047	4098	0.467	0.256	18.5	C			
NB	R	1045	1742	0.603	0.600	8.0	B			
SB	L	171	1711	0.509	0.100	26.9	D	17.5	C	
SB	T	751	3974	0.509	0.189	21.6	C			
SB	R	1045	1742	0.186	0.600	5.2	B			
EB	L	562	3893	0.686	0.144	26.0	D	21.0	C	
EB	T	1412	3850	0.915	0.367	22.9	C			
EB	R	816	1531	0.443	0.533	8.6	B			
WB	L	545	3775	0.750	0.144	27.8	D	20.3	C	
WB	TR	1395	3804	0.750	0.367	17.3	C			
Intersection Delay = 19.8 sec/veh Intersection LOS = C										
Lost Time/Cycle, L = 3.0 sec Critical v/c(x) = 0.721										

Streets: (N-S) Mission Boulevard (E-W) Mission Circle  
Analyst: Walt Laabs File Name: MICICDAM.HC9  
Area Type: Other 2-18-99 AM Peak  
Comment: Cumulative Traffic

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	3	< 0	0	> 1	1	0	> 1	< 0
Volumes	81	653	21	28	799	83	42	1	66	38	1	24
Lane W (ft)	12.0	15.0		12.0	14.0		12.0	12.0		12.0		
RTOR Vols	0	0	0	0	0	0	0	0	0	0	0	0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	.	.	.	.	.	.	.	.
NB Thru	.	.	.	.	.	.	.	.
NB Right	.	.	.	.	.	.	.	.
NB Peds	.	.	.	.	.	.	.	.
SB Left	.	.	.	.	.	.	.	.
SB Thru	.	.	.	.	.	.	.	.
SB Right	.	.	.	.	.	.	.	.
SB Peds	.	.	.	.	.	.	.	.
EB Right	.	.	.	.	.	.	.	.
WB Right	.	.	.	.	.	.	.	.
Green	10.0A	26.0A			10.0A	12.0A		
Yellow/AR	3.0	3.0			3.0	3.0		
Cycle Length	70 secs Phase combination order: #5 #6 #1 #2							

Intersection Performance Summary

Lane	Group	Cap	Adj Sat	v/c	g/c	Delay	LOS	Approach	Delay	LOS
NB	L	253	1770	0.320	0.143	17.7	C	11.7	B	
NB	TR	1515	4079	0.467	0.371	11.0	B			
SB	L	253	1770	0.111	0.143	16.9	C	11.0	B	
SB	TR	2183	5877	0.444	0.371	10.8	B			
EB	LT	259	1812	0.166	0.143	17.0	C	14.0	B	
EB	R	461	1615	0.143	0.286	12.0	B			
WB	LTR	268	1565	0.235	0.171	16.3	C	16.3	C	
Intersection Delay = 11.6 sec/veh Intersection LOS = B										
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.342										

Streets: (N-S) Mission Boulevard (E-W) Mission Circle  
Analyst: Walt Laabs File Name: MICICDPM.HC9  
Area Type: Other 2-18-99 PM Peak  
Comment: Cumulative Traffic

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	3	< 0	0	> 1	1	0	> 1	< 0
Volumes	69	1143	69	69	846	59	94	1	104	55	1	85
Lane W (ft)	12.0	15.0		12.0	14.0		12.0	12.0		12.0		
RTOR Vols	0	0	0	0	0	0	0	0	0	0	0	0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	.	.	.	.	.	.	.	.
NB Thru	.	.	.	.	.	.	.	.
NB Right	.	.	.	.	.	.	.	.
NB Peds	.	.	.	.	.	.	.	.
SB Left	.	.	.	.	.	.	.	.
SB Thru	.	.	.	.	.	.	.	.
SB Right	.	.	.	.	.	.	.	.
SB Peds	.	.	.	.	.	.	.	.
EB Right	.	.	.	.	.	.	.	.
WB Right	.	.	.	.	.	.	.	.
Green	5.0A	2.0A	24.0A		14.0A	13.0A		
Yellow/AR	3.0	0.0	3.0		3.0	3.0		
Cycle Length	70 secs Phase combination order: #5 #6 #1 #2 #3							

Intersection Performance Summary

Lane	Group	Cap	Adj Sat	v/c	g/c	Delay	LOS	Approach	Delay	LOS
NB	L	177	1770	0.390	0.100	19.8	C	16.4	C	
NB	TR	1509	4063	0.844	0.371	16.3	C			
SB	L	126	1770	0.546	0.071	23.9	C	12.7	B	
SB	TR	2024	5902	0.492	0.343	11.9	B			
EB	LT	362	1810	0.262	0.200	15.4	C	13.5	B	
EB	R	485	1615	0.215	0.300	11.9	B			
WB	LTR	283	1526	0.498	0.186	17.7	C	17.7	C	
Intersection Delay = 14.8 sec/veh Intersection LOS = B										
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.600										

Streets: (N-S) Mission Boulevard (E-W) Montgomery Drive  
 Analyst: Walt Laabs File Name: MIMOCUAM.HC9  
 Area Type: Other 2-18-99 AM Peak  
 Comment: Cumulative Traffic

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	2	2	1	0	0	2	1
Volumes				51	867	690	157			306	38	
Lane W (ft)				12.0	13.0	13.0	15.0			13.0	15.0	
RTOR Vols				0				0				
Lost Time				1.00	3.00	3.00	3.00			3.00	0.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left					EB Left	*		
NB Thru					NB Thru	*		
NB Right					EB Right	*		
NB Peds					NB Peds	*		
SB Left	*				WB Left	*		
SB Thru	*				SB Thru	*		
SB Right	*				WB Right	*		
SB Peds	*				SB Peds	*		
EB Right					NB Right	*		
WB Right					SB Right	*		
Green	17.0A				Green	27.0A	12.0A	
Yellow/AR	3.0				Yellow/AR	3.0	3.0	
Cycle Length	65 secs Phase combination order: #5 #6 #1							

Intersection Performance Summary

Lane Group	Mvmt	Cap	Adj Sat	Flow	Ratio	v/c	g/C	Delay	LOS	Approach	Delay	LOS
SB	L	463	1770	0.110	0.262	11.8	B	2.8	A			
SB	R	2366	3272	0.414	0.723	2.4	A					
EB	L	1519	3657	0.468	0.415	9.1	B	7.7	B			
EB	T	1324	2049	0.149	0.646	2.9	A					
WB	T	711	3850	0.452	0.185	15.6	C	13.2	B			
WB	R	938	1742	0.094	0.538	4.7	A					
Intersection Delay = 6.5 sec/veh Intersection LOS = B												
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.422												

Streets: (N-S) Mission Boulevard (E-W) Montgomery Drive  
 Analyst: Walt Laabs File Name: MIMOCUPM.HC9  
 Area Type: Other 2-18-99 PM Peak  
 Comment: Cumulative Traffic

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	2	2	1	0	0	2	1
Volumes				79	823	1181	388			240	86	
Lane W (ft)				12.0	13.0	13.0	15.0			13.0	15.0	
RTOR Vols				0				0				
Lost Time				3.00	3.00	3.00	3.00			3.00	0.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left					EB Left	*		
NB Thru					NB Thru	*		
NB Right					EB Right	*		
NB Peds					NB Peds	*		
SB Left	*				WB Left	*		
SB Thru	*				SB Thru	*		
SB Right	*				WB Right	*		
SB Peds	*				SB Peds	*		
EB Right					NB Right	*		
WB Right					SB Right	*		
Green	23.0A				Green	27.0A	6.0A	
Yellow/AR	3.0				Yellow/AR	3.0	3.0	
Cycle Length	65 secs Phase combination order: #5 #6 #1							

Intersection Performance Summary

Lane Group	Mvmt	Cap	Adj Sat	Flow	Ratio	v/c	g/C	Delay	LOS	Approach	Delay	LOS
SB	L	626	1770	0.126	0.354	9.2	B	1.7	A			
SB	R	2668	3272	0.349	0.815	1.0	A					
EB	L	1519	3657	0.800	0.415	13.0	B	12.0	B			
EB	T	851	2049	0.456	0.415	9.1	B					
WB	T	355	3850	0.709	0.092	22.9	C	18.3	C			
WB	R	938	1742	0.092	0.538	4.7	A					
Intersection Delay = 9.2 sec/veh Intersection LOS = B												
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.514												

Streets: (N-S) Acacia Lane (E-W) Highway 12  
 Analyst: Walt Laabs File Name: 12ACCPAM.HC9  
 Area Type: Other 3-15-99 AM Peak  
 Comment: Cumulative Traffic(w/progression)

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	1	2	< 0	1	2	< 0
Volumes	65	1	27	1	1	12	7	793	13	6	1531	5
Lane W (ft)		15.0			15.0		15.0	13.0		15.0	13.0	
RTOR Vols		0			0			0			0	
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	*				EB Left	*		
NB Thru	*				NB Thru	*		
NB Right	*				EB Right	*		
NB Peds	*				NB Peds	*		
SB Left	*				WB Left	*		
SB Thru	*				SB Thru	*		
SB Right	*				WB Right	*		
SB Peds	*				SB Peds	*		
EB Right					NB Right	*		
WB Right					SB Right	*		
Green	9.0A	9.0A			Green	4.0A	55.0A	
Yellow/AR	3.0	3.0			Yellow/AR	3.0	4.0	
Cycle Length	90 secs Phase combination order: #5 #6 #1 #2							

Intersection Performance Summary

Lane Group	Mvmt	Cap	Adj Sat	Flow	Ratio	v/c	g/C	Delay	LOS	Approach	Delay	LOS
NB	LTR	174	1738	0.535	0.100	27.4	D	27.4	D			
SB	LTR	163	1633	0.086	0.100	23.8	C	23.8	C			
EB	L	87	1947	0.081	0.044	26.6	D	5.5	B			
EB	TR	2390	3840	0.354	0.622	5.4	B					
WB	L	87	1947	0.069	0.044	26.6	D	7.6	B			
WB	TR	2394	3848	0.674	0.622	7.5	B					
Intersection Delay = 7.7 sec/veh Intersection LOS = B												
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.559												

Streets: (N-S) Acacia Lane (E-W) Highway 12  
 Analyst: Walt Laabs File Name: 12ACCPM.HC9  
 Area Type: Other 3-15-99 PM Peak  
 Comment: Cumulative Traffic(w/progression)

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	1	2	< 0	1	2	< 0
Volumes	31	1	13	6	1	15	11	2062	66	27	1415	6
Lane W (ft)		15.0			15.0		15.0	13.0		15.0	13.0	
RTOR Vols		0			0			0			0	
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	*				EB Left	*		
NB Thru	*				NB Thru	*		
NB Right	*				EB Right	*		
NB Peds	*				NB Peds	*		
SB Left	*				WB Left	*		
SB Thru	*				SB Thru	*		
SB Right	*				WB Right	*		
SB Peds	*				SB Peds	*		
EB Right					NB Right	*		
WB Right					SB Right	*		
Green	4.0A	6.0A			Green	4.0A	63.0A	
Yellow/AR	3.0	3.0			Yellow/AR	3.0	4.0	
Cycle Length	90 secs Phase combination order: #5 #6 #1 #2							

Intersection Performance Summary

Lane Group	Mvmt	Cap	Adj Sat	Flow	Ratio	v/c	g/C	Delay	LOS	Approach	Delay	LOS
NB	LTR	116	1740	0.388	0.067	27.1	D	27.1	D			
SB	LTR	74	1666	0.297	0.044	27.6	D	27.6	D			
EB	L	87	1947	0.127	0.044	26.7	D	7.0	D			
EB	TR	2725	3832	0.820	0.711	7.0	B					
WB	L	87	1947	0.312	0.044	27.6	D	4.5	A			
WB	TR	2736	3847	0.545	0.711	4.1	A					
Intersection Delay = 6.4 sec/veh Intersection LOS = B												
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.734												

INTERSECTION.. Highway 12/Mission Blvd  
 ANALYST..... wwl  
 DATE..... 03/18/99  
 TIME..... AM PEAK  
 COMMENT..... Cumulative Traffic  
 with progression  
 CYCLE LENGTH.. 90 seconds

QUEUE LENGTH CALCULATION  
 SIGNALIZED INTERSECTION

INTERSECTION.. Highway 12/Mission Blvd  
 ANALYST..... wwl  
 DATE..... 03/18/99  
 TIME..... PM PEAK  
 COMMENT..... Cumulative Traffic  
 with progression  
 CYCLE LENGTH.. 90 seconds

LANE GRP.	n	v	s	g/C	q	r	t0	Q	Qm	Q95 Length
NB L	1	108	1770	.067	.030	84.0	5.5	1.1	2.5	4 100
NB T	2	343	4098	.144	.048	77.0	7.0	1.7	3.7	6 150
NB R	1	282	1742	.533	.078	42.0	8.1	.9	1.3	5 125
SB L	1	68	1711	.067	.019	84.0	3.5	.8	1.6	3 75
SB T	2	393	3974	.144	.055	77.0	8.5	2.0	4.2	7 175
SB R	1	323	1742	.378	.090	56.0	12.7	1.9	5.0	8 200
EB L	2	130	1893	.067	.018	84.0	2.9	.7	1.5	3 75
EB T	2	663	3850	.433	.092	51.0	10.6	1.6	4.7	8 200
EB R	1	54	1531	.533	.015	42.0	1.5	.2	.6	1 50
WB L	2	509	3775	.222	.071	70.0	10.9	2.2	5.0	8 200
WB TR	2	1367	3815	.589	.190	37.0	20.7	2.2	7.0	11 275

LANE GRP.	n	v	s	g/C	q	r	t0	Q	Qm	Q95 Length
NB L	1	266	1770	.167	.074	75.0	13.3	2.7	5.5	8 200
NB T	2	489	4098	.256	.068	67.0	9.1	1.9	4.5	3 100
NB R	1	230	1742	.600	.064	36.0	5.5	.5	2.3	4 100
SB L	1	87	1711	.100	.024	81.0	4.3	.9	2.0	3 75
SB T	2	392	3974	.189	.054	73.0	8.0	1.8	4.0	6 150
SB R	1	184	1742	.600	.051	36.0	4.3	.4	1.8	3 75
EB L	2	386	3893	.144	.054	77.0	8.5	2.0	4.1	7 175
EB T	2	1291	3850	.367	.179	57.0	28.7	4.9	10.2	15 375
EB R	1	362	1531	.533	.101	42.0	13.0	1.3	4.2	7 175
WB L	2	409	3775	.144	.057	77.0	9.4	2.1	4.4	7 175
WB TR	2	1046	3804	.367	.145	57.0	21.6	3.6	8.3	12 300

n=number of lanes  
 v=Adjusted flow rate (vph) from Highway Capacity calculations  
 s=Adjusted saturation flow rate (vph) from Highway Capacity calculations  
 g/C=Green to cycle ratio from Highway Capacity calculations  
 q=Average arrival rate per lane (vps)=v/n/3600  
 r=effective red time (sec)  
 t0=Time after start of green that queue is dissipated (sec)  
 Q=Average number of vehicles in queue  
 Qm=Maximum number vehicles in queue, uniform arrival rate  
 Q95=Maximum number vehicles in queue, Poisson Distribution  
 95% confidence level  
 Length based on 25 feet per vehicle

SOURCES: Transportation and Traffic Engineering Handbook, 2nd Edition  
 Poisson and Other Distributions in Traffic

n=number of lanes  
 v=Adjusted flow rate (vph) from Highway Capacity calculations  
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 95% confidence level  
 Length based on 25 feet per vehicle

SOURCES: Transportation and Traffic Engineering Handbook, 2nd Edition  
 Poisson and Other Distributions in Traffic

QUEUE LENGTH CALCULATION  
 SIGNALIZED INTERSECTION

INTERSECTION.. Mission Blvd/Montgomery Drive  
 ANALYST..... wwl  
 DATE..... 03/18/99  
 TIME..... AM Peak  
 COMMENT..... Cumulative Traffic  
 CYCLE LENGTH.. 65 seconds

QUEUE LENGTH CALCULATION  
 SIGNALIZED INTERSECTION

INTERSECTION.. Mission Blvd/Montgomery Drive  
 ANALYST..... wwl  
 DATE..... 03/18/99  
 TIME..... PM Peak  
 COMMENT..... Cumulative Traffic  
 CYCLE LENGTH.. 65 seconds

LANE GRP.	n	v	s	g/C	q	r	t0	Q	Qm	Q95 Length
SB L	1	51	1770	.262	.014	48.0	1.4	.3	.7	1 50
SB R	2	980	3272	.723	.136	18.0	7.7	.5	2.5	4 100
EB L	2	711	3657	.415	.099	38.0	9.2	1.4	3.8	6 150
EB T	1	197	2049	.646	.055	23.0	2.4	.2	1.3	2 50
WB T	2	321	3850	.185	.045	53.0	4.8	1.0	2.4	4 100
WB R	1	88	1742	.538	.024	30.0	1.6	.2	.7	1 50

LANE GRP.	n	v	s	g/C	q	r	t0	Q	Qm	Q95 Length
SB L	1	79	1770	.354	.022	42.0	2.0	.3	.9	2 50
SB R	2	930	3272	.915	.129	12.0	4.8	.2	1.6	3 75
EB L	2	1216	3657	.415	.169	38.0	18.9	2.8	6.4	10 250
EB T	1	388	2049	.415	.108	38.0	8.9	1.5	4.1	7 175
WB T	2	252	3850	.092	.035	59.0	4.1	1.0	2.1	4 100
WB R	1	86	1742	.538	.024	30.0	1.6	.2	.7	1 50

n=number of lanes  
 v=Adjusted flow rate (vph) from Highway Capacity calculations  
 s=Adjusted saturation flow rate (vph) from Highway Capacity calculations  
 g/C=Green to cycle ratio from Highway Capacity calculations  
 q=Average arrival rate per lane (vps)=v/n/3600  
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 95% confidence level  
 Length based on 25 feet per vehicle

