

RESOLUTION NO. 12080

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ROSA MAKING FINDINGS AND DETERMINATIONS AND APPROVING A CONDITIONAL USE PERMIT FOR DUTTON MEADOWS SUBDIVISION, A 137 UNIT RESIDENTIAL SMALL LOT SUBDIVISION WITH A 12% PARKING REDUCTION - LOCATED AT 2650, 2666, 2684, DUTTON MEADOW AND 1112, 1130, AND 1250 HEARN AVENUE - ASSESSOR'S PARCEL NUMBERS 043-071-007, -022, -023 AND 043-191-021, -024, AND -016 - FILE NUMBER CUP18-101

WHEREAS, an application was submitted by Trurnark Homes requesting the approval of a Conditional Use Permit for Dutton Meadows Subdivision to be located at 2650, 2666 2684, Dutton Meadow and 1 112, 1130, And 1250 Hearn Avenue, also identified as Sonoma County Assessor's Parcel Number(s) 043-071-007 -022, -023 and 043-191-021, -024, and-016; and

WHEREAS, on February 28, 2019 the Planning Commis ion held a duly noticed public bearing on the application, which at the time also included a General Plan Amendment and Tentative Map to change the Roadway Network of the Roseland Area/Sebastopol Road Specific Plan, and the Commission denied the Project based on Staffs recommendation; and

WHEREAS, on March 8, 2019, Trumark Homes appealed the Planning Commission' decision to deny the applications for General Plan Amendment Tentative Map, and Conditional Use Pennit; and

WHEREAS, on July 9, 2019, the City Council held a public bearing on the appeal and continued the item to a date uncertain in order for the applicant to modify the project to comply with the Specific Plan and General Plan Circulation Element and

WHEREAS, on December 14, 2020, Trumark Homes submitted a revised application requesting a Conditional Use Permit and Tentative Map, and no longer included the General Plan Amendment; and

WHEREAS, on December 9, 2021, the Planning Cammi ion 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 considered residential small lot subdivision standards and the proposed modifications of four-foot side yard setbacks for all second story portions for each unit in place of eight-foot second-story side yard setbacks for each unit, and the proposed two-story structure design standards as allowed by review authority approval under Zoning Code Section [210-42/140](#); and

WHEREAS, as allowed by Zoning Code Section 20-42.140(F)(4), the applicant proposed different setbacks from those established in Subsection (F)(4) and the proposed setbacks are shown on the proposed site plan, including identification of proposed building areas, and areas for possible future additions to proposed housing units; and

WHEREAS, pursuant to Subsection (F)(4) the Planning Commission may approve different setbacks proposed by the applicant after first determining that the alternative approach is more appropriate to the characteristics of the site and surroundings; and

WHEREAS, the Planning Commission finds that the alternative setbacks are more appropriate due to the shape of the project site after implementing the regional serving roadways and similar setback conditions in the surrounding area; and

WHEREAS, the applicant proposed different individual unit design alternatives other than those in Zoning Code Section 20-42.140(F)(8), and pursuant to this Subsection, design alternative(s) may be authorized by the Planning Commission as part of the Conditional Use Permit; and

WHEREAS, the Planning Commission approves the design alternatives other than those in Zoning Code Section 20-42.140(F)(8) as proposed as part of this Project; and

NOW, THEREFORE BE IT RESOLVED, that after consideration of the reports, documents, testimony, and other materials presented, and pursuant to City Code Section 20-52.050 (Conditional Use Permit) the Planning Commission of the City of Santa Rosa finds and determines:

- A. The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this Zoning Code and the City Code in that the proposed residential small lot subdivision provides new residential units within the allowable density of both Low Density Residential and Medium Low Density Residential and is allowed with Conditional Use Permit approval as regulated in Zoning Code Section [20-42.140](#) along with the Planned Development District (PD 06-001) and complies with all other Zoning Code and City Code regulations
- B. The proposed use is consistent with the General Plan and any applicable specific plan in that in that the project site is located in an area designated by the General Plan Land Use Diagram as both Low Density Residential and Medium-Low Density Residential which allows residential development at a density of 2-8 units per acre and 8-13 units per acre. Of the ± 18.56-acre site, 3.68 acres are designated Low Density Residential (2-8 units/acre), which require seven (7) to 29 residential units. The proposal include 27 residential units on this portion of the site, which meets the density requirements of the General Plan. The project proposes 109 units across those portions of the site designated Medium-Low Density. The General Plan requires that at least 125 units be developed across the entire site, but it does not factor in regional-serving road infrastructure. The project's 137 units overall would provide more than the minimum number of units

required by the General Plan when dedications for regional-serving road infrastructure are incorporated. All other public and private roads required to serve this project and are included in the gross developable acreage.

In addition to the 137 new residential units, the project would implement the following General Plan goals:

- Construction of a large portion of the Parkway, including the Parkway's intersection with Dutton Meadow, and the planned extension of Dutton Meadow to the east where it will eventually connect with the Dutton Avenue extension;
- Access to an otherwise land locked Phase 4a, 4b, 3a, and 3b of the Dutton Meadows Master Plan, which includes approximately 4.0 acres of city parkland, and a Commercial Shopping Center as identified on the General Plan Land Use Diagram;
- New signalized intersection of Northpoint Parkway and Dutton Meadow in front of Meadow View Elementary, providing safer routes to schools; and
- Pedestrian, bicycle, and vehicular infrastructure to support the City's southwest quadrant; and

- C. The design, location, size, and operating characteristics of the proposed activity would be compatible with the existing and future land uses in the vicinity in that the proposed activity is consistent with the Northpoint-Dutton Community Commons District (PD District No. 06-001), which envisions residential development in this area which would include single-family detached units on small lots. The project site is located within walking distance to a school and public park. The site takes access off of Aloise Avenue and Dutton Meadow and provides a connection to the subdivision to the north and future connection to the subdivisions and future developments to the south and east of the site with a new internal public roads. The site plan provides circulation, setbacks, and design features compatible with the surrounding neighborhood and similar to the existing residential uses; and
- D. The site is physically suitable for the type, density, and intensity of use being proposed, including access, utilities, and the absence of physical constraints in that the project complies with General Plan objective criteria for land use and density, as well as all site development and use standards contained in applicable Planned Development and Zoning Code regulations. The project site is located in a developed area within the City that has access to City services and has been reviewed by City staff and conditioned to include improvements as necessary to support the project and its associated uses.

A Traffic Impact Analysis by W-Trans dated May 20, 2021, with Addendum dated June 21, 2021, was included as part of this Project. The Traffic Impact Analysis concluded that the project would not cause a specific or cumulative impact as it relates to traffic and the cmTent intersections would continue to operate at acceptable levels; and

- E. Due to special circumstances associated with the operation of the use at its location, the proposed use will generate a parking demand different from the standards specified in Table 3-4 in that the 25 lots that are deficient in parking supply are the smaller single-

family units where the parking demand is less because the units are likely sold to young families or older residents with less vehicles. A Parking Study by W-Trans, dated December 2, 2021, concluded that, "The 25 units that do not meet minimum City parking requirements, ten are estimated by ITE to fully meet peak demand off-street and fifteen units are anticipated to have a peak demand of 32 spaces, an excess of two from their proposed off-street supply of 30 spaces," but there is nearby parking to support the two deficient spaces. The Study further found that, "Based on the 85th percentile peak parking generation rates for Single-Family Detached Housing (Institute of Transportation Engineers LU #210), 113 spaces would be needed in PD 06-001 and 180 spaces in R-1-6. The proposed parking supplies in both areas would be adequate to accommodate the overall estimated peak parking demands"; and

- F. The number of parking spaces approved will be sufficient for its safe, convenient, and efficient operation of the use in that each of the 84 residential units has a two-car garage providing 168 covered spaces while 59 lots provide two additional parking spaces in the driveway, onsite, or on street directly fronting the lots, and 10 lots provide one space in the driveway, onsite, or on street directly fronting the lots providing 296 parking spaces. Additionally, there are 45 parking spaces provided on street or in small parking lots on the Project site for a total of 341 parking spaces. All of the 25 parking deficient lots are within± 300 feet from additional parking. Finally, the entire Project provides 563 parking spaces (341+222) when 442 are total parking spaces are required. Therefore, the Project provides adequate parking for all of the 137 new residential units; and
- G. Granting the permit would not constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zoning district in which the property is located in that the proposed scale, scope, and operations of the Project has been thoroughly analyzed and reviewed by multiple city departments, undergone significant environmental analysis, and been conditioned to avoid potential impacts on the environment and surrounding neighborhood; and
- H. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA) in that the proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA). The project is statutorily exempt from CEQA pursuant to Government Code Section 65457 and CEQA Guidelines Section 15182, subdivisions (a) and (c) and CEQA Guidelines Section 15183. The Project would develop a residential land use that is undertaken to implement, and is consistent with, the Roseland Area/Sebastopol Road Specific Plan. The EIR prepared for the Specific Plan was certified by the City Council in 2016 (State Clearinghouse No. 2016012030) and no events subsequent to certification have required a supplemental EIR pursuant to Public Resources Code section 21166. Furthermore, the proposed project has been found to be consistent with the Santa Rosa General Plan and complies with all Zoning Code requirements. Review of the project has revealed no significant environmental impacts which are peculiar to the parcel or to the project and which were not addressed in the General Plan EIR, nor is there any new information that shows that any environmental impacts will be more significant than as described in that EIR.

BE IT FURTHER RESOLVED, that this Conditional Use Pennit is subject to all applicable provisions of the Zoning Code, including Section 20-54.100 (Permit Revocation or Modification).

BE IT FURTHER RESOLVED, that the Planning Commission finds that the alternative setbacks are more appropriate due to the shape of the project site after implementing the regional serving roadways and similar setback conditions in the surrounding area; and

BE IT FURTHER RESOLVED, that the Planning Commission approves the design alternatives other than those in Zoning Code Section 20-42.140(F)(8) as proposed as part of this Project

BE IT FURTHER RESOLVED, that a Conditional Use Permit for Dutton Meadows Subdivision, to be located at 2650, 2666, 2684, Dutton Meadow and 1112, 1130, And 1250 Hearn Avenue, *is* approved subject to each of the following conditions:

#### **DEPARTMENT OF COMMUNITY DEVELOPMENT**

##### **GENERAL:**

1. Compliance with the latest adopted ordinances, resolutions, policies, and fees adopted by the City Council at the time of building permit review and approval. All fees must be paid prior to issuance of a building permit.
2. All work shall be done according to the final approved plans dated September 15, 2021.
3. Comply with the Development Advisory Committee (DAC) Repo li, dated November 23, 2021, attached hereto and incorporated herein as Exhibit A.
4. An EVA access gate shall be installed at the current end of Aloise Avenue during construction activities Until the removal is required in accordance with adopted codes and amendments.
5. The encroachment permit associated with the project, shall prohibit any construction staging or parking on the existing sections of Aloise Avenue.