SOURCES: Transportation and Traffic Engineering Handbook, 2nd Edition  
 Poisson and Other Distributions in Traffic

QUEUE LENGTH CALCULATION  
SIGNALIZED INTERSECTION

INTERSECTION.. Mission Blvd/Mission Circle  
ANALYST..... wwl  
DATE..... 03/18/99  
TIME..... AM Peak  
COMMENT..... Cumulative Traffic

CYCLE LENGTH.. 70 seconds

LANE GRP.	n	v	s	g/C	q	r	t0	$\bar{Q}$	Qm	Q95	Length
NB L	1	81	1770	.143	.023	60.0	2.9	.6	1.3	2	50
TR	2	708	4079	.371	.098	44.0	9.2	1.6	4.3	7	175
SB L	1	28	1770	.143	.008	60.0	1.0	.2	.5	1	50
TR	3	970	5877	.371	.090	44.0	8.7	1.5	4.0	6	150
SB LT	1	43	1812	.143	.012	60.0	1.5	.3	.7	1	50
R	1	66	1615	.286	.018	50.0	2.1	.3	.9	2	50
NB LTR	1	63	1565	.171	.018	58.0	2.4	.4	1.0	2	50

n=number of lanes  
v=Adjusted flow rate (vph) from Highway Capacity calculations  
s=Adjusted saturation flow rate (vph) from Highway Capacity calculations  
g/C=Green to cycle ratio from Highway Capacity calculations  
q=Average arrival rate per lane (vps)=v/n/3600  
r=effective red time (sec)  
t0=Time after start of green that queue is dissipated (sec)

$\bar{Q}$ =Average number of vehicles in queue  
Qm=Maximum number vehicles in queue, uniform arrival rate  
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95% confidence level  
Length based on 25 feet per vehicle

SOURCES: Transportation and Traffic Engineering Handbook, 2nd Edition  
Poisson and Other Distributions in Traffic

QUEUE LENGTH CALCULATION  
SIGNALIZED INTERSECTION

INTERSECTION.. Mission Blvd/Mission Circle  
ANALYST..... wwl  
DATE..... 03/17/99  
TIME..... PM Peak  
COMMENT..... Cumulative Traffic

CYCLE LENGTH.. 70 seconds

LANE GRP.	n	v	s	g/C	q	r	t0	$\bar{Q}$	Qm	Q95	Length
NB L	1	69	1770	.100	.019	63.0	2.6	.6	1.2	2	50
TR	2	1273	4063	.371	.177	44.0	20.1	3.6	7.8	11	275
SB L	1	69	1770	.071	.019	65.0	2.6	.6	1.2	2	50
TR	3	996	5902	.343	.092	46.0	9.3	1.7	4.2	7	175
SB LT	1	95	1810	.200	.026	56.0	1.1	.6	1.5	2	50
R	1	104	1615	.300	.029	49.0	3.4	.5	1.4	2	50
NB LTR	1	141	1526	.186	.019	57.0	5.8	1.0	2.2	4	100

n=number of lanes  
v=Adjusted flow rate (vph) from Highway Capacity calculations  
s=Adjusted saturation flow rate (vph) from Highway Capacity calculations  
g/C=Green to cycle ratio from Highway Capacity calculations  
q=Average arrival rate per lane (vps)=v/n/3600  
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$\bar{Q}$ =Average number of vehicles in queue  
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95% confidence level  
Length based on 25 feet per vehicle

SOURCES: Transportation and Traffic Engineering Handbook, 2nd Edition  
Poisson and Other Distributions in Traffic

Highway 12 (Brush Creek-Calistoga)							Class		Model Results				LOS	
Segment (EB)	Completed		Approved		Cumulative		Run 1	EB	WB	AVE	sec	sec	sec	sec
	EB	WB	EB	WB	EB	WB								
3207-3624	0.34	0.33	0.35	0.34	0.35	0.34	Run 1	190	sec	214	sec	303.5	sec	
3624-3688	0.31	0.31	0.33	0.34	0.34	0.34	Run 2	265	sec	342	sec	189	sec	
3688-1910	0.10	0.10	0.11	0.11	0.11	0.11	Run 3	186	sec	212	sec	183.5	sec	
1910-3628	0.21	0.21	0.21	0.21	0.23	0.23	Run 4	177	sec	190	sec			
3628-3627	0.21	0.21	0.21	0.21	0.23	0.23	Ave.	204.5	sec	239.5	sec	222	sec	
3627-1906	0.41	0.41	0.41	0.41	0.42	0.42	Distance	9071	ft					
1906-3642	0.32	0.33	0.33	0.33	0.33	0.33	Speed Existing	30.24	mph	25.824	mph	28.03	mph	B
3642-3643	0.28	0.28	0.28	0.28	0.28	0.28	Approved	208.6	sec	244.3	sec			
3643-1902	0.29	0.29	0.29	0.29	0.29	0.29	With signals	210.8	sec	249.2	sec			
Signals			2.20	4.90	18.30	12.50	29.33	mph	24.81	mph	27.07	mph	B	
TOTAL	2.47	2.47	2.52	2.52	2.58	2.57	Cumulative	213.8	sec	248.2	sec			
Class	I	II	III				With signals	231.9	sec	281.7	sec			
LOS							28.67	mph	23.63	mph	25.15	mph	B	
F	0	0	0											
E	13	10	7											
D	17	14	9											
C	22	18	13											
B	28	24	19											
A	35	30	25											

Highway 12 (Farmers Lane-Brush Creek)							Class		Model Results				LOS	
Segment (EB)	Completed		Approved		Cumulative		Run 1	EB	WB	AVE	sec	sec	sec	sec
	EB	WB	EB	WB	EB	WB								
1934-1912	0.48	0.48	0.48	0.48	0.48	0.48	Run 1	61	sec	119	sec	90	sec	
1912-3207	0.48	0.48	0.48	0.48	0.48	0.48	Run 2	63	sec	61	sec	62	sec	
							Run 3	60	sec	75	sec	67.9	sec	
							Run 4	57	sec	82	sec	69.5	sec	
TOTAL	0.96	0.96	0.96	0.96	0.96	0.96	Ave.	60.3	sec	84.3	sec	72.25	sec	
Class	I	II	III				Distance	3379	ft					
LOS							Speed Existing	38.24	mph	27.346	mph	32.79	mph	B
F	0	0	0				Approved	60.3	sec	84.3	sec	32.79	mph	B
E	13	10	7				38.24	mph	27.35	mph	32.79	mph	B	
D	17	14	9				Cumulative	60.3	sec	84.3	sec	32.79	mph	B
C	22	18	13				38.24	mph	27.35	mph	32.79	mph	B	
B	28	24	19											
A	35	30	25											

Montgomery Drive (Farmers Lane-Mission Blvd)							Class		Model Results				LOS	
Segment (EB)	Completed		Approved		Cumulative		Run 1	EB	WB	AVE	sec	sec	sec	sec
	EB	WB	EB	WB	EB	WB								
1932-3560	0.09	0.10	0.09	0.10	0.09	0.10	Run 1	132	sec	192	sec	162	sec	
3560-3122	0.10	0.10	0.10	0.10	0.10	0.10	Run 2	210	sec	128	sec	169	sec	
3122-3128	4.28	3.02	5.05	5.11	5.60	5.52	Ave.	171.0	sec	160.0	sec	165.5	sec	
3128-1914	4.52	4.14	5.33	5.39	6.12	6.88	Distance	6464	ft					
1914-3558	4.07	4.21	4.78	5.15	5.33	6.62	Speed Existing	25.85	mph	27.63	mph	26.74	mph	B
3558-3555	4.38	4.01	5.11	4.81	5.72	6.80	Approved	200.4	sec	202.4	sec			
3555-1908	2.78	3.77	3.30	4.81	3.72	4.92	With signals	201.0	sec	202.4	sec			
1908-3240	0.89	0.86	0.87	1.33	0.87	1.37	22.00	mph	21.85	mph	21.92	mph	C	
Signals			0.60	0.00	9.70	5.00	Cumulative	225.8	sec	232.9	sec			
TOTAL	21.09	21.11	24.71	26.70	27.85	33.31	With signals	201.0	sec	202.4	sec			
Class	I	II	III				22.00	mph	21.85	mph	21.92	mph	C	
LOS							Cumulative	225.8	sec	232.9	sec			
F	0	0	0				With signals	235.5	sec	252.9	sec			
E	13	10	7				18.77	mph	17.51	mph	18.14	mph	C	
D	17	14	9											
C	22	18	13											
B	28	24	19											
A	35	30	25											

Highway 12 (Calistoga-Oakmont)							Class		Model Results				LOS	
Segment (EB)	Completed		Approved		Cumulative		Run 1	EB	WB	AVE	sec	sec	sec	sec
	EB	WB	EB	WB	EB	WB								
1902-3645	0.25	0.25	0.25	0.25	0.25	0.25	Run 1	238	sec	262	sec	250	sec	
3645-1900	0.24	0.24	0.24	0.24	0.24	0.24	Run 2	258	sec	219	sec	238.5	sec	
1900-3647	0.28	0.25	0.25	0.25	0.25	0.25	Run 3	243	sec	242	sec	242.5	sec	
3647-2366	0.79	0.79	0.79	0.79	0.79	0.79	Run 4	228	sec	230	sec	229	sec	
2366-3651	3.45	3.44	3.44	3.43	3.29	3.28	Ave.	241.6	sec	238.3	sec	240	sec	
3651-2368	7.01	7.00	7.00	6.99	6.89	6.87	Distance	15680	ft					
TOTAL	11.00	11.07	11.07	11.05	11.51	11.48	Speed Existing	44.18	mph	44.833	mph	44.51	mph	A
Class	I	II	III				Approved	241.3	sec	237.9	sec			
LOS							44.26	mph	44.91	mph	44.58	mph	A	
F	0	0	0				Cumulative	232.1	sec	228.5	sec			
E	13	10	7				46.93	mph	46.75	mph	46.39	mph	A	
D	17	14	9											
C	22	18	13											
B	28	24	19											
A	35	30	25											

Mission Boulevard

Mission Blvd. (Montgomery-Montecito)					Class		II									
Model Results																
Montgomery-Montecito																
Segment	Completed		Approved		Cumulative											
(NB)	NB	SB	NB	SB	NB	SB										
Signal	0.00	0.40	0.00	0.40	0.00	-0.10										
3240-3629	0.32	0.31	0.34	0.47	0.34	0.47										
Signal	0.00	0.00	0.00	0.00	18.30	11.00										
3629-1910	0.29	0.28	0.30	0.41	0.31	0.41										
Signal	0.00	0.00	0.00	0.00	-7.00	0.00										
Signal	0.00	0.00	0.00	0.00	0.00	-16.50										
1910-3625	0.61	0.70	0.67	1.20	0.66	1.17	Approved		239.0	sec	231.9	sec				
3625-3626	0.78	0.76	0.83	1.14	0.83	1.12	With signals		239.0	sec	232.3	sec				
3626-1955	0.76	0.74	0.61	1.10	0.80	1.08			17.13	mph	17.87	mph	17.40	mph		
1955-3685	0.26	0.26	0.27	0.38	0.27	0.37										
3685-1953	0.24	0.24	0.24	0.34	0.24	0.33	Cumulative		238.9	sec	227.7	sec				
TOTAL	3.46	3.38	3.66	5.04	3.65	4.65	With signals		247.3	sec	223.0	sec				
									18.58	mph	18.40	mph	17.50	mph		
Class	I	II	III													
LOS																
F	0	0	0													
E	13	10	7													
D	17	14	9													
C	22	18	13													
B	28	24	19													
A	35	30	25													

May 14, 1999

**CITY OF SANTA ROSA**  
 P.O. Box 1678  
 Santa Rosa, CA 95402

**MAY 17 1999**

Frank Kasimov, City Planner  
 Department of Community Development  
 P.O. Box 1678  
 Santa Rosa, CA 95402-1678

**DEPARTMENT OF  
 COMMUNITY DEVELOPMENT**

**Re: Santa Rosa Apartments**

Dear Mr. Kasimov,

The purpose of this letter is to provide information on the impact of increasing the number of units for Santa Rosa Apartments from 267 to 277.

Trip Generation

Daily trip generation will increase from 1727 to 1792 trips per day, an increase of 65 daily trips or 3.8%. During the priority peak hour trip generation will increase 5 trips per hour (3.7%) from 113 trips per hour to 117 trips per hour. During the evening peak hours trip generation will increase 7 trips per hour (4.2%) from 168 trips per hour to 175 trips per hour.

Revised trip generation for Santa Rosa Apartments is listed in Table I.

**Table I**

**Trip Generation: Santa Rosa Apartments**

Land Use Description			Daily		AM Peak			PM Peak		
Type	Units	No.	Rate	Trips	In	Out	Total	In	Out	Total
Apartments	du	267	6.47	1727	23	113	136	114	54	168
Apartments	du	277		1792	24	117	141	119	56	175
% Increase		10		65	1	4	5	5	2	7
				3.7%			3.7%			4.2%

Du = dwelling units

Source: TJKM Transportation Consultants (1999)

Impact

Service levels were recalculated for the cumulative projects of Santa Rosa Apartments and Mission Arbors. Intersection delays and level of service for the revised Santa Rosa Apartments project is compared to the level of service results presented in Table II. *Traffic Impact Study for Santa Rosa Apartments and Mission Arbors* (March 1999). Calculation sheets are attached.

Table II

**Intersection Level of Service, Existing Plus Approved Development Plus Project Traffic Conditions**

Intersection	Existing				Existing Plus Approved Development 267 Apartments				Existing Plus Approved Development Plus Project 277 Apartments			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
<b>Signalized Intersections</b>												
Highway 12/Mission Blvd	15.5	C	19.9	C	16.0	C	19.8	C	16.0	C	20.2	C
Mission Blvd/Montgomery Dr	5.7	B	4.4	A	6.5	B	9.2	B	6.5	B	9.2	B
Mission Blvd/Mission Circle	N/A	N/A	N/A	N/A	11.6	B	14.8	B	11.6	B	14.8	B
Highway 12/Acacia Lane	N/A	N/A	N/A	N/A	7.7	B	6.4	B	7.7	B	6.4	B

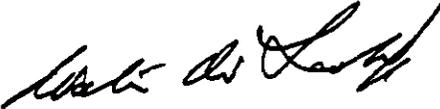
N/A = Not Applicable

Source: TJKM Transportation Consultants (1998)

Conclusions

In conclusion the increase in project size of Santa Rosa Apartments from 267 to 277 units will not change for calculations and recommendations presented in *Traffic Impact Study for Santa Rosa Apartments and Mission Arbors* (March 1999)

Respectfully submitted,



Walter W. Laabs Jr. P.E.