##### **EXPIRATION AND EXTENSION:**

6. This Conditional Use Permit shall be valid for a two-year period. 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.
7. If implemented within the initial approval period in accordance with all conditions of approval, this Conditional Use Pe lmit shall be valid for the duration of use.

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 the 9th day of December, 2021 by the following vote:

AYES: (6) Chair Weeks, Vice Chair Peterson, Commissioner Duggan, Commissioner Holton, Commissioner Okrepkie, and Commissioner Cisco

NOES: (1) Commissioner Carter

ABSTAIN: (0)

ABSENT: (0)

APPROVED:   
  
KAREN WEEKS, CHAIR

ATTEST:   

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JESSICA JONES, EXECUTIVE SECRETARY

ATTACHMENT: Exhibit A - Development Advisory Committee Report dated November 23, 2021

DEVELOPMENT ADVISORY COMMITTEE  
(November 23, 2021)

DUTTON MEADOW SUBDIVISION

***Project Description***

LOCATION ..... 2684, 2666, and 2650 Dutton Meadow  
and 1130, 1112, and 1250 Hearn  
Avenue

APN.....043-071-007, 043-071-022, 043-071-  
023 and 043 191-016, and 043-191-024

GENERAL PLAN LAND USE ..... Low Density Residential/Medium Low  
Density Residential

ZONE CLASSIFICATION  
EXISTING .....R 1-6/PD 06-001  
PROPOSED.....R 1-6/PD 06-001

OWNER/APPLICANT ..... DM Associates LLC & Hearn Avenue  
LLC/Trumark Homes

ADDRESS ..... 3001 Bishop Drive, Suite 100  
San Ramon, CA 94583

ENGINEER/SURVEYOR..... Adobe and Associates  
ADDRESS ..... 1220 N. Dutton Avenue  
Santa Rosa, CA 95401

REPRESENTATIVE ..... Robin Miller/Trumark Homes  
ADDRESS ..... 3001 Bishop Drive Suite 100  
San Ramon, CA 94583

FILE NUMBER ..... PRJ18-039

CASE PLANNER..... Adam Ross

PROJECT ENGINEER ..... Carol Dugas

## **Background**

The Dutton Meadow Subdivision includes a Conditional Use Permit and Tentative Map to establish a 137-lot residential small lot subdivision comprised of 137 for sale market rate detached single-family dwellings with three parcels (Parcel A, B, and C) on an 18.4-acre site. The proposed lots range in size from 2,703 to 8,260 square feet, with an average lot size of 3,858 square feet. On- and off-site improvements consist of an extension of Northpoint Parkway and Dutton Meadow, a new signalized intersection at Northpoint Parkway and Dutton Meadow as proposed in the Roseland Area/Sebastopol Road Specific Plan and General Plan (Attachment 13), two new bus stops, internal public and private streets, and a connection to Aloise Avenue.

## **Conditions of Approval**

- I. Developer's engineer shall obtain the current City Design and Construction Standards and the Engineering Development Services Standard Conditions of Approval dated August 27, 2008 and comply with all requirements therein unless specifically waived or altered by written variance by the City Engineer.
- II. Developer's engineer shall comply with all requirements of the current Municipal Separate Storm Sewer System (MS4) and City Standard Urban Storm Water Mitigation Plan Low Impact Development Guidelines. Final Plans shall address the storm water quality and quantity along with a maintenance agreement or comparable document to assure continuous maintenance of the source and treatment.
111. The approval of this project shall be subject to the latest adopted ordinances, resolutions, policies and fees adopted by the City Council at the time of the building permit review and approval. The project is subject to the approved Roseland Specific Plan.
- IV. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on the plans dated September 14, 2021:

### **Planning Conditions**

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

|                |      |      |      |      |      |
|----------------|------|------|------|------|------|
| RESERVE<br>"A" |      |      |      |      | 137  |
| RESERVE<br>"B" |      |      |      |      |      |
|                | 2017 | 2018 | 2019 | 2020 | 2021 |



2. The project shall comply with City Code Section [h2tt1p-02](#), Housing Allocation Plan, through (a) provision of the appropriate number of on-site affordable units, (b) payment of Housing Impact Fees, or (c) an alternative compliance proposed in accordance with City Code Section 21-02.070 and approved by the Director of Planning and Economic Development. For purposes of this condition, the Director of Planning and Economic Development is designated as the review authority for review and acceptance of innovative Housing Allocation Plan compliance strategies under City Code Section 21-02.070(G).
3. 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.
4. Tree Preservation
  - a. Provide an updated Arborist Report prior to issuance of grading plans. The Arborist Report shall identify the trees onsite and identify which trees are to be removed, their species type, and the mitigation required in accordance with City Code Section [h1tt7p-24](#). The mitigation shall include the replacement type of each heritage tree and non heritage tree.
  - b. Tree Preservation notes and protection during construction notes shall be shown on the improvement plans and building plans. The tree driplines shall also be shown on each drawing with the attendant protection instructions.
  - c. Prior to issuance of a grading or building permit for any clearing, excavation, construction, or other work on the site, a protection zone shall be established to protect natural vegetation and trees from construction activities. The following conditions and restrictions shall apply:
    - 1) The zone shall encompass the "protected perimeter" which shall be either the root zone or other limit as established in this approval.
    - 2) The zone shall be delineated with a brightly colored construction fence. Such fences shall remain continuously in place for the duration of all work undertaken on the site.
    - 3) No storage or construction activities (including trenching, grading or filling) shall be permitted within the protected zone.
    - 4) No burning or use of equipment with an open flame shall occur near or within the protected perimeter.

- 5) All brush, earth, and other debris shall be removed in a manner which prevents injury to the protected trees and/or shrubs.
  - 6) No oil, gas, chemicals, or other substances that may be harmful to trees shall be stored or dumped within the protected perimeter or any other location from which substances might enter the perimeter of a protected tree.
  - d. The contractor(s) shall be notified in writing by the developer of the "Protection Zone." Copies of the letter shall be provided to the Planning and Building Divisions prior to issuance of a building or grading permit for any site work.
  - e. The protection zone delineated with the brightly colored construction fence shall be posted with signs which state "TreeVegetation Protection Zone -- No Construction or Storage Permitted."
  - f. Irrigation systems and plant varieties which require regular watering shall not be permitted within the dripline of an Oak tree which is to be preserved.
  - g. No concrete or asphalt paving or compaction of soil shall be permitted within the root zones of protected trees.
  - h. Any special work, including mitigation, within the "Protection Zone" must be done under the supervision of a City approved certified arborist.
5. 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.
6. Lighting
- a. Compliance with the City's Outdoor Lighting Ordinance in Zoning Code Section [20-30.080](#).
  - b. All exterior lighting shall be shown and specified on the plans submitted for issuance of a building permit.
  - c. Light sources shall be concealed from public view.
  - d. All lighting shall be directed toward the subject property and away from adjacent properties.

- e. The mounting height of lighting fixtures in parking and storage areas shall not exceed 16-feet in height. Lower mounting heights are encouraged.
7. Signing
- a. The contractor shall provide a sign at each entrance with their contact information to be available to any interested parties.
  - b. No exterior signs, banners, or the like are approved with this permit. A Planning sign permit application is required for all signs.
  - c. Sign permit approval shall be obtained prior to application for a building permit.
  - d. Building permits for sign installations shall be separate permits from other building permits issued for construction.
8. Natural Resources
- a. Advisement. The applicant, its successors, heirs, assigns or transferees are advised in writing that this approval or permit prior to the start of any construction may be subject to certain other clearances, approvals, permits, or authorizations by state and/or federal agencies. The applicant shall acknowledge in writing receipt of the above advisement.
  - b. Mitigation requirement. The City's approval or permit is valid only if the applicant, its successors, heirs, assigns or transferees, comply with the terms, conditions and mitigations set forth in any clearance, permit or approval except that any permit condition or mitigation that requires project redesign shall trigger a review by the City of Santa Rosa Director of Community Development to determine if the project as redesigned is consistent with the original approval. A project that the City determines is not consistent with the City approval shall not be granted subsequent entitlements, such as approval of improvement plans and final maps, but excluding grading or building permits of any type. Such a project would have to be resubmitted to the City and reviewed by the City as a new project, including the submittal of a new application and fees.
  - c. Power to stop work if violation occurs. Nothing in this approval shall prevent the City of Santa Rosa from exercising its power to stop work in instances where a violation of state or federal law is brought to the City's attention.
  - d. No building or grading permit of any type shall be issued by the City until a required federal or state, as applicable, clearance or authorization, with or without conditions, has been filed with the City.
9. Where projects in the project area are subject to subsequent CEQA review, the City of Santa Rosa must ensure that in addition to the BAAQMD basic construction mitigation measures from Table 8-1 of the BAAQMD CEQA Air Quality Guidelines (or subsequent updates), BAAQMD additional mitigation measures from Table 8-2 of the BAAQMD CEQA Air Quality Guidelines (or subsequent updates) are noted on the construction documents and implemented. These measures include the following:

- a. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.
  - b. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
  - c. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.
  - d. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
  - e. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
  - f. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
  - g. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.
  - h. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.
  - i. Minimizing the idling time of diesel powered construction equipment to two minutes.
  - j. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NO<sub>x</sub> reduction and 45 percent PM reduction compared to the most recent CARB fleet average.
  - k. Use low **VOE** (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).
  - l. Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NO<sub>x</sub> and PM.
  - m. Requiring all contractors use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines.
10. Projects within the project area that have a construction area greater than 5 acres and which are scheduled to last more than two years shall be required to prepare a site-specific construction pollutant mitigation plan in consultation with Bay Area Air Quality Management District (BAAQMD)

staff prior to the issuance of grading permits. A project-specific construction-related dispersion model acceptable to the BAAQMD shall be used to identify potential toxic air contaminant impacts, including diesel particulate matter. If BAAQMD risk thresholds (i.e., probability of contracting cancer is greater than 10 in one million) would be exceeded, mitigation measures shall be identified in the construction pollutant mitigation plan to address potential impacts and shall be based on site-specific information, such as the distance to the nearest sensitive receptors, project site plan details, and construction schedule. The City shall ensure construction contracts include all identified measures. Construction pollutant mitigation plan measures shall include but not be limited to limiting the amount of acreage to be graded in a single day, requiring the use of advanced particulate filters on construction equipment, and requiring the use of alternative fuels, such as biodiesel, to power construction equipment.