Branch Manager

---

/dc

066-072L.2wl

cc: Jim Hummer  
Abbie Urban  
Gene Benton  
Julie Gum  
Mike Sass  
David Casty  
Denise Peter  
Bill Knight  
Chris Costin

Streets: (N-S) Mission Boulevard (E-W) Highway 12  
 Analyst: Walt Laabs File Name: 12MI277A.HC9  
 Area Type: Other 5-14-99 AM Peak  
 Comment: Cumulative Traffic(w/progression) Santa Rosa Apts 277 units

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	2	2	1	2	2	0
Volumes	108	127	282	68	375	323	126	631	54	494	1224	78
Lane W (ft)	12.0	15.0	15.0	11.0	14.0	15.0	15.0	13.0	11.0	14.0	13.0	0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	0.00	3.00	3.00	0.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	.	.	.	.	EB Left	.	.	.
NB Thru	.	.	.	.	NB Thru	.	.	.
NB Right	.	.	.	.	NB Right	.	.	.
NB Peds	.	.	.	.	NB Peds	.	.	.
SB Left	.	.	.	.	WB Left	.	.	.
SB Thru	.	.	.	.	WB Thru	.	.	.
SB Right	.	.	.	.	WB Right	.	.	.
SB Peds	.	.	.	.	WB Peds	.	.	.
EB Right	.	.	.	.	EB Right	.	.	.
WB Right	.	.	.	.	WB Right	.	.	.
Green	6.0A	13.0A			Green	6.0A	11.0A	38.0A
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0	4.0
Cycle Length	90 secs				Phase combination order: #5 #6 #1 #2			

Intersection Performance Summary

Lane	Group	Adj Sat	v/c	g/C	Delay	LOS	Approach	Delay	LOS
NB	L	118	1770	0.915	0.067	67.2	F	24.2	C
NB	T	592	4098	0.579	0.144	24.3	C		
NB	R	929	1742	0.533	7.6	B			
SB	L	114	1711	0.596	0.067	12.1	D	21.7	C
SB	T	574	3974	0.686	0.144	26.0	D		
SB	R	658	1742	0.491	0.378	14.3	B		
EB	L	260	3893	0.501	0.067	27.5	D	13.5	B
EB	T	1668	3850	0.397	0.433	13.3	B		
EB	R	816	1531	0.066	0.533	6.4	B		
WB	L	839	3775	0.607	0.222	21.2	C	11.3	B
WB	TR	2247	3815	0.608	0.589	7.3	B		
Intersection Delay = 16.0 sec/veh Intersection LOS = C									
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.637									

Streets: (N-S) Mission Boulevard (E-W) Highway 12  
 Analyst: Walt Laabs File Name: 12MI277P.HC9  
 Area Type: Other 5-14-99 PM Peak  
 Comment: Cumulative Traffic (w/progression) Santa Rosa Apts 277 units

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	2	2	1	2	2	0
Volumes	266	466	630	87	376	194	375	1255	362	397	917	78
Lane W (ft)	12.0	15.0	15.0	11.0	14.0	15.0	15.0	13.0	11.0	14.0	13.0	0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	0.00	3.00	3.00	0.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	.	.	.	.	EB Left	.	.	.
NB Thru	.	.	.	.	NB Thru	.	.	.
NB Right	.	.	.	.	NB Right	.	.	.
NB Peds	.	.	.	.	NB Peds	.	.	.
SB Left	.	.	.	.	WB Left	.	.	.
SB Thru	.	.	.	.	WB Thru	.	.	.
SB Right	.	.	.	.	WB Right	.	.	.
SB Peds	.	.	.	.	WB Peds	.	.	.
EB Right	.	.	.	.	EB Right	.	.	.
WB Right	.	.	.	.	WB Right	.	.	.
Green	9.0A	3.0A	17.0A		Green	13.0A	32.0A	
Yellow/AR	3.0	3.0	3.0		Yellow/AR	3.0	4.0	
Cycle Length	90 secs				Phase combination order: #5 #6 #1 #2 #3			

Intersection Performance Summary

Lane	Group	Adj Sat	v/c	g/C	Delay	LOS	Approach	Delay	LOS
NB	L	295	1770	0.902	0.167	44.0	E	18.6	C
NB	T	1047	4098	0.467	0.256	18.5	C		
NB	R	1045	1742	0.603	0.600	8.0	B		
SB	L	171	1711	0.509	0.100	26.9	D	17.7	C
SB	T	751	3974	0.526	0.189	21.8	C		
SB	R	1045	1742	0.186	0.600	5.2	B		
EB	L	562	3893	0.686	0.144	26.0	D	22.0	C
EB	T	1422	3850	0.934	0.367	24.5	C		
EB	R	816	1531	0.443	0.533	8.6	B		
WB	L	545	3775	0.750	0.144	27.8	D	20.1	C
WB	TR	1395	3804	0.749	0.367	17.3	C		
Intersection Delay = 20.2 sec/veh Intersection LOS = C									
Lost Time/Cycle, L = 3.0 sec Critical v/c(x) = 0.728									

Streets: (N-S) Mission Boulevard (E-W) Montgomery Drive  
 Analyst: Walt Laabs File Name: MIMO277A.HC9  
 Area Type: Other 5-14-99 AM Peak  
 Comment: Cumulative Traffic Santa Rosa Apartments 277 units

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	2	2	1	0	0	2	1
Volumes				51		866	690	197			306	88
Lane W (ft)				12.0		13.0	13.0	15.0			13.0	15.0
RTOR Vols				0		0		0			0	0
Lost Time				3.00		3.00	3.00	3.00			3.00	0.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	.	.	.	.	EB Left	.	.	.
NB Thru	.	.	.	.	NB Thru	.	.	.
NB Right	.	.	.	.	NB Right	.	.	.
NB Peds	.	.	.	.	NB Peds	.	.	.
SB Left	.	.	.	.	WB Left	.	.	.
SB Thru	.	.	.	.	WB Thru	.	.	.
SB Right	.	.	.	.	WB Right	.	.	.
SB Peds	.	.	.	.	WB Peds	.	.	.
EB Right	.	.	.	.	EB Right	.	.	.
WB Right	.	.	.	.	WB Right	.	.	.
Green	17.0A				Green	27.0A	12.0A	
Yellow/AR	1.0				Yellow/AR	3.0	3.0	
Cycle Length	65 secs				Phase combination order: #5 #6 #1			

Intersection Performance Summary

Lane	Group	Adj Sat	v/c	g/C	Delay	LOS	Approach	Delay	LOS
NB	L	463	1770	0.110	0.262	11.8	B	2.8	A
NB	R	2366	3272	0.434	0.723	2.4	A		
SB	L	1519	3657	0.468	0.415	9.1	B	7.7	B
SB	T	1324	2049	0.149	0.646	2.9	A		
WB	T	711	3850	0.452	0.185	15.6	C	11.2	B
WB	R	938	1742	0.094	0.538	4.7	A		
Intersection Delay = 6.5 sec/veh Intersection LOS = B									
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.421									

Streets: (N-S) Mission Boulevard (E-W) Montgomery Drive  
 Analyst: Walt Laabs File Name: MIMO277P.HC9  
 Area Type: Other 5-14-99 PM Peak  
 Comment: Cumulative Traffic Santa Rosa Apartments 277 units

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	2	2	1	0	0	2	1
Volumes				79		823	1181	388			240	86
Lane W (ft)				12.0		13.0	13.0	15.0			13.0	15.0
RTOR Vols				0		0		0			0	0
Lost Time				3.00		3.00	3.00	3.00			3.00	0.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	.	.	.	.	EB Left	.	.	.
NB Thru	.	.	.	.	NB Thru	.	.	.
NB Right	.	.	.	.	NB Right	.	.	.
NB Peds	.	.	.	.	NB Peds	.	.	.
SB Left	.	.	.	.	WB Left	.	.	.
SB Thru	.	.	.	.	WB Thru	.	.	.
SB Right	.	.	.	.	WB Right	.	.	.
SB Peds	.	.	.	.	WB Peds	.	.	.
EB Right	.	.	.	.	EB Right	.	.	.
WB Right	.	.	.	.	WB Right	.	.	.
Green	23.0A				Green	27.0A	6.0A	
Yellow/AR	3.0				Yellow/AR	3.0	3.0	
Cycle Length	65 secs				Phase combination order: #5 #6 #1			

Intersection Performance Summary

Lane	Group	Adj Sat	v/c	g/C	Delay	LOS	Approach	Delay	LOS
SB	L	626	1770	0.126	0.354	9.2	B	1.7	A
SB	R	2668	3272	0.349	0.815	1.0	A		
EB	L	1519	3657	0.400	0.415	13.0	B	12.0	B
EB	T	851	2049	0.456	0.415	9.1	B		
WB	T	355	3850	0.709	0.092	22.9	C	18.3	C
WB	R	938	1742	0.092	0.538	4.7	A		
Intersection Delay = 9.2 sec/veh Intersection LOS = B									
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.514									

Streets: (N-S) Mission Boulevard (E-W) Mission Circle  
 Analyst: Walt Laabs File Name: MIC1277A.HC9  
 Area Type: Other 5-14-99 AM Peak  
 Comment: Cumulative Traffic Santa Rosa Apartments 277 units

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	3	< 0	0	> 1	1	0	> 1	< 0
Volumes	81	653	21	28	799	83	42	1	66	37	1	24
Lane W (ft)	12.0	15.0		12.0	14.0		12.0	12.0		12.0		
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	.	.	.	.	.	.	.	.
NB Thru	.	.	.	.	.	.	.	.
NB Right	.	.	.	.	.	.	.	.
NB Peds	.	.	.	.	.	.	.	.
SB Left	.	.	.	.	.	.	.	.
SB Thru	.	.	.	.	.	.	.	.
SB Right	.	.	.	.	.	.	.	.
SB Peds	.	.	.	.	.	.	.	.
EB Right	.	.	.	.	.	.	.	.
WB Right	.	.	.	.	.	.	.	.
Green	10.0A	26.0A			10.0A	12.0A		
Yellow/AR	3.0	3.0			3.0	3.0		
Cycle Length	70 secs Phase combination order: #5 #6 #1 #2							

Intersection Performance Summary

Lane	Group	Adj Sat	v/c	g/C	Delay	LOS	Approach
Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay LOS
NB L	253	1770	0.320	0.143	17.7	B	11.7 B
NB TR	1515	4079	0.467	0.371	11.0	B	
SB L	253	1770	0.111	0.143	16.9	C	11.0 B
SB TR	2183	5877	0.444	0.371	10.8	B	
EB LT	259	1812	0.166	0.143	17.0	C	14.0 B
EB R	461	1615	0.143	0.286	12.0	B	
WB LTR	268	1564	0.231	0.171	16.2	C	16.2 C
Intersection Delay = 11.6 sec/veh Intersection LOS = B							
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.341							

Streets: (N-S) Mission Boulevard (E-W) Mission Circle  
 Analyst: Walt Laabs File Name: MIC1277P.HC9  
 Area Type: Other 5-14-99 PM Peak  
 Comment: Cumulative Traffic Santa Rosa Apartments 277 units

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	3	< 0	0	> 1	1	0	> 1	< 0
Volumes	69	1143	69	69	846	59	94	1	104	55	1	85
Lane W (ft)	12.0	15.0		12.0	14.0		12.0	12.0		12.0		
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	.	.	.	.	.	.	.	.
NB Thru	.	.	.	.	.	.	.	.
NB Right	.	.	.	.	.	.	.	.
NB Peds	.	.	.	.	.	.	.	.
SB Left	.	.	.	.	.	.	.	.
SB Thru	.	.	.	.	.	.	.	.
SB Right	.	.	.	.	.	.	.	.
SB Peds	.	.	.	.	.	.	.	.
EB Right	.	.	.	.	.	.	.	.
WB Right	.	.	.	.	.	.	.	.
Green	5.0A	2.0A	24.0A		14.0A	13.0A		
Yellow/AR	3.0	0.0	3.0		3.0	3.0		
Cycle Length	70 secs Phase combination order: #5 #6 #1 #2 #3							

Intersection Performance Summary

Lane	Group	Adj Sat	v/c	g/C	Delay	LOS	Approach
Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay LOS
NB L	177	1770	0.390	0.200	19.8	C	16.4 C
NB TR	1509	4063	0.844	0.371	16.3	C	
SB L	126	1770	0.546	0.071	23.9	C	12.7 B
SB TR	2024	5902	0.492	0.343	11.9	B	
EB LT	362	1810	0.262	0.200	15.4	C	13.5 B
EB R	485	1615	0.215	0.300	11.9	B	
WB LTR	283	1526	0.498	0.186	17.7	C	17.7 C
Intersection Delay = 14.8 sec/veh Intersection LOS = B							
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.600							

Streets: (N-S) Acacia Lane (E-W) Highway 12  
 Analyst: Walt Laabs File Name: 12AC277A.HC9  
 Area Type: Other 5-14-99 AM Peak  
 Comment: Cumulative Traffic(w/progression) Santa Rosa Apts 277 units

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	1	2	< 0	1	2	< 0
Volumes	65	1	27	1	1	12	7	793	13	6	1331	5
Lane W (ft)	15.0			15.0			15.0	13.0		15.0	13.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	.	.	.	.	.	.	.	.
NB Thru	.	.	.	.	.	.	.	.
NB Right	.	.	.	.	.	.	.	.
NB Peds	.	.	.	.	.	.	.	.
SB Left	.	.	.	.	.	.	.	.
SB Thru	.	.	.	.	.	.	.	.
SB Right	.	.	.	.	.	.	.	.
SB Peds	.	.	.	.	.	.	.	.
EB Right	.	.	.	.	.	.	.	.
WB Right	.	.	.	.	.	.	.	.
Green	9.0A	9.0A			4.0A	55.0A		
Yellow/AR	3.0	3.0			3.0	4.0		
Cycle Length	90 secs Phase combination order: #5 #6 #1 #2							

Intersection Performance Summary

Lane	Group	Adj Sat	v/c	g/C	Delay	LOS	Approach
Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay LOS
NB LTR	174	1738	0.535	0.100	27.4	D	27.4 D
NB LTR	163	1633	0.086	0.100	23.8	C	23.8 C
SB L	87	1947	0.081	0.044	26.6	D	5.5 B
SB TR	2389	3840	0.354	0.622	5.4	B	
EB L	87	1947	0.069	0.044	26.6	D	7.6 B
WB TR	2394	3840	0.674	0.622	7.5	B	
Intersection Delay = 7.7 sec/veh Intersection LOS = B							
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.559							

Streets: (N-S) Acacia Lane (E-W) Highway 12  
 Analyst: Walt Laabs File Name: 12AC277P.HC9  
 Area Type: Other 3-15-99 PM Peak  
 Comment: Cumulative Traffic(w/progression)

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	1	2	< 0	1	2	< 0
Volumes	30	1	13	6	1	15	11	2062	66	27	1415	6
Lane W (ft)	15.0			15.0			15.0	13.0		15.0	13.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	.	.	.	.	.	.	.	.
NB Thru	.	.	.	.	.	.	.	.
NB Right	.	.	.	.	.	.	.	.
NB Peds	.	.	.	.	.	.	.	.
SB Left	.	.	.	.	.	.	.	.
SB Thru	.	.	.	.	.	.	.	.
SB Right	.	.	.	.	.	.	.	.
SB Peds	.	.	.	.	.	.	.	.
EB Right	.	.	.	.	.	.	.	.
WB Right	.	.	.	.	.	.	.	.
Green	4.0A	6.0A			4.0A	63.0A		
Yellow/AR	3.0	3.0			3.0	4.0		
Cycle Length	90 secs Phase combination order: #5 #6 #1 #2							

Intersection Performance Summary

Lane	Group	Adj Sat	v/c	g/C	Delay	LOS	Approach
Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay LOS
NB LTR	116	1738	0.380	0.067	27.0	D	27.0 D
SB LTR	74	1666	0.297	0.044	27.6	D	27.6 D
EB L	87	1947	0.127	0.044	26.7	D	7.0 B
EB TR	2725	3832	0.820	0.711	7.0	B	
WB L	87	1947	0.312	0.044	27.6	D	4.5 A
WB TR	2736	3847	0.545	0.711	4.1	A	
Intersection Delay = 6.4 sec/veh Intersection LOS = B							
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.733							

## DEPARTMENT OF TRANSPORTATION

BOX 23680  
OAKLAND, CA 94623-0680  
(510) 286-4444  
TDD (510) 286-4454



May 5, 1999

SON-012-18.82/19.40  
SON012332  
SON012360

Mr. Frank Kasimov  
City of Santa Rosa  
Dept. of Community Development  
100 Santa Rosa Avenue  
Santa Rosa, CA 95402-1678

Dear Mr. Kasimov:

**MISSION ARBORS AND SANTA ROSA APARTMENTS – Response to Comments**

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced projects. We have reviewed your response to our comments. We forward the following information.

On page 1 in paragraph 5, the traffic volumes of 4,712 and 123 do not reflect what is shown in Figure 2 of the Final Traffic Study. The volumes are 4912 and 323, respectively, in the Traffic Study dated March 19, 1999.

On page 2, the 4<sup>th</sup> paragraph refers to Figure 6. There is no Figure 6 in the Traffic Study dated March 19, 1999. We assume that the traffic volume in Figure 5 was used in the queue length calculation.

Since no geometrics were given in the Traffic Study, we take the results of the Level of Service (LOS) and queue length at all intersections under advisement. We reserve the right to make specific comments on design and signal phasing requirements during the permit phase, when plans will be submitted for our review.

Sincerely,

HARRY Y. YAHATA  
District Director

By: *Jean C. R. Finney*

JEAN C. R. FINNEY  
District Branch chief  
IGR/CEQA

CITY OF SANTA ROSA  
P.O. Box 1678  
Santa Rosa, CA 95402

MAY 07 1999

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

April 19, 1999  
Frank Kasimov, City Planner  
City of Santa Rosa  
Department of Community Development  
P. O. Box 1678  
Santa Rosa, CA 95401-1678

**CITY OF SANTA ROSA**  
P.O. Box 1678  
Santa Rosa, CA 95402

APR 19 1999

**DEPARTMENT OF  
COMMUNITY DEVELOPMENT**

**Re: Traffic Impact Study for Santa Rosa Apartments**

Dear Frank,

Reference is made to your letter of April 16, 1999 where you transmitted Caltrans' letter SON-012-18.82/19.40 over SON012332 over SON012360 of April 15, 1999 to Jim Hummer.

The response to comments is arranged in the same order as the comments are listed in this letter.

The average delay at Highway 12 and Mission Circle decreases from 19.9 seconds per vehicle to 17.2 seconds per vehicle when traffic from approved development is added to existing development.

The increase in traffic due to approved development was obtained by executing the Santa Rosa Traffic Model for completed development traffic conditions and for completed and approved development traffic conditions. Turning movement volumes were noted in each case and a growth factor was calculated for each turn movement. This growth factor was applied to the traffic volume data that was collected for the traffic impact study.

The total volume through the intersection increased from 4,712 vehicles per hour to 5,090 vehicles per hour, an increase of 8%; however, the eastbound right turn increased from 123 vehicles per hour to 366 vehicles per hour, an increase of 198%. The eastbound right turn movement is served with the eastbound through phase. In addition the eastbound right turn is accommodated without opposition during the northbound left turn phase.

The eastbound right turn is not a critical movement. The delay to the eastbound right turn movement is lower than the delay to the total intersection. Therefore when the volume of a non-critical movement increases substantially the overall total delay decreases.

The trip generation for the proposed Downey Savings Bank was based on actual experience because the trip generation rates contained in the sixth edition of *Trip Generation* do not accurately reflect the proposed land use. After the banking industry was reorganized, the editors of *Trip Generation* combined the land uses category of savings and loan with bank. The result is a trip generation rate that is more representative of full service banks such as Bank of America or Wells Fargo Bank. The reason data from four branches was used is that the data was available. January 1998 was used because that was the latest full month available when the traffic impact study was completed.