11. The following measures shall be utilized in site planning and building designs to reduce TAC and PM<sub>2.5</sub> exposure where new receptors are located within 1,000 feet of emissions sources:
  - a. Future development in the project area that includes sensitive receptors (such as residences, schools, hospitals, daycare centers, or retirement homes) located within 1,000 feet of US 101 and/or stationary sources shall require site-specific analysis to determine the level of health risk. This analysis shall be conducted following procedures outlined by the BAAQMD. If the site-specific analysis reveals significant exposures from all sources (i.e., health risk in terms of excess cancer risk greater than 100 in one million, acute or chronic hazards with a hazard Index greater than 10, or annual PM<sub>2.5</sub> exposures greater than 0.8 µg/m<sup>3</sup>), measures shall be employed to reduce the risk to below the threshold (e.g., electrostatic filtering systems or equivalent systems and location of vents away from TAC sources).
  - b. Future nonresidential developments projected to generate more than 100 heavy-duty truck trips daily and/or include the need for a BAAQMD permit to operate a stationary source shall include measures to protect public health to ensure they do not cause a significant health risk in terms of excess cancer risk greater than 10 in one million, acute or chronic hazards with a Hazard Index greater than 1.0, or annual PM<sub>2.5</sub> exposures greater than 0.3 µg/m<sup>3</sup>.
12. Implement General Plan Mitigation Measure 4.F-5: The City of Santa Rosa shall incorporate the avoidance and mitigation measures described in the Santa Rosa Plain Conservation Strategy and the USFWS Programmatic Biological Opinion, as conditions of approval for development in or near areas with suitable habitat for California tiger salamander, Burke's goldfields, Sonoma sunshine, Sebastopol meadowfoam, and manyflowered navarretia. However, in accordance with the USFWS Programmatic Biological Opinion, projects within the

Southwest Santa Rosa Preserve System will be evaluated individually and mitigation may not necessarily adhere to the ratios described in the Conservation Strategy.

13. If there is the potential for destruction of a nest or substantial disturbance to nesting birds or bats due to construction activities, a plan to monitor nesting birds or bats during construction shall be prepared and submitted to the USFWS and CDFG for review and approval. The City shall comply with all USFWS or CDFG guidance for protection of nesting birds.

If vegetation, buildings, or bridges that potentially provide nesting sites must be removed, a qualified wildlife biologist shall conduct pre-construction surveys. If an active bird nest is found, the bird shall be identified as to species and the approximate distance from the closest work site to the nest estimated. No additional measures need be implemented if active nests are more than the following distances from the nearest work site: (a) 300 feet for raptors; or (b) 75 feet for other non-special-status bird species. Disturbance of active nests shall be avoided to the extent possible until it is determined that nesting is complete and the young have fledged. Bats shall be absent or flushed from roost locations prior to demolition of buildings. If flushing of bats from buildings is necessary, it shall be done by a qualified biologist during the non-breeding season from October 1 to March 31. When flushing bats, structures shall be moved carefully to avoid harming individuals, and torpid bats given time to completely arouse and fly away. During the maternity season from April 1 to September 30, prior to building demolition or construction, a qualified biologist shall determine if a bat nursery is present at any sites identified as potentially housing bats. If an active nursery is present, disturbance of bats shall be avoided until the biologist determines that breeding is complete and young are reared.

14. A formal wetland delineation shall be conducted for areas that will be permanently or temporarily impacted by the project. If jurisdictional waters cannot be avoided, the City shall apply for a CWA Section 404 permit from the USACE and a Section 401 permit from the RWQCB. These permits shall be obtained prior to issuance of grading permits and implementation of the proposed project.

The City shall ensure that the project will result in no net loss of waters of the U.S. by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation for the impact, as determined in the CWA Section 404/401 permits.

Compensatory mitigation may consist of (a) obtaining credits from a mitigation bank; (b) making a payment to an in-lieu fee program that will conduct wetland, stream, or other aquatic resource restoration, creation, enhancement, or preservation activities (these programs are generally administered by government agencies or nonprofit organizations that have established an agreement with the regulatory agencies to use in-lieu fee

payments collected from permit applicants); and/or (c) providing compensatory mitigation through an aquatic resource restoration, establishment, enhancement, and/or preservation activity. This last type of compensatory mitigation may be provided at or adjacent to the impact site (i.e., on-site mitigation) or at another location, usually within the same watershed as the permitted impact (i.e., off-site mitigation). The project proponent/permit applicant retains responsibility for the implementation and success of the mitigation project.

Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.

15. Should any archaeological artifacts be discovered during construction of any project allowed under the Specific Plan, all construction activities shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional archaeologist that meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in archaeology and/or history shall be retained to determine the significance of the discovery. The professional archaeologist shall prepare a plan to identify, record, report, evaluate, and recover the resources as necessary, which shall be implemented by the developer. Construction within the area of the discovery shall not recommence until impacts on the archaeological resource are mitigated as described in Mitigation Measure **MM** 3.5.2a. Additionally, Public Resources Code Section 5097.993 stipulates that a project sponsor must inform project personnel that collection of any Native American artifacts is prohibited by law.
16. Should human remains be discovered during construction of any project allowed under the Specific Plan, all construction activities shall be halted immediately within 50 feet of the discovery, the City shall be notified, and the Sonoma County Coroner shall be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.
17. Phase I Environmental Site Assessment. Developers shall be required to complete a Phase I environmental site assessment for each property to be developed or redeveloped. If a Recognized Environmental Condition (REC) is identified in a Phase I environmental site assessment, a Phase II environmental site assessment shall be prepared to determine whether conditions are present that require remediation or other controls to minimize the potential for hazardous materials contamination to adversely affect public health and the environment. If remediation is required, developers shall complete site remediation in accordance with OSHA standards and Santa Rosa Fire Department, Sonoma County Environmental Health Department, and State Water Resources Control Board guidelines. The Department of Toxic Substances Control (DTSC)

may become involved wherever toxic levels of contaminants are found that pose an immediate hazard. Remediation shall reduce human exposure risk and environmental hazards, both during and after construction. The remediation plan shall be prepared in accordance with the environmental consultant's recommendations and established procedures for safe remediation. Specific mitigation measures designed to protect human health and the environment will be provided in the plan. Requirements shall include but not be limited to the following:

- a. Documentation of the extent of previous environmental investigation and remediation at the site, including closure reports for underground storage tanks (USTs) and contaminant concentrations.
- b. A site-specific health and safety plan to be prepared by all contractors at the project site, where applicable. This includes a plan for all demolition, grading, and excavation on the site, as well as for future subsurface maintenance work. The plan shall include appropriate training, any required personal protective equipment, and monitoring of contaminants to determine exposure. The Health and Safety Plan shall be reviewed and approved by a certified industrial hygienist.
- c. Description of protocols for the investigation and evaluation of previously unidentified hazardous materials that could be encountered during project development, including engineering controls that may be required to reduce exposure to construction workers and future users of the site.
- d. Requirements for site-specific construction techniques that would minimize exposure to any subsurface contamination, where applicable, which shall include treatment and disposal measures for any contaminated groundwater removed from excavations, trenches, and dewatering systems in accordance with local and Regional Water Quality Control Board guidelines.
- e. Sampling and testing plan for excavated soils to determine suitability for reuse or acceptability for disposal at a state-licensed landfill facility.
- f. Restrictions limiting future excavation or development of the subsurface by residents and visitors to the proposed development, and prohibition of groundwater development should it be determined from test results that contamination is present. The restrictions would be developed based on site-specific conditions and would reflect the requirements of the RWQCB and/or DTSC, depending on which agency is responsible for oversight of the particular site. Restrictions, which are sometimes also referred to as land use covenants, shall be recorded with the parcel(s), shall run with the land. The developer or land owner successor(s)-in-interest shall be responsible for ensuring development complies with the restrictions. Compliance with the restrictions must be demonstrated to the satisfaction of the City before a grading permit is issued.



- g. Completion of an approved remediation plan should land use restrictions be insufficient to allow development to proceed safely. Remediation measures may include excavation and replacement of contaminated soil with clean fill, pumping and treatment of groundwater, thermal treatment, etc.
18. In the event previously unknown contaminated soil, groundwater, or subsurface features are encountered or have the potential be present during ground-disturbing activities at any site, work shall cease immediately, and the developer's contractor shall notify the City of Santa Rosa Fire Department for further instruction. The City shall ensure any grading or improvement plan or building permit includes a statement specifying that if hazardous materials contamination is discovered or suspected during construction activities, all work shall stop immediately until the City of Santa Rosa Fire Department has determined an appropriate course of action. Such actions may include, but would not be limited to, site investigation, human health and environmental risk assessment, implementation of a health and safety plan, and remediation and/or site management controls. The City of Santa Rosa Fire Department shall be responsible for notifying the appropriate regulatory agencies and providing evidence to the City Planning and Economic Development Department that potential risks have been mitigated to the extent required by regulatory agencies. Work shall not recommence on an impacted site until the applicable regulatory agency has determined further work would not pose an unacceptable human health or environmental risk. Deed restrictions may be required as provided under mitigation measure MM 3.8.4a.
19. Prior to construction activities, applicants seeking to construct projects in the project area shall submit a construction traffic control plan to the City of Santa Rosa for review and approval.
- The plan shall identify the timing and routing of all major construction-related traffic to avoid potential congestion and delays on the local street network. Any temporary road or sidewalk closures shall be identified along with detour plans for rerouting pedestrian and bicycle traffic for rerouting pedestrian and bicycle traffic. The plan shall also identify locations where transit service would be temporarily rerouted or transit stops moved, and these changes must be approved by the Santa Rosa CityBus and Sonoma County Transit before the plan is finalized. If necessary, movement of major construction equipment and materials shall be limited to off-peak hours to avoid conflicts with local traffic circulation.

### **Building Conditions**

- 20. Obtain a demolition permit for the structures to be removed.
- 21. Provide a geotechnical investigation and soils report with the building permit application. The investigation shall include subsurface exploration

and the report shall include grading, drainage, paving and foundation design recommendations.

22. Obtain building permits for the proposed project.

### **Engineering Conditions**

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

23. The Homeowners Association (HOA) or a tax district shall be responsible to replace and repair the Best Management Practices (BMP) features within these parcels and those BMPs adjacent to the public street including; the flush bio swale under the sidewalk or landscape strips in public utility easements that are damaged or removed through City Utility maintenance operations. This shall be noted on the utility plans of the subdivision improvement plans.
24. Property line fences and SWLID basins shall not encroach into the Public Access Easement (PAE) and or Public Utility Easement (PUE).
25. A 13-foot wide maximum Public Utility Easement containing a 5.0 to 6.0-foot wide public sidewalk access easement shall be dedicated to the City from the Right of Way (ROW) at the back of planter strip along all public streets on the project unless granted a variance from the City Engineer and or with the Utility company's consent.
26. All dedication costs shall be borne by the property owner, including preparation of any maps, legal descriptions, plats, title reports, and deeds necessary. Civil improvement plans shall be prepared by a Registered Civil Engineer licensed to practice in the State of California for approval by the City Engineer.
27. A Final Map, as defined by the applicable provisions of the State of California Subdivision Map Act, shall be required for this development. If the map is phased, then each proposed separate Final Map phase shall stand on its own with regard to availability of necessary infrastructure to serve it. If necessary, street and utility improvements outside of the proposed phase shall be required to be installed along with the phase to provide such necessary infrastructure.
28. The Final Map shall callout and fully describe the Non-exclusive Benefit Use Easement area identifying Dominant and Servient property owners for those lots with a private use area on adjoining property. (Lots 1 thru 15; lots 27 thru lot 46; Lots 131 thru 136 and Lots 67 to lot 84. ) The CCRs for the Subdivision shall address the restrictions, responsibilities, and rights of the easement holder to include but not limited to the following:
  - a. Indemnification of the Servient property owner by the Dominant property owner against all claims arising from the Dominant owners' agents, associates, and the Dominant owners invited and uninvited users of the easement.