A trip generation rate of 143.14 trip ends per 1,000 square feet of floor area was used in the Traffic

Impact Study. The fifth edition of *Trip Generation* includes a land use category of drive-in Savings and Loan with a trip generation rate of 74.17 trip ends per 1,000 square feet of floor area. This was based on one observation. The rate used in the traffic impact analysis is nearly twice the published rate and is based on transactions at four facilities.

The *Traffic Impact Study for Mission Arbors* (March 1998) showed a decrease in the eastbound right turn volume from 366 vehicles per hour to 362 vehicles per hour. This is caused by pass-by traffic altering their route in order to go to Mission Arbors. An average pass-by rate of 15% was used in the analysis. Some of the traffic that currently makes an eastbound right turn at Highway 12 and Mission Boulevard and passes by the site along southbound Mission Boulevard will continue eastbound on Highway 12, make a right turn into the driveway in order to avoid the traffic signal at Mission Boulevard and Mission Circle. These same drivers will however use the traffic signal to exit Mission Arbors, make a left turn and continue their journey on southbound Mission Boulevard. Based on the distribution of trips shown in Figure 5 of *Traffic Impact Study for Mission Arbors* and the pass-by rate of 15%, a total of four trips per hour are estimated to divert their route.

Table XI on page 24 of *Traffic Impact Study for Santa Rosa Apartments and Mission Arbors* uses the term "Expected Rate". This should be changed to "Average Rate". Text references to expected accident rate on page 24 should be changed to average accident rate.

The queue length calculation for the intersection of Highway 12 and Mission Boulevard is included in Appendix F. Calculations were based on the traffic volumes shown in Figure 6.

The queue length for the southbound movement at Mission Boulevard and Mission Circle is 150 feet during the morning peak hour and 175 feet during the evening peak hour.

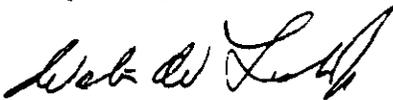
The westbound dual left turn lane at Highway 12 and Mission Boulevard will have a queue length of 200 feet during the morning peak hour and 175 feet during the evening peak hour. The westbound dual left turn lane is 240 feet in length.

It is not our standard practice to show existing geometrics on all related roadway segments in a traffic impact study unless we are recommending additional lanes or changes in lane use. Our recommendation for Mission Boulevard between Highway 12 and Mission Circle was described in the text. Additional details will be developed during the design phase of the project.

This concludes my response to Caltrans' letter of April 15, 1999.

If you have any questions please do not hesitate to give me a call at 575-5800.

Very truly yours,



Walter W. Laabs Jr., P.E.  
Senior Associate/Branch Manager

/kal  
066-072L.2wl

cc: Alice Jackson, Caltrans  
Julie Gum, Caltrans  
Gene Benton, City of Santa Rosa  
Jim Hummer  
Abbie Urban  
Mike Sass  
David Casty  
Denise Peter  
Bill Knight  
Chris Costin

## DEPARTMENT OF TRANSPORTATION

BOX 23860  
OAKLAND, CA 94623-0660  
(510) 286-4444  
TDD (510) 286-4454



## CITY OF SANTA ROSA

P.O. Box 1678  
Santa Rosa, CA 95402

April 15, 1999

APR 15 1999

SON-012-18.82/19.40

SON012332

SON012360

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

Mr. Frank Kasimov  
City of Santa Rosa  
Dept. of Community Development  
100 Santa Rosa Avenue  
Santa Rosa, CA 95402-1678

Dear Mr. Kasimov:

## MISSION ARBORS AND THE SANTA ROSA APARTMENTS – Traffic Study

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced projects. We forward the following comments:

In Table V on Page 12, the Highway 12/Mission Boulevard intersection shows the "Existing P.M. Peak Hour Delay" to be 19.9 seconds. The "Existing Plus Approved Development, P.M. Peak Hour Delay" is 17.2 seconds. Please explain why the delay is reduced with the development.

In reference to Table VI on Page 14, the trip generation for Downey Bank is the same as what was shown in the Mission Arbors Traffic Impact Study (Table V on Page 15). In that study, the average number of transactions at four (4) branches of Downey Savings in California was used to determine trip generation. What are the sizes of those branches? Why weren't bank branches with similar services, size and location used to determine trip generation? And, why was the month of January selected? Is it the month with highest banking activity?

Comparing Figure 3 of this study to Figure 6 of the Mission Arbors study, Intersection #3, right-turn traffic volumes from eastbound Highway 12 reduce from 366 to 362 with this project. Is this possible?

In Table XI on Page 24, the heading "Expected Rate" should be changed to "Average Rate". Also on page 24, last paragraph, and page 25 first paragraph, what was the traffic volume used to calculate the queue length?

KASIMOV  
SON012332/SON012360  
April 15, 1999  
Page 2

Page 25, under "Mission Boulevard and Mission Circle," what will be the queue length for the through southbound traffic at the intersection of Mission Boulevard/Mission Circle for both the AM and PM peak hours?

This study needs to analyze whether the existing left-turn lane on Highway 12 at Mission Boulevard has enough storage to handle the increased left-turn traffic.

Also, this study should include a plan that shows the geometrics on all related roadway segments and intersections.

Once again, thank you for continuing to include Caltrans in the review of the traffic studies for these projects. If you have any questions regarding these comments, please feel free to call Alice Jackson of my staff at (510) 622-1644.

Sincerely,

HARRY Y. YAHATA  
District Director

By: *Jean C. R. Finney*

JEAN C. R. FINNEY  
District Branch Chief  
IGR/CEQA



April 6, 1999

Marie Meredith  
Senior Planner  
City of Santa Rosa  
Department of Community Development  
P. O. Box 1678  
Santa Rosa, CA 95402

CITY OF SANTA ROSA  
P.O. Box 1678  
Santa Rosa, CA 95402

APR 08 1999

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

Dear Marie,

Reference is made to *Traffic Impact Study for Santa Rosa Apartments and Mission Arbors in the City of Santa Rosa* which was delivered to Frank Kasimov on March 19, 1999.

Subsequent to the completion of the study I had a discussion with Gene Benton, City Traffic Engineer, about the corridor analysis used in the Traffic Impact Analysis. The three corridors used in the analysis were consistent with those used in *City of Santa Rosa Mission Boulevard/Sonoma Highway General Plan Amendment Draft Environmental Impact Report* of November 1995, *Traffic Impact Analysis for General Plan Amendment Highway 12/Mission Boulevard*, January 1998 and *Traffic Impact Analysis for Mission Arbors*, March 1998.

In order to determine the maximum impact of the project we agreed to evaluate a corridor that included Montgomery Drive between Summerfield Road and Mission Boulevard, Mission Boulevard between Montgomery Drive and Highway 12, and Highway 12 between Mission Boulevard and Middle Rincon Road. This corridor includes all four study intersections and will demonstrate the maximum traffic impact of the project because of two new traffic signals that will be added by the projects.

The corridor currently operates at LOS B. Traffic from approved development will reduce the service level to LOS C. When traffic generated by the two projects is added to approved development traffic and the delays caused by two new traffic signals are included, the service level drops to LOS D. The General Plan specifies that LOS D is to be maintained along all major corridors.

Table II, Table IV and Table IX have been revised. New tables are furnished for your use. A revised calculation sheet for Appendix F is also provided.

Please note that additional information does not change the conclusions or recommendations contained in *Traffic Impact Study for Santa Rosa Apartments and Mission Arbors in the City of Santa Rosa*.

Marie Meredith

-2-

April 6, 1999

If you have any questions please give me a call at (707) 575-5800.

Very truly yours,



Walter W. Laabs Jr., P.E.

Branch Manager

/kal

066-072L.1wl

attachments

cc: Gene Benton  
Julie Gurn  
Jim Hummer  
Abbie Urban  
Mike Sass  
David Casty  
Jack Macy  
Bill Knight  
Chris Costin

Table II (revised)

Arterial Level of Service, Existing Traffic Conditions

Arterial	Class	Average Travel Speed (mph)	LOS
Montgomery Dr-Mission Bl-Highway 12 Middle Rincon-Mission-Montgomery-Summerfield Summerfield-Mission-Highway 12-Middle Rincon AVERAGE	II II	29.7 <u>18.6</u> 24.1	B

Source: TJKM Transportation Consultants (1999)

Table IV (revised)

Arterial Level of Service, Existing Plus Approved Development Traffic Conditions

Arterial	Class	Existing		Existing Plus Approved Development	
		Average Travel Speed (mph)	LOS	Average Travel Speed (mph)	LOS
Montgomery Dr-Mission Bl-Highway 12	II	29.7		21.5	
Middle Rincon-Mission-Montgomery-Summerfield	II	<u>18.6</u>		<u>18.0</u>	
Summerfield-Mission-Highway 12-Middle Rincon					
AVERAGE		24.1	B	19.6	C

Source: TJKM Transportation Consultants (1999)

Table IX (revised)

Arterial Level of Service, Existing Plus Approved Development Plus Project Traffic Conditions

Arterial	Class	Existing		Existing Plus Approved Development		Existing Plus Approved Development Plus Project	
		Average Travel Speed (mph)	LOS	Average Travel Speed (mph)	LOS	Average Travel Speed (mph)	LOS
Montgomery Dr-Mission Bl-Highway 12	II	29.7		21.5		19.1	
Middle Rincon-Mission-Montgomery-Summerfield	II	<u>18.6</u>		<u>18.0</u>		<u>14.7</u>	
Summerfield-Mission-Highway 12-Middle Rincon							
AVERAGE		24.1	B	19.6	C	16.9	D

Source: TJKM Transportation Consultants (1999)



DEPARTMENT OF PUBLIC WORKS  
MEMORANDUM

CITY OF SANTA ROSA  
P.O. Box 1678  
Santa Rosa, CA 95402

APR 6 1999

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

DATE: April 2, 1999  
TO: FRANK R. KASIMOV, CITY PLANNER  
FROM: EUGENE R. BENTON, DEPUTY DIRECTOR - TRAFFIC  
SUBJECT: MISSION ARBORS TRAFFIC IMPACT STUDY

I have reviewed the Traffic Impact Study and the additional supplemental work efforts for arterial level of service as completed by TJKM consultants for the Santa Rosa Apartment and Mission Arbors. I would like to make the following comments.

1. The study, together with the supplemental work efforts, provides adequate information to review the traffic impacts that the development will have on the street systems.
2. The study did not document that the traffic signal timing used on Highway 12 was using coordination traffic signal timing. From conversations with the consultant coordination timing was used and the impacts on Highway 12 and on Mission Boulevard was based upon this timing.

With coordination signal timing the purpose is to maintain larger amounts of green time and move more traffic on the coordinated street. This was important because the level of service on the coordinated street (Highway 12) will always be better than the side street (Mission Boulevard) due to the nature of the timing. Having the coordinated timing used in the calculation of level of service establishes a more realistic analysis of the future conditions.

The level of service at intersections and the corridors indicated in the study meets the requirements of the General Plan.

3. The consultant had originally used Mission Boulevard from Montgomery Drive to Montecito Boulevard to measure corridor level of service. This corridor is not indicative of the major traffic movements during the afternoon peak period.

The consultant completed a supplemental analysis of the traffic using the corridor traveling from Montgomery Drive/Summerfield Road to Highway 12/Middle Rincon Road via Montgomery Drive, Mission Boulevard and Highway 12. This second corridor is more relevant to the existing and future conditions as traffic travels within this pattern.

The level of service along this corridor meets the level of service requirements of the General Plan.

If you have any questions concerning these comments, please do not hesitate to contact me.

ERB/sc [mkasimov.wpd]

c: Marie A. Meredith, Senior Planner

## FAX

---

April 1, 1999

Please Deliver To: Gene Benton  
Organization: Santa Rosa Public Works  
FAX No.: 543-3801  
Telephone No.: 543-3815

From: Walt Laabs  
TJKM Project No.: 062-072  
Jurisdiction: Santa Rosa  
Pages Transmitted: 5, including this page  
Originals to Follow: Yes

Remarks: Gene, here are the calculations and revised tables for corridor level of service that we discussed today. Please call me at 575-5800 if you have any questions.

Copy to: Marie Meredith FAX 543-3218

062-072F.2w1

Montgomery-Mission-Highway 12

Model Results

Segment (EB)	Completed		Approved		Cumulative		Summerfield-Mission				
	EB	WB	EB	WB	EB	WB	Run 1	EB	WB	Run 2	
1908-3240 -Mission	0.89	0.86	0.97	1.33	0.97	1.37	Ave	20	sec	20	sec
Signal @ Mission			0.60		9.70		Distance	22	sec	19	sec
(NB)	NB	SB	NB	SB	NB	SB		21.0	sec	19.5	sec
Signal @ Montgomery				0.40		-0.10	Montgomery-Mission				
3240-3629 Montgomery-	0.32	0.31	0.34	0.47	0.34	0.47		NB		SB	
Signal @ Mission Circle					16.30	11.90	Run 1	109	sec	26	sec
3629-1910 -Highway 12	0.29	0.28	0.30	0.41	0.31	0.41	Run 2	103	sec	26	sec
Signal @ Highway 12			-3.70	5.30	3.50	5.40	Ave	106.0	sec	26.0	sec
(EB)	EB	WB	EB	WB	EB	WB	Distance				
1910-3628 Mission-	0.21	0.21	0.21	0.21	0.23	0.23		1003	ft		
3628-3627	0.21	0.21	0.21	0.21	0.23	0.23	Mission-Middle Rincon				
Signal @ Acacia					7.00	4.10		EB		WB	
3627-1906 -Middle Rincon	0.41	0.41	0.41	0.41	0.42	0.42	Run 1	62	sec	60	sec
TOTAL TIME	2.33	2.28	2.44	3.04	2.50	3.13	Run 2	60	sec	66	sec
							Run 3	71	sec	68	sec
							Run 4	60	sec	99	sec
								63.3	sec	73.3	sec
Class	I	II	III				Distance	3295	ft		
LOS							Route	NE B	WS B	AVE	LOS
F	0	0	0				Ave	190.3	sec	118.8	sec
E	13	10	7				Distance	5175	ft		
D	17	14	9				Speed				
C	22	18	13				Existing	18.55	mph	29.71	mph
B	28	24	19				Approved	199.2	sec	158.3	sec
A	35	30	25				With Signals	196.1	sec	164.0	sec
								17.99	mph	21.51	mph
							Cumulative	204.1	sec	163.0	sec
							With Signals	240.6	sec	184.3	sec
								14.66	mph	19.14	mph
								16.90	mph		D

Table II (revised)

Arterial Level of Service, Existing Traffic Conditions

Arterial	Class	Average Travel Speed (mph)	LOS
Montgomery Dr-Mission Bl-Highway 12			
Middle Rincon-Mission-Montgomery-Summerfield	II	29.7	
Summerfield-Mission-Highway 12-Middle Rincon	II	<u>18.6</u>	
AVERAGE		24.1	B

Source: TJKM Transportation Consultants (1999)

Table IX (revised)

Arterial Level of Service, Existing Plus Approved Development Plus Project Traffic Conditions

Arterial	Class	Existing		Existing Plus Approved Development		Existing Plus Approved Development Plus Project	
		Average Travel Speed (mph)	LOS	Average Travel Speed (mph)	LOS	Average Travel Speed (mph)	LOS
Montgomery Dr-Mission Bl-Highway 12	II	29.7		21.5		19.1	
Middle Rincon-Mission-Montgomery-Summerfield	II	<u>18.6</u>		<u>18.0</u>		<u>14.7</u>	
Summerfield-Mission-Highway 12-Middle Rincon		24.1	B	19.6	C	16.9	D
AVERAGE							

Source: TJKM Transportation Consultants (1999)

Table IV (revised)

Arterial Level of Service, Existing Plus Approved Development Traffic Conditions

Arterial	Class	Existing		Existing Plus Approved Development	
		Average Travel Speed (mph)	LOS	Average Travel Speed (mph)	LOS
Montgomery Dr-Mission Bl-Highway 12	II	29.7		21.5	
Middle Rincon-Mission-Montgomery-Summerfield	II	<u>18.6</u>		<u>18.0</u>	
Summerfield-Mission-Highway 12-Middle Rincon		24.1	B	19.6	C
AVERAGE					

Source: TJKM Transportation Consultants (1999)

NOTICE OF COMPLETION

Office of Planning & Research  
State Clearinghouse  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

99052036

FILED  
MAY 10 1999  
STATE  
CLEARINGHOUSE

NAME OF PROJECT: MISSION ARBORS

LOCATION OF PROJECT: 100 Mission Boulevard at State Highway 12

A.P. NO.: 032-190-011, -012, -013 and -014 *New APN 032-0140-015, -016, -017, -018, -019*

CITY: SANTA ROSA COUNTY: SONOMA

DESCRIPTION OF NATURE, PURPOSE AND BENEFICIARIES OF PROJECT: The proposed project involves:

- 1) a rezoning from Unclassified ("U") to Neighborhood Commercial Planned Development Combining District ("C-1-PD") on five acres. The district would allow office, retail and residential uses.
- 2) a conditional use permit and design review application for a 16,637 square foot Rite Aide Pharmacy.
- 3) a conditional use permit and design review application for a 3,625 square foot bank.

LEAD AGENCY: SANTA ROSA

DEPARTMENT: COMMUNITY DEVELOPMENT  
CONTACT: FRANK KASIMOV (707) 543-3258  
fkasimov@ci.santa-rosa.ca.us

The Initial Study and Negative Declaration and other environmental documents are available for public review at the Department of Community Development, Room 3, City Hall, 100 Santa Rosa Avenue between the hours of 8:30 a.m. - 12:00 p.m. and 1:00 p.m. - 4:30 p.m. or by appointment. The public is hereby invited to submit to the Department of Community Development written comments regarding the Draft Environmental Impact Report. Such written comments should be submitted prior to the termination date of the review period identified below.