- b. Access to the private use area for maintenance and property improvements by the Servient property owner; and
  - c. Protection of improvements to both the property and private use area by Servient and Dominant property owners.
29. The HOA shall be responsible for monitoring the use of the Non-Exclusive Benefit Use Easement area in compliance with the CC&Rs. Private use area fencing shall not extend beyond the easement area and all access to the private use area is to be from the Dominant property occupant. Encroachments into the easements shall be allowed consistent with the Santa Rosa City Code. The final location of the Non-Exclusive Beneficial Use Easement area designated on the Tentative Map may be adjusted on the Final Map while maintaining a minimum 35 foot by 4 foot use area on the Servient property for use by the Dominant property occupant. As a result of the Non-Exclusive Benefit Use Easement, several conditions of approval refer to Servient or Dominant Lots. For the purpose of those easements and these conditions of approval, Servient and Dominant Lots include some lots that are both servient and dominant.
30. Any changes made to the CC&Rs for Dutton Meadow Subdivision involving the Non-Exclusive Benefit Use Easement shall be reviewed and approved by the City of Santa Rosa in keeping with these conditions of approval. The information sheet of the Final Map shall be noted to say that any changes the CC&Rs implemented without City approval shall not be valid.
31. All existing onsite access, general roadway and PUE easements shown in the title report over the site shall be quitclaimed or vacated by the owner if no longer viable or in use. Show the disposition of each easement on the final plans. Buildings cannot be built over easements of record. Quitclaims shall be recorded in the County Recorder's office prior to building permit issuance.
32. The Final Map shall show private storm drain easements over all downstream lots in favor of all associated upstream lots at a minimum width of 10-feet wide.
33. A minimum 20-feet wide Private Joint Access, Private Utility Easement and Emergency Vehicle Access Easement shall be dedicated to the City over Private streets. The project shall provide a 20-foot minimum clear Fire lane and fire department turn around. No parking shall be permitted within the 20-ft. minimum clear access way and permanent pavement markings for a fire lane shall be installed and maintained by the HOA.
34. Lettered parcels that are used for private streets, community parking, common access, private utility services, and or common storm drainage, shall be owned and maintained by the HOA.

35. Dedicate public access, and Emergency Vehicular easements over the private streets to the City of Santa Rosa.
36. Common driveways with 4 lots or less shall have a common private utility service or separate service laterals, common access, common drainage and common maintenance easement agreement recorded in place prior to building permit issuance that includes all lots that are in common access. Common driveways with less than 4 units include driveways No. 1 to 3, 6 to 10.
37. No easements shall be dedicated to the City of Santa Rosa over private sewer and water facilities located under/within private driveways.
38. "No parking" signs and red curbs shall be installed at the designated Fire Department turn arounds at the intersections near dead end streets. A minimum 24-foot wide public access easement shall be dedicated to the City of Santa Rosa centered on the alignment of the temporary turnaround area at the intersection(s) nearest the end of Dutton Meadow, Northpoint Parkway and at the end of Aloise Avenue. The temporary turnaround shall be per City Standard 206.
39. All dedication costs shall be borne by the developer or property owner, including preparation of the final map, any legal descriptions, plats, title reports, and deeds that are necessary.
40. A formal request to dedicate Parcel C to the City may be submitted to the City Engineer for review during the plan review of the public improvement plans or the final map. The applicant shall verify that the public utilities in the existing right-of-way area within Parcel Care protected or relocated by the dry utility companies at their sole expense to the new roadway locations of Dutton Meadow and Northpoint Parkway.
41. Obtain the offsite easement dedication and/or dedicate an easement to the City of Santa Rosa for any portion of the Transit/Bus stop facility that extends outside of the Right of Way. Dedicate around the proposed bus shelter extending 12'8" minimum back from the existing public right way and 4 feet to each side of the proposed location of the shelter pad to grant access for potential repairs in the future. Easement dedication documents are subject to review and approval by the City Engineer and shall record at the County of Sonoma prior to issuance of building permit or can appear on the Final map. Provide a 5 ft. minimum clear working space around the transit equipment facilities for the easement.
42. Install the traffic signal equipment completely within the Right of Way and /or Public Utilities easement. Any additional easement dedications shall be provided at the expense of the applicant and shall be dedicated to the City of Santa Rosa. Right of way is to be dedicated to the City as necessary for the future signalization of the intersection of NPP and Dutton Meadow for the signal standards and controller cabinet to be located and installed per