REVIEW PERIOD: May 11 - June 10, 1999

**NOTE:** If a public agency fails to comment within the review period, it shall be assumed, absent a request for a specific extension by the agency, that such agency has no comments to make.

All Environmental Impact Reports receive public hearings to consider their adequacy and compliance with State law, State Guidelines, and local Ordinances; the public will be invited to provide testimony at the public hearing.

The information on this form is required to be submitted to the Resources Agency by Public Resources Code Section 21161. The information is used to help publicize the availability of the Environmental Document for public review. Failure to file the notice does not affect the validity of a project.

State Clearinghouse Contact: Mosie Boyd  
(916) 445-0613

State Review Began: 5-12-99  
Dept. Review to Agency 6-3-99  
Agency to SCH 6-8-99  
SCH COMPLIANCE 6-10-99

**Project Sent to the following State Agencies**

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Resources              | <input type="checkbox"/> State/Consumer Svcs             |
| <input type="checkbox"/> Boating & Waterways               | <input type="checkbox"/> General Services                |
| <input type="checkbox"/> Coastal Comm                      | <input type="checkbox"/> Cal EPA                         |
| <input type="checkbox"/> Coastal Consv                     | <input type="checkbox"/> ARB                             |
| <input type="checkbox"/> Colorado Rvr Bd                   | <input type="checkbox"/> Integrated Waste Mgmt Bd        |
| <input checked="" type="checkbox"/> Conservation           | <input type="checkbox"/> SWRCB: Clean Water Prog         |
| <input checked="" type="checkbox"/> Fish & Game # <u>3</u> | <input type="checkbox"/> SWRCB: Water Rights             |
| <input type="checkbox"/> Delta Protection Com'n            | <input type="checkbox"/> SWRCB: Water Quality            |
| <input type="checkbox"/> Forestry & Fire Prot.             | <input type="checkbox"/> SWRCB: Bay-Delta Unit           |
| <input checked="" type="checkbox"/> Historic Preservation  | <input checked="" type="checkbox"/> Reg. WQCB # <u>1</u> |
| <input checked="" type="checkbox"/> Parks & Rec            | <input type="checkbox"/> Toxic Sub Ctrl-CTC              |
| <input type="checkbox"/> Reclamation Board                 | <input type="checkbox"/> Yth/Adlt Corrections            |
| <input type="checkbox"/> Bay Cons & Dev Comm               | <input type="checkbox"/> Corrections                     |
| <input type="checkbox"/> DWR                               | <input type="checkbox"/> Independent Comm                |
| <input type="checkbox"/> OES (Emergency Svcs)              | <input type="checkbox"/> Energy Commission               |
| <input type="checkbox"/> Bus Transp Hou                    | <input checked="" type="checkbox"/> NAHC                 |
| <input type="checkbox"/> Aeronautics                       | <input type="checkbox"/> Public Utilities Comm           |
| <input type="checkbox"/> CHP                               | <input type="checkbox"/> Santa Monica Mtns               |
| <input checked="" type="checkbox"/> Caltrans # <u>4</u>    | <input checked="" type="checkbox"/> State Lands Comm     |
| <input type="checkbox"/> Trans Planning                    | <input type="checkbox"/> Tahoe Rgl Plan Agency (TRP)     |
| <input type="checkbox"/> Housing & Com Dev                 |  |
| <input type="checkbox"/> Food & Agriculture                | <input type="checkbox"/> Other: _____                    |
| <input type="checkbox"/> Health Services                   | <input type="checkbox"/> Other: _____                    |

Please note State Clearinghouse Number (SCH#) on all Comments

**99052036**

SCH#: \_\_\_\_\_  
Please forward late comments directly to the Lead Agency

AQMD/APCD 2/23 (Resources: 5/15)

NOTICE OF COMPLETION

Office of Planning & Research  
State Clearinghouse  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

NAME OF PROJECT: MISSION ARBORS

LOCATION OF PROJECT: 100 Mission Boulevard at State Highway 12

A.P. NO.: 032-190-011, -012, -013 and -014 *Now APN 032-190-015, -016, -017, -018, -019*

CITY: SANTA ROSA COUNTY: SONOMA

DESCRIPTION OF NATURE, PURPOSE AND BENEFICIARIES OF PROJECT: The proposed project involves:

- 1) a rezoning from Unclassified ("U") to Neighborhood Commercial Planned Development Combining District ("C-1-PD") on five acres. The district would allow office, retail and residential uses.
- 2) a conditional use permit and design review application for a 16,637 square foot Rite Aide Pharmacy.
- 3) a conditional use permit and design review application for a 3,625 square foot bank.

LEAD AGENCY: SANTA ROSA

DEPARTMENT: COMMUNITY DEVELOPMENT  
CONTACT: FRANK KASIMOV (707) 543-3258  
fkasimov@ci.santa-rosa.ca.us

The Initial Study and Negative Declaration and other environmental documents are available for public review at the Department of Community Development, Room 3, City Hall, 100 Santa Rosa Avenue between the hours of 8:30 a.m. - 12:00 p.m. and 1:00 p.m. - 4:30 p.m. or by appointment. The public is hereby invited to submit to the Department of Community Development written comments regarding the Draft Environmental Impact Report. Such written comments should be submitted prior to the termination date of the review period identified below.

REVIEW PERIOD: May 11 - June 10, 1999

NOTE: If a public agency fails to comment within the review period, it shall be assumed, absent a request for a specific extension by the agency, that such agency has no comments to make.

All Environmental Impact Reports receive public hearings to consider their adequacy and compliance with State law, State Guidelines, and local Ordinances; the public will be invited to provide testimony at the public hearing.

The information on this form is required to be submitted to the Resources Agency by Public Resources Code Section 21161. The information is used to help publicize the availability of the Environmental Document for public review. Failure to file the notice does not affect the validity of a project.

# NOTICE OF NEGATIVE DECLARATION

**NAME OF PROJECT:** Mission Arbors **FILE NUMBER:** MJP98-053

**LOCATION OF PROJECT:** 100 Mission Boulevard at State Highway 12

**APN:** ~~032-190-011, 012, 013 and 014~~ *New APN: 032-190-015, -016, -017, -018, -019.*

**PROJECT DEVELOPER:** Downey Savings and Loan

**DESCRIPTION OF PROJECT:** The proposed project involves:

- 1) a rezoning from Unclassified ("U") to Neighborhood Commercial Planned Development Combining District ("C-1-PD") on five acres. The district would allow office, retail and residential uses.
- 2) a conditional use permit and design review application for a 16,637 square foot Rite Aide Pharmacy.
- 3) a conditional use permit and design review application for a 3,625 square foot bank.

## DECLARATION

Based upon the Initial Study, dated May 6, 1999, the Environmental Coordinator finds as follows:

1. This project does not have the potential to degrade the quality of the environment, nor to curtail the diversity of the environment.
2. This project will not have a detrimental effect upon either short-term or long-term environmental goals.
3. This project will not have impacts which are individually limited but cumulatively considerable.
4. This project will not have environmental impacts which will cause substantial adverse effects upon human beings, either directly or indirectly.

The aforementioned findings are contingent upon the mitigation measures which shall be incorporated into this project.

The Initial Study and other environmental documents are available for public review at the Department of Community Development, Room 3, City Hall, 100 Santa Rosa Avenue. The public is hereby invited to submit to the Department of Community Development written comments regarding the environmental findings and Negative Declaration determination. Such comments should be submitted prior to the termination date of the posting period identified below.

**Posting Period:** May 11 to June 10, 1999

Submit comments to: Frank Kasimov  
Santa Rosa Department of Community Development  
P.O. Box 1678, Santa Rosa, CA 95402-1678  
Telephone (707) 543-3258  
fkasimov@ci.santa-rosa.ca.us

ADOPTED: \_\_\_\_\_

Wayne G. Goldberg, Environmental Coordinator

By: \_\_\_\_\_

**DEPARTMENT OF COMMUNITY DEVELOPMENT  
INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE**

<b>PROJECT TITLE</b>	Mission Boulevard/Highway 12 "Mission Arbors" Rezoning
<b>PROJECT LOCATION</b>	100 Mission Boulevard
<b>APN</b>	032-190-011, -012, -013 and -014
<b>PROJECT DEVELOPER</b>	Downey Savings & Loan, represented by Mike Sass

---

**A. SUMMARY DETERMINATION**

- (X) Negative Declaration  
Posting Period: May 11 - June 10, 1999
- (X) Mitigation Measures (attached)
- ( ) Environmental Impact Report Required

**B. PROJECT INFORMATION**

1. *Description:*

The proposed project involves

- 1) a rezoning from Unclassified ("U") to Neighborhood Commercial Planned Development Combining District ("C-1-PD") on five acres. The district would allow office, retail and residential uses.
- 2) a conditional use permit and design review application for a 16,637 square foot Rite Aide Pharmacy.
- 3) a conditional use permit and design review application for a 3,625 square foot bank.

2. *Character of Surrounding Area:*

The surrounding area is predominantly urban.

*North* of the project site across Highway 12, land uses include retail, office, vacant and residential.

*South* of the site is Santa Rosa Creek. The project will observe the City's creek setback ordinance so that no private development will occur within an area a minimum of 30 feet from top of bank. There are a paved path, an unpaved path and benches for public use proposed within the creek setback area which is consistent with City policy. Opposite the creek, south of the site are retail, offices and multi-family residential homes along Montgomery Boulevard.

*East* of the site there are seven homes located along Highway 12. Otherwise that 18 acre site is vacant.

West of the site is Mission Boulevard and the Mission Plaza retail and office complex.

3. *Environmental Setting:*

The site consists predominantly of grasses, shrubs and trees. The Holiday Bowl bowling lanes and Santa Rosa Rentals (equipment rental) were demolished in 1997. The site slopes gently from Highway 12 toward Santa Rosa Creek, except for a steep portion near Highway 12. Soil has been stockpiled temporarily on the site in anticipation of development. Santa Rosa Creek is relatively natural in the project vicinity. Deer, jackrabbit, quail and a wide variety of perching birds have been observed in this area of the creek, which also provides habitat for a variety of fish including the anadromous steelhead trout, a federally-listed threatened species, and rainbow trout, steelhead's non-migratory relative.

4. *Previous Environmental Documentation:*

On April 9, 1996, the Council of the City of Santa Rosa adopted Resolution Number 22636 certifying *City of Santa Rosa Mission Boulevard/Sonoma Highway General Plan Amendment Environmental Impact Report* SCH #95063060 (hereinafter referred to as "EIR"). That EIR evaluated a GPA and development consisting of approximately 11.7 acres of community shopping center, which would allow up to 127,300 square feet of retail uses, and about 6.65 acres of Medium High Density Residential (18 - 30 units per acre), which would allow 200 units. The City Council denied the General Plan Amendment request on September 3, 1996. Because the major tenant of this General Plan Amendment was to Raley's, the project is called the "Raley's project."

The Raley's project would have been a higher density project than this proposed project plus the proposed residential project to the east. Therefore, the EIR evaluated a worse case environmental condition. In many cases, the impacts and mitigations set forth in the certified EIR apply to the proposed project. This Initial Study relies, in part, on these impacts and mitigations which are brought forward into this Initial Study.

## C. GENERAL CONSIDERATIONS

1. Does the project conform to General Plan proposals including the various adopted elements? (Land Use, Circulation, Urban Design, Housing, Open Space/Conservation, Noise, Seismic/Safety, Recreation, Scenic Highways, Community Facilities)(See appropriate impact sections for application of specific elements.)

Yes.

### General Plan Designation:

The existing General Plan Land Use Diagram shows approximately 5 acres of office and retail uses, including Quigg Drive and the creek setback area with the majority of the three acres devoted to office.

2. Does the project conform to existing (or proposed) zoning classification? **Not applicable.**

Classification:

The project proposes rezoning from Unclassified to Neighborhood Commercial Planned Development Combining District (C-1-PD).

3. Does it appear that any feature of this project, including aesthetics, will generate significant public concern? **Yes**

Nature of Concern:

Traffic. At a neighborhood meeting for this project and the apartment project to the east, neighbors expressed concern that the projects would generate too much traffic.

4. Will the project require approval or permits by other than a City Agency? **Yes**

Other Agency:

Subsequent development will require approval or permits from the California Department of Transportation, the National Marine Fisheries Service, and the Sonoma County Water Agency.

**D. ENVIRONMENTAL IMPACTS:** (Include mitigation measures for significant effects where possible.)

1. **EARTH.** (Consider the Seismic Safety Element)  
Will the proposal result in or be subject to:

- a) Erection of structures within an Alquist-Priolo Act Special Studies Zone? **No**
- b) Grading (consider amount and aesthetics)? **Insignificant with Mitigations**
- c) Slides, liquefaction, or other hazards on or immediately adjoining the site? **Insignificant with Mitigations**
- d) Adverse soil or topographic characteristics (consider prime soils, slope, slope stability, soils limitations)? **Insignificant with Mitigations**
- e) Wind or water erosion of soils, on site or off? **Insignificant with Mitigations**

## DISCUSSION:

The following effects associated with future development of the site are potentially significant:

- 1.1 *Ground shaking and liquefaction.* The project area would be subject to strong ground shaking during a seismic event, and structural damage and utility line ruptures from ground shaking and liquefaction could occur.
- 1.2 *Differential settlement.* Unengineered fill located in slopes along the south side of highway 12, the north bank of Santa Rosa Creek, and to a lesser extent over the flat areas of the project site could result in differential settlement.
- 1.3 *Fine particulate matter.* The project site is relatively level, and onsite development would not create long-term excessive erosion or substantially alter the topography. However, in the short-term, during construction, site erosion and sedimentation could be significant. Fine particulate matter (PM<sub>10</sub>) is the pollutant of greatest concern with respect to construction activities. PM<sub>10</sub> can result from a variety of construction activities including grading, excavation, demolition, vehicle travel on paved and unpaved surfaces and vehicle exhaust. Particulate emissions from construction activities can lead to adverse health effects as well as nuisance concerns such as reduce visibility and soiling of exposed surfaces.
- 1.4 *Erosion and sedimentation.* Grading and removal of natural vegetation during the construction period for the proposed project would increase sediment in Santa Rosa Creek. This causes decreased water quality, particularly on spawning areas steelhead trout, a federally-listed threatened species. Sediment also acts as transport medium for other pollutants, especially nutrients, pesticides, and heavy metals, which adsorb onto the eroded soil particles.

**MITIGATION MEASURES:** The following mitigation measures reduce the potentially significant impacts to levels of insignificance.

The following mitigations reduce the potentially significant effects of the project to less-than-significant.

- 1.1.1 *Special Geotechnical Investigation.* In accordance with Section 3309.7 of the Uniform Building code, the City will require the project applicant to prepare a special geotechnical investigation to assess the effects of liquefaction, differential settlement, lateral movement, or reduction in foundation soil bearing capacity on the project site. The investigation shall consider and recommend standard measures such as ground stabilization, appropriate foundation type and depths, or selection of appropriate structural systems to minimize the risk of this impact. The City will incorporate such measures as conditions of project approval.
- 1.1.2 *Utility Design.* Utilities shall be designed to provide flexibility during ground shaking associated with seismic events. To minimize the potential for ruptures, utilities will be designed with flexible joints, automatic shut-off valves, ductile pipe material, or other techniques to reduce the likelihood of pipeline rupture. In addition, utility trenches will be designed with sand buffers or other standard practices to reduce the amount of shaking experienced by the lines.

*1.1.3 Seismic Design Standards.* To reduce seismic hazards in the new buildings, the proposed project shall be constructed to meet standards of Title 24 of the California Administrative Code. Title 24 is based on a publication by the Seismology Committee of the Structural Engineers Association of California, entitled Recommended Lateral force Requirements and Commentary (revised in 1980, fourth Edition). These standards provide design formulae and specifications to reduce seismic hazards in new or renovated buildings.

*1.2.1 Grading Permit Requirements.* As part of obtaining a grading permit for a site, the project applicant will be required by the City to adhere to Section 3309 of the UBC and prepare a soils engineering report and an engineering geology report. The reports examine the adequacy of the site to safely support intended uses based on the proposed grading plan. The city will require that the following performance standards be included in the reports and that they or equivalent recommendations be made conditions of project approval:

- **Site Preparation.** During construction, all sites and areas that will receive fill will be stripped of all vegetation, loose fill, organic material, and other debris. Stripping and removal depths will be determined by a geotechnical engineer. Holes resulting from removal of buried obstructions which extend below finished grade will be backfilled with non-expansive fill and compacted. In addition, unengineered fill and debris shall be excavated completely in areas planned to support new structures.
- **Fill Placement.** All fill should be placed in loose lifts as designated by the geotechnical engineer, moisture conditioned to near optimum moisture content, and compacted to at least 90 percent relative compaction. Fill will be free of organic and foreign debris. Fill placed on slopes steeper than 4:1, or as designated by the geotechnical engineer, will be benched into firm fill, colluvium, or bedrock. Cuts and fills will be constructed to drain areas of potential ponding of water, as directed in the drainage plan.
- **Subsurface Drainage.** Subsurface drains will be located and installed as directed by a qualified geotechnical engineer. Subsurface drains will be installed beneath fill to provide drainage and maintain stability of the fill. Locations of these drains will be tentatively identified in the grading and drainage plans, but may be modified somewhat in the field to suit actual site conditions, as directed by the geotechnical engineer.

*1.3.1 Best construction practices:* implement the following control measures for construction emissions of PM<sub>10</sub>.

- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep streets daily (preferably with water sweepers) if visible soil material is carried onto adjacent public streets.
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas.

- Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (soil, sand, etc.)
- Limit traffic speeds on unpaved roads to 15 mph
- Replant vegetation in disturbed areas as quickly as possible.
- Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.
- Suspend excavation and grading activity when winds exceed 25 mph.

1.4.1 *Erosion Control Plan.* Prior to approval of a grading permit for development of the site, the applicant shall prepare an erosion control plan that will include the at a minimum the following: construction site watering; halting grading during high winds (greater than 20 mph); maintaining vegetative buffer zones at the perimeter of construction zones; onsite retention of sediment through use of dikes, straw bales, and/or filters, diversion of storm water from erodible areas and slopes; using mulch and siltation basins to capture eroded sediment prior to it entering the drainage system; the control measures for construction emissions of PM<sub>10</sub> described in Mitigation Measure 1.3.1 above; and the Best Management Practices referenced in Mitigation Measure 1.4.2 below.

1.4.2 *Clean water laws.* The project shall comply with local state and federal clean water laws, such as the National Pollutant Discharge Elimination System which is implemented through a permit process by the State Water Resources Control Board, and the Santa Rosa stormwater ordinance and stormwater standards. Design, construction and operation of the project shall be considered in protecting water quality. Project developers shall follow *Best Management Practices* such as those of the California Stormwater Management Best Management Practices and the City of Santa Rosa to comply with clean water laws. Best management practices shall include, but not be limited to, regular sweeping of the parking areas, strict adherence to guidelines regarding application of fertilizers and pesticides in landscaped areas, and regular cleaning and maintenance of catch basins. BMP shall evaluate the use of grass swales, which can help convey storm waters and filter small pollutants, and ways to detain the discharge of runoff and to create opportunities for the runoff to infiltrate into the ground, such as dutch drains and porous paving.

2. **AIR.** Will the project result in:

- |    |  |   |
|----|--|---|
| a) | Deterioration of air quality or creation of objectionable odors? | <b>Insignificant<br/>with<br/>Mitigations</b> |
| b) | Exposure of people to existing odors or poor quality air?        | <b>Insignificant</b>                          |

**DISCUSSION:**

The development project that would follow an approval of the proposed Rezoning would affect air quality in three ways: 1) generation of PM<sub>10</sub> from construction activity (see Earth above), 2) exhaust emissions from construction machinery, and 3) exhaust emissions from new vehicle traffic generated from the project in conjunction with exhaust emissions from existing traffic.

- 2.1 *Fine particulate matter.* See Section 1.3 above
- 2.2 *Construction equipment emissions.* The EIR shows that exhaust emissions from construction equipment falls well below the threshold limits of 15 tons per year. The impact is less than significant. No mitigations are required.
- 2.3 *Local - vehicle emissions.* Carbon monoxide emissions generated from traffic associated with the proposed project (in conjunction with existing traffic) are below both the state and federal 1-hour and 8-hour peak hour ambient air quality standards at the intersection of Mission Boulevard and Highway 12. Since this intersection would experience the highest traffic volumes and average traffic delays based on traffic modeling results, it is reasonable to expect that project-related traffic would not exceed CO standards at any of the other intersections in the project vicinity. The impact is less than significant. No mitigations are required.
- 2.4 *Regional - vehicle emissions.* Mobile and stationary emissions associated with the project would increase emissions of carbon monoxide, nitrogen oxides, sulfur oxides, total organic gases and PM<sub>10</sub> on a regional level as predicted at the year 2010. The EIR found that the conceptual plan project, mobile emissions (vehicular) would not exceed the threshold of one percent of the County's vehicular emissions for any of the pollutants. The number of vehicles associated with the proposed project in combination with the proposed project immediately to the west are less than the trips that were generated by the Raley's project and analyzed with the EIR. As a consequence, the effects of vehicular traffic on long-term regional air quality predicted at 2010 are a less-than-significant, and no mitigation is required.
- Clean Air Plan.* The proposed project is consistent with the Bay Area Clean Air Plan in that the project along with other projects do not exceed the Association of Bay Area Governments' population and employment projections. The ABAG projections are consistent with the Clean Air Plan. As a consequence the proposed project is consistent with the Clean Air Plan. In addition, the Clean Air Plan includes Transportation Control Measures to reduce motor vehicle emissions by reducing vehicle trips, vehicle use, miles traveled, idling and congestion. The City of Santa Rosa has a program that meets these same goals. The regional effects of the project on air quality are therefore less-than-significant. No mitigation measures are required.
- 2.5 *Regional - stationary emissions.* Stationary emissions such as those associated residences, businesses and schools, primarily from space heaters and water heaters, have been shown to represent about 2 percent of the corresponding vehicle emissions as reported in the EIR. As a consequence, effects of the project on air quality from stationary sources is less-than-significant. No mitigations are required.

**MITIGATION MEASURES:** The following mitigation measures reduce the potentially significant impacts to levels of insignificance.

- 2.1.1 See Mitigation Measure 1.3.1 for PM<sub>10</sub>.

**3. WATER.** Will the project result in:

- a) Erection of structures within a designated

	flood (hazard prone) area?	No
b)	Contribute cumulative downstream impacts?	Insignificant with Mitigations
c)	Reduction of surface or ground water quality or quantity?	Insignificant with Mitigations
d)	Alteration of drainage patterns or runoff (consider cumulative downslope areas)?	Insignificant
e)	Disruption of streams or water bodies, including seasonal water bodies?	Insignificant with Mitigations

#### DISCUSSION:

- 3.1 *Erosion and sedimentation.* See Section 1.4 above.
- 3.2 *Pollutants.* Urban runoff from impervious surfaces constructed under the proposed project particularly roadways and parking lots, would introduce pollutants into Santa Rosa Creek. Pollutants which build-up on paved surfaces include fuels, grease and oil, and heavy metals (lead, cadmium, and mercury). These pollutants accumulate until the street is swept or a storm washes them into the creek. The first storm of the season and off-season storms are significant because the pollutant loading on the street at this time is greatest.
- 3.3 *Creek Setback.* Future development may encroach on the creek setback which is set forth in the Santa Rosa City Code Sections 20-05.727 - 729. The creek setback is an area where no development (with a few exceptions such as a public path) is permitted.
- 3.4 *Increased runoff.* Development under the proposed project would increase the area of impervious surfaces and thereby increase runoff. However, as documented in the EIR, a large project on this site, in conjunction with other existing or proposed development in the watershed will not significantly affect the capacity of Santa Rosa Creek to convey the flow associated with a 100-year storm event for two reasons: 1) the site is very small with a correspondingly low increase in discharge of approximately 14 cubic feet per second, or less, which is well within the remaining capacity of Santa Rosa Creek; and 2) the site is adjacent to the creek, so the extra runoff will enter the creek in advance of the peak flow for the entire watershed. The EIR further reports that currently available information indicates that buildout of the Santa Rosa General Plan would not significantly affect the capacity of Santa Rosa Creek to accommodate the flow associated with a 100-year storm event. Increased runoff from the project will have less-than-significant effects on the creek.
- 3.4 *Groundwater recharge.* The proposed project would not interfere substantially with ground water recharge at the project site because shallow

groundwater appears to flow towards Santa Rosa Creek. As a result, this impact would not be significant.

**MITIGATION MEASURES:** The following mitigation measures reduce the potentially significant impacts to levels of insignificance.

- 3.1.1 *Erosion and sedimentation.* See Mitigation Measures 1.4.1 and 1.4.2 in Earth above.
- 3.2.1 *Pollutants.* See Mitigation Measure 1.4.2. above.
- 3.2.2 *Oil/Water Separators.* The City will require the project applicant to install oil/water separators in catch basins which drain parking areas to improve the quality of storm water runoff conveyed to the creek. In order to assure the effectiveness of these facilities, the property owners will be required to clean the catch basins before each rainy season.
- 3.3.1 *Creek setback.* The applicant of the future development shall prepare creek cross sections to establish the 100-year flood elevation and the creek setback line. These shall be verified by the Santa Rosa Department of Community Development. Except as not set forth in the City Code, no development shall be allowed on the creek side of the creek setback.

**4. PLANT/ANIMAL LIFE.** Will the project result in:

- |    |  |                                       |
|----|--|---------------------------------------|
| a) | Changes in the diversity of species, or numbers of any species of plants or animals?   | <b>Insignificant with Mitigations</b> |
| b) | Reduction of the number of any unique, rare or endangered species of plants or animals?  | <b>Insignificant with Mitigations</b> |
| c) | Introduction of new species of plants or animals to the detriment of existing native species? Creation of a barrier to the normal migration, replenishment, or movement of existing species? | <b>Insignificant with Mitigations</b> |
| d) | Deterioration or reduction of existing plant or animal habitat, including agricultural crops?  | <b>Insignificant with Mitigations</b> |

**DISCUSSION:**

- 4.1 *Steelhead trout.* Santa Rosa Creek adjacent to and nearby the project site provides spawning and rearing habitat for steelhead trout, a federally-listed threatened species. Construction activities and pollutants in storm runoff can

degrade water quality thereby potentially impacting aquatic habitat quality including steelhead habitat.

- 4.2 *Trees.* Development of the site will result in removal of native trees, including heritage trees.
- 4.3 *Indian Clover.* One sensitive plant species occurs in habitats found on the project site: showy Indian clover (*Trifolium amoenum*). Since it is susceptible and threatened by competition with non-native plants, agricultural practices and livestock grazing, it is highly unlikely it would occur in the proposed project site which is heavily disturbed. The impact is less than significant. No mitigations are required.
- 4.4 *Western pond turtle.* The western pond turtle (*Clemmys marmorata pallida*), is a sensitive animal species which has been spotted along Santa Rosa Creek, about 10 miles downstream where conditions are very different from the project site. Water levels on Santa Rosa Creek adjacent to the project site are not deep enough to provide cover and foraging habitat for a population of pond turtles. Significant areas of emergent marsh vegetation along this reach are absent and thus suitable cover for pond turtles does not exist. Furthermore, the dense riparian canopy does not allow sufficient sunlight through to the creek to provide basking areas for turtles. The project will not significantly affect sensitive species. The impact is less than significant. No mitigations are required.

#### MITIGATION MEASURES:

The following mitigation measures reduce the potentially significant impacts to levels of insignificance.

- 4.1.1 *Steelhead.* The project applicants shall submit development plans to the National Marine Fisheries Service for an evaluation as to whether the development project will impact steelhead habitat. In addition, implementation of Mitigation Measures 1.1.1, 1.3.1, 1.4.1, 1.4.2 and 3.3.1 will help protect steelhead habitat by keeping sediments on-site, reducing sedimentation to the creek, and providing a buffer between urban development and the creek.
- 4.2.1 *Trees.* All trees protected by the City of Santa Rosa City Code Chapter 17-24 must be preserved on-site or replaced as set forth in the Code and any other specific protection measures that may be developed and implemented for each protected tree prior to issuance of a grading permit.

Under the provisions of the City's tree replacement ordinance, specifically City Code Section 17-24.050, any trees with a diameter of four inches or greater require permits for removal and must be replaced, except trees that are specifically exempt under Section 17-24.030. The ordinance requires that for each six inches or fraction thereof the diameter of a tree which is removed, two 15 gallon trees (or more trees of a smaller size) of the same genus and species as the removed tree (or another species if approved by the City Recreation and Parks director) shall be replanted on the site. If there is insufficient space on the property to plant the replacement trees, the trees can be planted on public property or an in-lieu fee of \$100 per 15-gallon replacement tree will be paid by the project applicant with approval of the Director of Parks and Recreation.

The project will involve the removal of 7 trees which are subject to replacement, resulting in a requirement of 38 15-gallon trees to be planted on-site.

5. **NOISE.** Will the project result in:

- a) Exposure of noise-sensitive land uses to noise levels exceeding 60 dBA? **Insignificant with Mitigations**

Noise Source: Traffic and construction

- b) Increases in existing noise levels? **Negligible**

Noise Source: Construction and additional traffic

**DISCUSSION:**

There are two noise sources that have potential to cause impacts on existing and new land uses in the area: construction activity and motor vehicles.

- 5.1 *Construction activity* is limited to the duration of the construction phase of the project. Construction equipment exceeds the noise threshold for residential and commercial uses.

- 5.2 *Vehicular noise - new commercial uses.* The proposed project would introduce commercial uses where existing daytime noise levels average in the mid 60s dBA. Specifically, based on field observations reported in the EIR, the average traffic noise exposure level along the perimeter of the project site was observed to be approximately 66 dBA at 75 feet from the centerline of the adjacent roadway. Sound levels drop by 3.0 dBA (hard site) or 4.5 dBA (soft site) per doubling distance.

The City Code establishes 60 dBA as the maximum allowable sound for office/commercial land uses during the hours of 7 a.m. and 10 p.m. The City Code noise standards are based on 1-hour averages and are typically used for short term noises. The General Plan establishes the land use compatibility standards for average 24-hour noise. The maximum acceptable noise level under this standard is 65 dBA for office/commercial uses.

New commercial uses will be introduced to an area which is at its noise threshold. Indoors, the sound levels would be below the threshold. No, Mitigation is required.

- 5.3 *Vehicular noise - existing residential and commercial uses.* The EIR shows that the noise generated by the vehicular traffic would not impact existing homes and businesses that are already exposed to unacceptable sound levels because the increase in noise would be less than 3 dBA which is the level that can be detected. A increase of 3 dBA is generated by a doubling of traffic volumes which is not expected on Highway 12 or Mission Boulevard. Accordingly, the cumulative noise environment for homes and businesses that are already exposed to unacceptable sound levels would not worsen.

**MITIGATION MEASURES:** The following mitigation measures reduce the potentially significant impacts to levels of insignificance.

*Construction Equipment*

- 5.1.1 Construction activities shall be limited to the hours of 7:00 am to 7:00 pm Monday through Friday and no construction activities on weekends or legal holidays. Exceptions to these time restrictions may be granted by the City Engineer for the following reasons: 1) inclement weather or the threat of inclement weather which would affect the work; 2) emergency work; or 3) other work if that work would not create noise that would be offensive to neighbors. The City Engineer shall give approval for work in accordance with the above exceptions in advance.
- 5.1.2 State of the art muffler systems required by current law shall be installed on the equipment used. The mufflers shall be properly maintained.
- 5.1.3 Construction equipment shall be shut down when not in use.

6. **NATURAL RESOURCES.** Will the project result in an increase in the rate of use of any natural resource, including energy resources, or the substantial depletion of any nonrenewable resource?

**Negligible**

**DISCUSSION:**

The project will use energy resources and water at a rate which is not expected to deplete the resources. See Utilities below.

**MITIGATION MEASURES:**

None are required. However, recycling of water and conservation of energy are encouraged.

7. **UTILITIES.** Will the project result in the need for new systems or alterations to the following utilities: electricity, natural gas, communication facilities, water, sewers, storm drainage, solid waste disposal?

**Insignificant with Mitigations**

**DISCUSSION:**

- 7.1 *Wastewater.* The proposed uses generate less wastewater than the uses previously allowed in the General Plan. There is no impact. No mitigations are necessary.
- 7.2 *Access.* Access to sewer manholes is required.
- 7.3 *Energy.* Buildout of the proposed project would neither create an excessive demand for energy nor require new gas or electric transmission lines. The project, however, would necessitate new lines to service the new development that must be accessible to PG&E. In addition, the project may cause the need to relocate certain PG&E facilities.

**MITIGATION MEASURES:** The following mitigation measures will reduce the impacts of the a less-than-significant level.

*Wastewater*

- 7.2.1 The determination of whether mains onsite are to be public or private will be made with the development plan.
  - 7.2.2 The project must be designed to provide access to the existing sewer manholes. Adequate 1:1 setback from foundations will be required per the Building Code. Landscaping must be shown with trees at least 10' from the sewer main.
  - 7.3.1 The cost of any relocation or removal of existing PG&E facilities necessitated by this project will be the responsibility of the requestor.
  - 7.3.2 A 5.0 foot wide public utility easement shall be offered for dedication to PG&E by the property owner along the front of parcels A, B, C, E, & F bordering Quigg Drive and the Private Drive.
  - 7.3.3 Quigg Drive and the Private Drive shall be offered for dedication as a public utility easement to PG&E.
8. **PUBLIC SERVICES.** Will the project result in the need for new or altered services in the following areas: fire protection, police protection, schools, parks or other recreational facilities, roads, flood control or other public works facilities, public transit or other governmental services?

**Insignificant with Mitigations**

**DISCUSSION:**

- 8.1 *Schools* The Rezoning will impact the Santa Rosa High School District and the Rincon Valley Union School District by increasing the enrollment at Village School and at Santa Rosa High School.
- 8.2 *Transit* The project will increase ridership on CityBus and create new demand for bus stops at this location.
- 8.3 *Police* The project will not adversely affect the Santa Rosa Police Department service levels or result in a need for additional staff or equipment. Since this is an infill site (a vacant area within an already developed area), response time for the project would be expected to occur within five to six minutes, which is within the current average. This is not a signification impact. No mitigations are required.
- 8.4 *Fire* The proposed project would trigger an increase in calls for service from the fire department but would not require additional staff or compromise response time. This is not a signification impact. No mitigations are required.

### 8.5 Emergency Medical Resources

The proposed project would trigger an increase in calls for service and consequently a redistribution of emergency medical resources. It is not uncommon that Sonoma Life Support redistributes resources or paramedic units to maintain adequate levels of service. This is not a significant impact. No mitigations are required.

**MITIGATION MEASURES:** The following mitigation measures will reduce the impacts of the project to a less-than-significant level.

#### 8.1.1 Schools

At this time it is our understanding that the passage of Proposition 1A in November 1998 limits the ability of the school districts from collecting mitigation fees above the statutory fees for projects which did not have a signed mitigation agreement prior to January 1, 1999. If mitigation fees above and beyond the statutory fees, can not in fact be collected, then statutory impact fees shall be paid to the two impacted school districts prior issuance of any building permit or through alternative arrangements agreed to by the school districts. If above interpretation is found not to be accurate and extra mitigation fees can be collected, then those extra fees shall also be paid to the school districts through a mitigation agreement which shall be signed prior to the issuance of any building permit for the project. This will reduce the impact to less-than-significant levels.

#### 8.2.1 Transit

A bus turnout shall be provided on Highway 12 (if approved by Caltrans) and on Mission Boulevard. The bus turnout on Mission Boulevard shall be located on the north side of Quigg Drive.

A concrete pad (6 feet wide by 11 feet long) shall be provided behind the sidewalk at each bus stop for the installation of a bus shelter. A bus shelter, to be approved by the Department of Transit and Parking, shall be purchased and installed at the Mission Boulevard site. (A fee of \$5,000 may be paid to the City in-lieu of the constructing the shelter.) Sidewalk at the bus stops shall be contiguous to the curb. Maintenance of the shelters shall be defined in an agreement with the Department of Transit and Parking. Maintenance includes routine cleaning and trash removal.

### 9. TRANSPORTATION/CIRCULATION. Will the project result in:

- |    |  |                                       |
|----|--|---------------------------------------|
| a) | Generation of additional vehicular movement with initiation or intensification of circulation problems (consider road design, project access, congestion, hazards to vehicles, pedestrians)? | <b>Insignificant with mitigations</b> |
| b) | Effects on existing parking facilities or demands for new parking?   | <b>Insignificant with mitigations</b> |
| c) | Impact on existing rail, air or public   |                                       |

transportation systems?

**Insignificant  
with mitigations**

**DISCUSSION:**

*9.1 Vehicular Circulation.*

A traffic study entitled "Final Traffic Impact Study for Santa Rosa Apartments and Mission Arbors in the City of Santa Rosa," dated March 1999, prepared by TJKM Transportation Consultants is incorporated into this Initial Study. This report was followed by several correspondences between the City, CalTrans and TJKM, all of which are incorporated into this study.

The report concludes that service levels at the study intersections and the study arterials, except one, will continue to operate at LOS D or better, when project traffic is added to existing plus approved development traffic.

The queue from the projected traffic making a northbound left-turn at Mission Boulevard and Highway 12 will exceed the left-turn lane at the intersection.

The report shows that Arterial LOS at General Plan Buildout will continue to operate at LOS C or better on Highway 12, Mission Boulevard and Montgomery Drive.

*9.2 Bicycle and pedestrian circulation*

The project will add demand on the bicycle and pedestrian circulation system, the main portion of which is being developed along Santa Rosa Creek to implement the Santa Rosa Creek Master Plan. A 1.5 mile bicycle path exists along Brush Creek in Rincon Valley which connects to the path along Santa Rosa Creek which will connect to the proposed project. The creekside path will offer a safer alternative than streets for pedestrians, bicyclists and people in wheelchairs to access the proposed retail pharmacy, the bank, other office building and the future use(s) along the creek.

**MITIGATION MEASURES:** The following mitigation measures will reduce the impacts of the project to a less-than-significant level.

*Vehicular Circulation*

- 9.1.1* All aspects of the Traffic Study dated March 1999 must be approved by the City of Santa Rosa Traffic Engineer and Caltrans.
- 9.1.2* A traffic signal shall be installed at the intersection of Mission Boulevard and Mission Circle.
- 9.1.3* The medians on Mission Boulevard shall be reconfigured as identified in the traffic report dated March 19, 1999, for proper left-turn stacking on Mission Boulevard.
- 9.1.4* All recommendations and mitigations identified in the Traffic Study dated March 1999 and related correspondences shall be implemented.

*Bicycle Circulation.*

- 9.2.1* A bicycle path shall be shown on development plans and shall be installed at the time of project construction to serve the project. The bicycle path shall be consistent with the Santa Rosa Creek Master Plan.

10. **LAND USE.** (Consider the Land Use and Housing Element.) Will the project:

- |    |  |                                       |
|----|--|---------------------------------------|
| a) | Alter the location, distribution, density or growth rate of the human population of an area? | <b>Insignificant with mitigations</b> |
| b) | Create a demand for additional housing or degrade/displace existing housing?                 | <b>Negligible</b>                     |
| c) | Result in a substantial alteration of the planned use of an area?                            | <b>Insignificant with mitigations</b> |

**DISCUSSION:**

10.1 *Land Use.* The proposed Rezoning would result in a land use pattern that is higher density than the existing rural residential development to the east. Development of the residential project adjacent to a commercial project poses potential conflicts. The project may potentially conflict with policies regarding development adjacent to the creek and with goals to preserve Santa Rosa Creek and provide bicycle and pedestrian paths along the creek.

**MITIGATION MEASURES:** The following mitigation measures will reduce the impacts of the project to a less-than-significant level.

10.1.1 *Land Use* These land use issues can be mitigated to a less-than-significant level by implementing goals and policies set forth in the General Plan, the Santa Rosa Creek Master Plan, Santa Rosa Waterways Plan and the Design Review Guidelines, and if necessary, additional mitigation measures. At this time, we do not know what the design will be, so it is premature to assign specific mitigation measures. Another Initial Study will be prepared for the development project. Mitigation measures will be assigned, if necessary, at that time.

11. **AESTHETICS.** Will the project obstruct or degrade any public scenic vista or view, create an aesthetically offensive site open to public view, produce new light or glare, or be visually incompatible with the surrounding area?

**Negligible / Not applicable at this time**

**DISCUSSION:**

11.1 *Aesthetics.* The proposed Rite Aid Pharmacy and the proposed bank building will not negatively impact aesthetics. These have been reviewed by the Design Review Board. The other parcels, including the office site and two retail sites along the creek, do not currently have development proposals, so no information is available on the aesthetics of development on these parcels. Any potential aesthetic impacts will be mitigated through the Design Review

approval process, by implementing goals and policies set forth in the General Plan, the Santa Rosa Creek Master Plan, Santa Rosa Waterways Plan and the Design Review Guidelines, and if necessary, additional mitigation measures. At this time, we do not know what the design will be, so it is premature to assign specific mitigation measures.

**MITIGATION MEASURES:**

*Aesthetics.* No mitigations are required at this time.

12. **RECREATION.** (Consider the Public Services and Facilities Element.) Will the project affect an existing park, future park/recreational options, or access to a park (including bicycle trails)? **Negligible**

**DISCUSSION:**

- 12.1 The existing and planned additional supply of community parks and recreational facilities (including the creek path) in Santa Rosa would be sufficient to satisfy the recreation needs of the increased employed population resulting from the project. The General Plan does not require new commercial development to provide parks. This is not a significant impact. No mitigations are required.

**MITIGATION MEASURES:**

None required.

13. **CULTURAL RESOURCES.** Will the project:

- a) Disrupt or adversely affect a prehistoric or archaeological site? **Insignificant with mitigations**
- b) Disrupt or adversely affect a property of historic or cultural significance? **Insignificant with mitigations**

**DISCUSSION:**

- 13.1 *Archaeological studies.* A cultural resources study was prepared for the EIR. This study is hereby incorporated into and made part of this Initial Study. This report identified no prehistoric or historic archaeological sites on the project site, but it acknowledged that there is a possibility that findings of archaeological significance may be made during project related activities.

**MITIGATION MEASURES:** The following mitigation measures will reduce the impacts of the a less-than-significant level.

*Archaeological impacts*

- 13.1.1 In the event that any remains of historic or prehistoric human activities are unearthed during project-related activities, work in the immediate vicinity of the finds shall halt and the project foreman and City of Santa Rosa liaison

shall be notified by the contractor. Work shall remain halted until a qualified archaeologist approved by the City of Santa Rosa has evaluated the situation and made recommendations for treatment of the resource, which recommendations are carried out. In the event that human remains are encountered, the contractor shall immediately notify the Sonoma County Coroner and the City liaison. Activity that may disrupt a burial site shall halt immediately and shall not resume until the remains are relocated and the site is cleared by the coroner. If any human remains are of a person whose ancestry is the Native American Indian community, that community shall also be notified immediately.

**14. HAZARD. (Consider the Safety Element.)**

Will the project:

- |    |  |                                       |
|----|--|---------------------------------------|
| a) | Create a risk of explosion, release of hazardous substances or other dangers to public health or safety? | <b>Insignificant with mitigations</b> |
| b) | Locate people on or adjacent to a potential health or safety risk?                                       | <b>Insignificant with mitigations</b> |

**DISCUSSION:**

*14.1 Hazard.* The proposed project would involve construction and development in areas identified during the Phase I site assessment as being of potential concern for public health and safety. The following reports and letter are incorporated by reference into this Initial Study:

*Phase I Preliminary Environmental Site Assessment Report Highway 12 Property, Santa Rosa, California.* Prepared by Lita D. Freeman, R.E.A., Kleinfelder, Inc. (Kleinfelder Job No. 41-3908-01/001). February 27, 1998

*Supplemental Site Investigation Report Highway 12 Property, Santa Rosa, California.* Prepared by Mark A. Klaver, R.G., R.E.A., Kleinfelder, Inc. (Kleinfelder Job No. 41-3908-02), July 31, 1998.

Letter from Kleinfelder to Frank Kasimov, dated March 31, 1991, Subject: "Clarification and status of previous environmental site assessment Mission Arbors Project - Highway 12 and Mission Boulevard, Santa Rosa, California"

The reports - with clarification by the letter - describe an area of residual petroleum oil products in near-surface soils around the former Santa Rosa Equipment Rentals yard.

**MITIGATION MEASURES:** The following mitigation measures will reduce the impacts of the a less-than-significant level.

*14.1.1. Hazards* The site shall be remediated as described in the Phase II Report and the letter following issuance of a soil remediation permit from the Santa Rosa Fire Department.

15. **OTHER.** (Consider the Open Space and Conservation Element.) Will the project result in other significant effects on the environment?

**Insignificant  
with mitigations**

**DISCUSSION:**

15.1 *Other.* The project has the potential to impact Santa Rosa Creek because of its proximity.

**MITIGATION MEASURES:**

15.1.1 *Other* This impact can be reduced to a level of insignificance by implementation of the creek-related policies of the General Plan, implementation of the Santa Rosa Creek Master Plan and implementation of the Santa Rosa Waterways Plan, by incorporation of the comments of the Santa Rosa Creek Implementation Advisory Committee, and by other mitigations measures set forth in this Initial Study.

16. **MANDATORY FINDINGS OF SIGNIFICANCE.** (A "significant" check on any of the following questions requires preparation of an EIR.)

- |    |  |    |
|----|--|----|
| a) | Does the project have the potential to degrade the quality of the environment, or curtail the diversity in the environment?              | No |
| b) | Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?                        | No |
| c) | Does the project have impacts which are individually limited, but cumulatively considerable?   | No |
| d) | Does the project have environmental impacts which will cause substantial adverse effects on human beings, either directly or indirectly? | No |

**DISCUSSION:**

The project will have potential short-term, long-term and cumulative impacts that can be mitigated to levels of insignificance through incorporation of mitigation measures set forth in this Initial Study.

**DETERMINATION:** On the basis of this evaluation:

- I find the proposed project COULD NOT have a significant effect on the environment and a **NEGATIVE DECLARATION** will be prepared.
- XX I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the

mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION WILL BE PREPARED.

I find the proposed project MAY have a significant effect on the environment and a ENVIRONMENTAL IMPACT REPORT is required.

Date May 6, 1999

  
(Signature)

# MITIGATION MONITORING PROGRAM

## Rezoning - Mission Boulevard and Highway 12 - 100 Mission Boulevard - File Number MJP98-053 Project Name

The following environmental mitigation measures were incorporated into the Conditions of Approval for this project in order to reduce identified significant environmental impacts to a level of insignificance. A completed and signed report for each mitigation measure indicates that this mitigation measure has been complied with and implemented.

Mitigation Measure	Monitoring Agency	Shown on Plans	Constructed/Installed	Remarks
<p>1.1.1 <i>Special Geotechnical Investigation.</i> In accordance with Section 3309.7 of the Uniform Building code, the City will require the project applicant to prepare a special geotechnical investigation to assess the effects of liquefaction, differential settlement, lateral movement, or reduction in foundation soil bearing capacity on the project site. The investigation shall consider and recommend standard measures such as ground stabilization, appropriate foundation type and depths, or selection of appropriate structural systems to minimize the risk of this impact. The City will incorporate such measures as conditions of project approval.</p>	City of Santa Rosa			
<p>1.1.2 <i>Utility Design.</i> Utilities shall be designed to provide flexibility during ground shaking associated with seismic events. To minimize the potential for ruptures, utilities will be designed with flexible joints, automatic shut-off valves, ductile pipe material, or other techniques to reduce the likelihood of pipeline rupture. In addition, utility trenches will be designed with sand buffers or other standard practices to reduce the amount of shaking experienced by the lines.</p>	City of Santa Rosa			
<p>1.1.3 <i>Seismic Design Standards.</i> To reduce seismic hazards in the new buildings, the proposed project shall be constructed to meet standards of Title 24 of the California Administrative Code.</p>	City of Santa Rosa			

Mitigation Measure	Monitoring Agency	Plans	Installed	Remarks
<p>Title 24 is based on a publication by the Seismology Committee of the Structural Engineers Association of California, entitled Recommended Lateral force Requirements and Commentary (revised in 1980, fourth Edition). These standards provide design formulae and specifications to reduce seismic hazards in new or renovated buildings.</p>				
<p>1.2.1 <i>Grading Permit Requirements.</i> As part of obtaining a grading permit for a site, the project applicant will be required by the City to Adhere to Section 3309 of the UBC and prepare a soils engineering report and an engineering geology report. The reports examine the adequacy of the site to safely support intended uses based on the proposed grading plan. The city will require that the following performance standards be included in the reports and that they or equivalent recommendations be made conditions of project approval:</p>	<p>City of Santa Rosa</p>			
<ul style="list-style-type: none"> <li>• <b>Site Preparation.</b> During construction, all sites and areas that will receive fill will be stripped of all vegetation, loose fill, organic material, and other debris. Stripping and removal depths will be determined by a geotechnical engineer. Holes resulting from removal of buried obstructions which extend below finished grade will be backfilled with non-expansive fill and compacted. In addition, unengineered fill and debris shall be excavated completely in areas planned to support new structures.</li> <li>• <b>Fill Placement.</b> All fill should be placed in loose lifts as designated by the geotechnical engineer, moisture conditioned to near optimum moisture content, and compacted to at least 90 percent relative compaction. Fill will</li> </ul>				

**Mitigation Measure****Monitoring Agency****Plans****Installed****Remarks**

be free of organic and foreign debris. Fill placed on slopes steeper than 4:1, or as designated by the geotechnical engineer, will be benched into firm fill, colluvium, or bedrock. Cuts and fills will be constructed to drain areas of potential ponding of water, as directed in the drainage plan.

**Subsurface Drainage.** Subsurface drains will be located and installed as directed by a qualified geotechnical engineer. Subsurface drains will be installed beneath fill to provide drainage and maintain stability of the fill. Locations of these drains will be tentatively identified in the grading and drainage plans, but may be modified somewhat in the field to suit actual site conditions, as directed by the geotechnical engineer.

1.3.1 *Best construction practices:* implement the following control measures for construction emissions of PM<sub>10</sub>.

City of Santa Rosa

- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep streets daily (preferably with water sweepers) if visible soil material is carried onto adjacent public streets.
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas.
- Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (soil, sand, etc.)

## Mitigation Measure

- Limit traffic speeds on unpaved roads to 15 mph
- Replant vegetation in disturbed areas as quickly as possible.
- Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.
- Suspend excavation and grading activity when winds exceed 25 mph.

1.4.1 *Erosion Control Plan.* Prior to approval of a grading permit for development of the site, the applicant shall prepare an erosion control plan that will include the at a minimum the following: construction site watering; halting grading during high winds (greater than 20 mph); maintaining vegetative buffer zones at the perimeter of construction zones; onsite retention of sediment through use of dikes, straw bales, and/or filters, diversion of storm water from erodible areas and slopes; using mulch and siltation basins to capture eroded sediment prior to it entering the drainage system; the control measures for construction emissions of PM<sub>10</sub> described in Mitigation Measure 1.3.1 above; and the Best Management Practices referenced in Mitigation Measure 1.4.2 below.

1.4.2 *Clean water laws.* The project shall comply with local state and federal clean water laws, such as the National Pollutant Discharge Elimination System which is implemented through a permit process by the State Water Resources Control Board, and the Santa Rosa stormwater ordinance and stormwater standards. Design, construction and operation of the project shall be considered in protecting water quality. Project developers shall follow *Best Management Practices* such as those of the California Stormwater Management Best Management Practices to comply with clean water laws. Best management practices shall include, but not be limited to, regular sweeping of the parking areas, strict adherence to guidelines regarding application of fertilizers and pesticides

Monitoring Agency

Plans

Installed

Remarks

City of Santa Rosa

City of Santa Rosa

Mitigation Measure	Monitoring Agency	Plans	Installed	Remarks
<p>in landscaped areas, and regular cleaning and maintenance of catch basins. BMP shall evaluate the use of grass swales, which can help convey storm waters and filter small pollutants, and ways to detain the discharge of runoff and to create opportunities for the runoff to infiltrate into the ground, such as dutch drains and porous paving.</p>	City of Santa Rosa			
<p>2.1.1 See Mitigation Measure 1.3.1 for PM<sub>10</sub>.</p>	City of Santa Rosa			
<p>3.1.1 <i>Erosion and sedimentation.</i> See Mitigation Measures 1.4.1 and 1.4.2 in Earth above.</p>	City of Santa Rosa			
<p>3.2.1 <i>Pollutants.</i> See Mitigation Measure 1.4.2 above.</p>	City of Santa Rosa			
<p>3.2.2 <i>Oil/Water Separators.</i> The City will require the project applicant to install oil/water separators in catch basins which drain parking areas to improve the quality of storm water runoff conveyed to the creek. In order to assure the effectiveness of these facilities, the property owners will be required to clean the catch basins before each rainy season.</p>	City of Santa Rosa			
<p>3.3.1 <i>Creek setback.</i> The applicant of the future development shall prepare creek cross sections to establish the 100-year flood elevation and the creek setback line. These shall be verified by the Santa Rosa Department of Community Development. Except as not set forth in the City Code, no development shall be allowed on the creek side of the creek setback.</p>	National Marine Fisheries Service			
<p>4.1.1 <i>Steelhead.</i> The project applicants shall submit development plans to the National Marine Fisheries Service for an evaluation as to whether the development project will impact steelhead habitat. In addition, implementation of Mitigation Measures 1.1.1, 1.3.1, 1.4.1, 1.4.2 and 3.3.1 will help protect steelhead habitat by keeping sediments on-site, reducing sedimentation to the creek, and providing a buffer between urban development and the creek.</p>	City of Santa Rosa			

**Mitigation Measure**

**Monitoring Agency**

**Plans**

**Installed**

**Remarks**

*4.2.1 Trees.* All trees protected by the City of Santa Rosa City Code Chapter 17-24 must be preserved on-site or replaced as set forth in the Code and any other specific protection measures that may be developed and implemented for each protected tree prior to issuance of a grading permit.

City of Santa Rosa

Under the provisions of the City's tree replacement ordinance, specifically City Code Section 17-24.050, any trees with a diameter of four inches or greater require permits for removal and must be replaced, except trees that are specifically exempt under Section 17-24.030. The ordinance requires that for each six inches or fraction thereof of the diameter of a tree which is removed, two 15 gallon trees (or more trees of a smaller size) of the same genus and species as the removed tree (or another species if approved by the City Recreation and Parks director) shall be replanted on the site. If there is insufficient space on the property to plant the replacement trees, the trees can be planted on public property or an in-lieu fee of \$100 per 15-gallon replacement tree will be paid by the project applicant with approval of the Director of Parks and Recreation.

The project will involve the removal of 7 trees which are subject to replacement, resulting in a requirement of 38 15-gallon trees to be planted on-site.

*Construction Equipment*

City of Santa Rosa

*5.1.1 Construction activities shall be limited to the hours of 7:30 am to 5:30 pm Monday through Friday and no construction activities on weekends or legal holidays. Exceptions to these time restrictions may be granted by the City Engineer for the following reasons: 1) inclement weather or the threat of inclement weather which would affect the work; 2) emergency work; or 3) other work if that work would not create noise that would be*

Mitigation Measure	Monitoring Agency	Plans	Installed	Remarks
offensive to neighbors. The City Engineer shall give approval for work in accordance with the above exceptions in advance.	City of Santa Rosa			
5.1.2 State of the art muffler systems required by current law shall be installed on the equipment used. The mufflers shall be properly maintained.	City of Santa Rosa			
5.1.3 Construction equipment shall be shut down when not in use.				
<i>Wastewater</i>				
7.2.1 The determination of whether mains onsite are to be public or private will be made with the development plan.	City of Santa Rosa			
7.2.2 The project must be designed to provide access to the existing sewer manholes. Adequate 1:1 setback from foundations will be required per the Building Code. Landscaping must be shown with trees at least 10' from the sewer main.	City of Santa Rosa			
7.3.1 The cost of any relocation or removal of existing PG&E facilities necessitated by this project will be the responsibility of the requestor.	City of Santa Rosa PG&E			
7.3.2 A 5.0 foot wide public utility easement shall be offered for dedication to PG&E by the property owner along the front of parcels A, B, C, E, & F bordering Quigg Drive and the Private Drive.	City of Santa Rosa PG&E			
7.3.3 Quigg Drive and the Private Drive shall be offered for dedication as a public utility easement to PG&E.	City of Santa Rosa PG&E			
8.1.1 <i>Schools</i> At this time it is our understanding that the passage of Proposition 1A in November 1998 limits the ability of the school districts from collecting mitigation fees above the statutory fees for projects which did not have a signed mitigation agreement prior to January 1, 1999. If mitigation fees above and beyond the statutory fees, can not in fact be collected, then statutory	Rincon Valley School District Santa Rosa School District			

**Mitigation Measure**

**Monitoring Agency**

**Plans**

**Installed**

**Remarks**

impact fees shall be paid to the two impacted school districts prior issuance of any building permit or through alternative arrangements agreed to by the school districts. If above interpretation is found not to be accurate and extra mitigation fees can be collected, then those extra fees shall also be paid to the school districts through a mitigation agreement which shall be signed prior to the issuance of any building permit for the project. This will reduce the impact to less-than-significant levels.

City of Santa Rosa

8.2.1 Transit A bus turnout shall be provided on Highway 12 (if approved by Caltrans) and on Mission Boulevard. The bus turnout on Mission Boulevard shall be located on the north side of Quigg Drive.

A concrete pad (6 feet wide by 11 feet long) shall be provided behind the sidewalk at the bus stop for the installation of a bus shelter. A bus shelter, to be approved by the Department of Transit and Parking, shall be purchased and installed at the Mission Boulevard site. (A fee of \$5,000 may be paid to the City in-lieu of the constructing the shelter.) Sidewalk at the bus stop shall be contiguous to the curb. Maintenance of the shelters shall be defined in an agreement with the Department of Transit and Parking. Maintenance includes routine cleaning and trash removal.

*Vehicular Circulation*

City of Santa Rosa  
CalTrans

9.1.1 All aspects of the Traffic Study dated March 1999 must be approved by the City of Santa Rosa Traffic Engineer and Caltrans.

CalTrans  
City of Santa Rosa

9.1.2 A traffic signal shall be installed at the intersection of Mission Boulevard and Mission Circle.

CalTrans  
City of Santa Rosa

9.1.3 The medians on Mission Boulevard shall

Mitigation Measure	Monitoring Agency	Plans	Installed	Remarks
<p>be reconfigured as identified in the traffic report dated March 19, 1999, for proper left-turn stacking on Mission Boulevard.</p>	<p>CalTrans City of Santa Rosa</p>			
<p>9.1.4 All recommendations identified in the Traffic Study dated March 1999 shall be implemented.</p>				
<p><i>Bicycle Circulation.</i></p>	<p>City of Santa Rosa</p>			
<p>9.2.1 A bicycle path shall be shown on development plans and shall be installed at the time of project construction to serve the residents of the proposed project. The bicycle path shall be consistent with the Santa Rosa Creek Master Plan.</p>	<p>City of Santa Rosa</p>			
<p>10.1.1 <i>Land Use</i> These land use issues can be mitigated to a less-than-significant level by implementing goals and policies set forth in the General Plan, the Santa Rosa Creek Master Plan, Santa Rosa Waterways Plan and the Design Review Guidelines, and if necessary, additional mitigation measures. At this time, we do not know what the design will be, so it is premature to assign specific mitigation measures. Another Initial Study will be prepared for the development project. Mitigation measures will be assigned, if necessary, at that time.</p>				
<p><i>Archaeological impacts</i></p>	<p>City of Santa Rosa Contractor Archaeologist</p>			
<p>13.1.1 In the event that any remains of historic or prehistoric human activities are unearthed during project-related activities, work in the immediate vicinity of the finds shall halt and the project foreman and City of Santa Rosa liaison shall be notified by the contractor. Work shall remain halted until a qualified archaeologist approved by the City of Santa Rosa has evaluated the situation and made recommendations for treatment of the resource, which recommendations are carried out. In the event that human remains are encountered, the contractor shall immediately notify the</p>				

Mitigation Measure	Monitoring Agency	Plans	Installed	Remarks
<p>Sonoma County Coroner and the City liaison. Activity that may disrupt a burial site shall halt immediately and shall not resume until the remains are relocated and the site is cleared by the coroner. If any human remains are of a person whose ancestry is the Native American Indian community, that community shall also be notified immediately.</p>	City of Santa Rosa			
<p><i>14.1.1. Hazards</i> The site shall be remediated as described in the Phase II Report and the letter following issuance of a soil remediation permit from the Santa Rosa Fire Department.</p>	City of Santa Rosa			
<p><i>15.1.1 Other</i> This impact can be reduced to a level of insignificance by implementation of the creek-related policies of the General Plan, implementation of the Santa Rosa Creek Master Plan and implementation of the Santa Rosa Waterways Plan, by incorporation of the comments of the Santa Rosa Creek Implementation Advisory Committee, and by other mitigations measures set forth in this Initial Study.</p>				

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NOTE: The first two columns will be completed prior to adoption of the Monitoring Program. The second two columns will be initialed and dated by the individual responsible for monitoring when the mitigation measure is shown on the plans and implemented.

8.1 MISSION ARBORS - 100 Mission Boulevard

City Planner Frank Kasimov briefly explained that the proposal is part of a vacant area of approximately 25 acres located at the southeast corner of Highway 12 and Mission Boulevard. A General Plan Amendment is proposed to develop about 20 acres of the site with medium density residential development. The proposed project on the remaining 5 ± acres is for a retail and commercial center consisting of a 16,550 square foot Rite Aid Pharmacy, a 3,618 square foot Downey Savings Bank, and future development of an office and restaurant. He noted that the City's Creek Implementation Advisory Committee reviewed the preliminary site plan and elevations at its meeting on January 22, 1998. This Committee reviews projects to provide consistency between new development and the City's creek policies and implementation strategies set forth in the General Plan, the Santa Rosa Creek Master Plan, and the Santa Rosa Waterways Plan. Proposed development should be designed to be integrated with the creek and to provide an amenity for the project while protecting and enhancing the creek environment.

Bill Knight, project architect, described the site layout and proposed building placements with associated parking areas. He also referred to creek setback lines and access to the site from Mission Boulevard on Quig Road (to address an existing sewer easement on the site). He further explained that the proposed architectural style and building materials will be similar to existing development across the street at Mission Plaza with plaster building finishes and Spanish tile roofs. He noted that the project's building elevations will be enhanced with arbors and landscaping. The proposed use on Lot E adjacent to the creek will most likely be a restaurant which would be designed to integrate with the creek and the design of outdoor activities (with decks and seating areas) would be located next to the creek walkway. Future development for an office building is proposed on Lot C adjacent to (future) development of residential uses with it's hours of operation to mitigate potential noise issues. He further described proposed parking and vehicular circulation on the site including a drive-thru pharmacy for Rite Aid, a drive-thru ATM window for Downey Savings, as well as

pedestrian walkways and covered arbors throughout the project. He also referred to proposed retaining walls due to sloped banks on the site as well as an entry plaza area, garden center, and truck loading area for the Rite Aid building. He also reviewed conceptual signing for the site which includes center identification signs, tenant monument signs, and attached building signs integrated into the architectural treatment.

Jane Lufkin, landscape architect, reviewed conceptual landscape plans and street tree selections. A public walkway from the Mission Boulevard bridge along the Santa Rosa Creek will be planted with supplemental riparian vegetation. Landscaping will enhance pedestrian circulation and provide shade for parking areas.

**BOARD COMMENTS:** In response to Board questions regarding speaker noise generated from the bank's drive-thru lane which is adjacent to proposed residential uses, Mr. Knight explained that the ATM window service will not provide any outdoor speakers and that retaining walls and graded slopes will further mitigate noise from vehicles. The Board supports the proposed site layout and building placement as shown which has considered and adequately addressed future residential development of adjacent vacant residential land. The Board noted that the proposed restaurant use adjacent to the creek should be oriented to define and integrate public and private spaces along the creek setback area. The Board also indicated that the proposed architecture is consistent with City policy and that building elevations are improved with the proposed arbor elements and landscape treatment. The Board stressed the importance of landscaping along street frontages, particularly on Quig Road, which should provide adequate screening to mitigate visual impacts of the buildings and parking areas. The Board noted that the site has significant slopes and that conceptual or preliminary site grading information should have been provided showing the accurate heights of proposed retaining walls. The Board further commented that a comprehensive sign program should be prepared with center identification signs since the project will be a retail center. Mr. Allen noted that the project's sign program should take into account that separate monument signs for individual commercial center tenants are not allowed. Staff further noted that two center identification monument signs would be allowed as the site has two street frontages. Mr. Macy abstained from commenting on this item.

Copy of FAX sent Jan. 23, 1999

Laila Storch and Martin Friedmann

4955 Stanford Avenue N.E.  
Seattle, WA 98105  
tel 206-523 4592  
fax 206-523 2228

January 23, 1999

Re: Meeting of January 27, 1999

Frank Kasimov  
Department of Community Development  
City of Santa Rosa  
P.O. Box 1678  
Santa Rosa, CA 95402-1678

Dear Mr. Kasimov:

As a property owners at 4770 Sonoma Highway, Santa Rosa, California, we are very concerned by the notice of the proposed development of two projects, Mission Arbors and Santa Rosa Apartments.

What do you expect this to do to the already strained resources of water, sewage, schooling and the question of traffic congestion, to say nothing of the environment? This acreage south of Sonoma Highway and east of Mission Boulevard is one of the few remaining natural spaces and is the home of quail, other birds and wildlife. We are totally against these projects in the hope that some small remnant of the original beauty and quality of life in Rincon Valley may yet be preserved.

Sincerely yours,

*Laila Storch*  
*Martin Friedmann*  
Laila Storch  
Martin Friedmann

CITY OF SANTA ROSA  
P.O. Box 1678  
Santa Rosa CA 95402

JAN 25 1999

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

City of Santa Rosa, Calif.  
ATTN: Mr. Frank Kasimov  
Dept of Community Dev.  
P.O. Box 1678  
Santa Rosa, Calif 95402-1678

1/7/99  
Opposed by The  
Green Family -  
6 Hallin Lane  
Santa Rosa, CA 95405  
CITY OF SANTA ROSA  
P.O. Box 1678  
Santa Rosa, CA 95402

JAN 29 1999

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

DEAR SIR: / To whom it may concern,

I AM writing in regard to proposed projects  
located on Sonoma Highway AND (EAST) Mission  
Blvd. I AM opposed to the projects as listed:

1. Most homes adjacent to this project  
especially on the south side of the creek are single  
family dwellings.
2. The city officials AND County officials in  
previous meetings regarding trails along Santa Rosa  
Creek agreed to restrict any trail construction AT  
Mission Boulevard. This would be a breaking of the  
City's agreement with citizens along Santa Rosa Creek (East).
3. In previous attempts to buy AND develop  
property, I was told that an earth quake fault  
ran directly through the proposed project.
4. Any construction other than R1 + R2 would  
increase traffic AND pedestrian density beyond  
tolerance.

Your consideration of above objections will be  
greatly appreciated. Sincerely, R. Carl Green  
Robert A. Green Dept. of Community Development

CITY OF SANTA ROSA

P.O. Box 1678

Santa Rosa, CA 95402

JUN 15 1999

6-12-99

FRANK KASIMOV DEPARTMENT OF COMMUNITY DEVELOPMENT

I WANT TO REGISTER MY FIRM OPPOSITION TO THE 16,000+ SQ FT RITE AID "STORE" (WITH A SMALL PHARMACY). THERE'S A PHARMACY AT WALGREENS (ANOTHER SMALL PHARMACY WITH A "JUNK" STORE) TWO BLOCKS FROM THE LOCATION AS WELL AS A PHARMACY AT SAFEWAY ON CAUSTOGA ROAD AND HWY 12 <sup>AND</sup> TWENTY FOUR HOURS A DAY? NO WAY! THE NERVE OF YOU PLANNERS WITH DRIVE THRU'S UNDER CONSIDERATION FOR THE BANK AND PHARMACY.

YOU JUST APPROVED 277 APARTMENTS EAST OF THIS. THINK ~~THE~~ OF THE NOISE/TRAFFIC! IF YOU APPROVE THIS MONSTROSITY, WHY NOT MCDONALDS ACROSS THE STREET 24 HOURS A DAY? A NIGHTMARE!

WE HAVE TOO MUCH TRAFFIC CONGESTION AND NOISE ALREADY, THIS IS TOO MUCH!

P.S. YOU TRULY ARE CREATING THE CITY DESIGNED FOR LEAVING!"

James W Reier  
4631 MONTGOMERY DR  
SR CA 95409-5337



Gray Davis  
GOVERNOR

STATE OF CALIFORNIA

# Governor's Office of Planning and Research

1400 TENTH STREET SACRAMENTO, CALIFORNIA 95812-3044

916-322-2318 FAX 916-322-3785 www.opr.ca.gov



Loretta Ly  
DIRECTOR

June 11, 1999

Frank Kasimov  
Santa Rosa Dept. of Community Development  
PO Box 1678  
Santa Rosa, CA 95402

Subject: Mission Arbors  
SCH#: 99052036

Dear Frank Kasimov:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period closed on June 10, 1999, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the eight-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts  
Senior Planner, State Clearinghouse

CITY OF SANTA ROSA  
P.O. Box 1678  
Santa Rosa, CA 95402

JUN 21 1999

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