- City Standard 240 for a 35 feet curb return radii and public right of way or as adjusted accordingly to contain all traffic equipment and vaults.
43. Dedicate Right of Way to the City of Santa Rosa as needed for the south bound bus turn out located at the southwest corner of NPP and Dutton Meadow adjacent to Parcel C per City Standards and per the City Engineers review and approval with the Transit Department. Minimum distance would be 8-feet behind the curb.
  44. An easement shall be provided over public water and/or sewer mains where applicable. The width of the easement shall be 15-feet wide for a single utility and 20' wide if containing both water and sewer. See Section 315 (c) of the Uniform Plumbing Code. Easements shall be centered over the facility. Easements shall be configured to encompass all publicly maintained appurtenances, such as water services, fire hydrants and sewer laterals. No structures shall encroach on any Public water or sewer easement on, above, or below the surface of the ground. This includes footings of foundations or eaves from the roof of any adjacent structure. Unless otherwise determined by the City Engineer, trees shall not be planted within 10' of a public sewer main. No public sewer mains shall be under valley gutters. The City Water Department shall not be responsible for repairs or replacement of landscaping in public sewer main easement (and shall be so noted on the Final Map).
  45. This is a Major Subdivision creating 137 residential Lots and 3 lettered parcels. The formation of a Homeowners Association responsible for ownership and maintenance of the lettered parcels, and site improvements, is required for this subdivision. The documents creating the Association and the Covenants, Conditions and Restrictions (CC&Rs) governing the Association shall be required to be submitted with the first plan check for review by the City Attorney and Planning and Economic Development staff. The approved CC&Rs shall be recorded contemporaneously with the Final Map.

#### **PUBLIC STREET IMPROVEMENTS**

46. An Encroachment Permit shall be obtained from the Engineering Development Services Division of the Planning and Economic Development Department prior to beginning any work within the public Right of Way or for any work on utilities located within public easements.
47. The applicant shall submit Public Improvement plans for review and obtain approval by the City Engineer prior to construction for all public improvements or to prior to recordation of the final map.
48. The letter street name as shown on the tentative map for this project is not an acceptable street name but is used for reference only within this conditional approval. The applicant shall submit a revised street name for "A" Street and other private lettered streets including B, C, D, E, F, G, H, to the Building Division of Planning and Economic Development

Department as soon possible for review and acceptance by all concerned agencies prior to approval and signing of the public improvement plans. Contact the Building Division at 707-543-3200 for assistance.

49. **Northpoint Parkway (NPP)** shall be dedicated and improved as a modified Parkway to City street standards No. 200J along the entire project frontage. The Project is responsible for a full roadway section as shown on the Tentative map. Typical Half street improvements shall consist of a 6.5 feet wide two-way median or left/right turn lane, 1-14 feet wide travel lane, a 6-foot wide, class 2, bike lane, a 0-foot wide parking lane, 6 ft. wide planter strip, measured from face of curb to front of sidewalk, and 5.0 ft. wide sidewalk with a 13-foot wide PUE. and a 5.5 feet wide public access easement. If a sound wall or back on landscape parcel is required to be constructed at the rear of the back of the landscape parcels then both shall be owned and maintained by the Homeowners Association. See the Santa Rosa Street Construction Standard 200J for details. See ENGV21-011.
50. The applicant shall install the "Parkway" -full street improvements as described on the tentative map along the entire project frontage of Northpoint Parkway, as stopping approximately at the easterly edge of Lot 125 which is just short of the southern Property line. At the northern edge the Developer shall install per the approved TM for the limits of Pavement. The applicant is responsible for all transitions of proposed construction into existing conditions at the sidewalk, bike lane, curb and gutter, travel lanes, median and striping.
51. **Dutton Meadow Road** shall be dedicated and improved to modified City Boulevard Street Standards along the entire project frontage. The Project is responsible for a full roadway section as shown on the Tentative map. Right-of-Way for a half street section shall be 32-feet from centerline to property line.  
  
Half width street improvements shall consist of a 26.5-feet-wide structural pavement section from centerline to face of curb, a 6.5 feet wide median or left right turn lane, a 14-foot wide travel lane, with an 0-foot wide parking lane, a 6-foot wide class II bike lane, and a 6-foot wide planter strip (reduced from 8-foot wide through an Engineering Variance granted for this street cross section per ENG21-011) and a 6-foot wide sidewalk, and a 13-foot wide public utility easement and 6.5-feet-wide sidewalk easement behind the property line. The applicant is responsible for all transitions of proposed construction into existing conditions at the sidewalk, bike lane, curb and gutter, travel lanes, median and striping.
52. **Aloise Avenue** shall be dedicated and improved to modified Minor Street Standards per No. 200E. Right-of-way for the half street section with parking shall be 24 feet from centerline to property line with a 5.5-foot sidewalk easement contained within the 12.5-foot public utility easement

behind the property line. Half width street improvement shall consist of an 18-foot wide structural pavement section from centerline to curb face, to accommodate a 10-foot travel way, an 8-foot parking lane, an 6-foot planter strip (reduced down from 8 feet), and a 5-foot sidewalk behind the planter, and a 12.5-foot wide public utility easement and 5.5-foot-wide sidewalk easement behind the property line. See the Design and Construction Standards.

53. **A Street North; A Street South; Street Band Street C** shall be dedicated and improved to modified Minor Street Standards. The applicant shall construct the entire street per the Tentative map. See ENGV21-011.

Right-of-way for the half street section with parking lanes shall be 22.5-foot from centerline to property line with a 5.5-foot sidewalk easement contained within the 13-foot public utility easement behind the property line. Half width street improvement shall consist of an 18-foot wide structural pavement section from centerline to curb face to accommodate a 10-foot travel way, an 8-foot wide parking lane, a modified 4.5 -foot wide planter strip, and a 5-foot sidewalk behind the planter strip.

Right-of-way for the half street section with no parking lanes shall be 16.5-foot from centerline to property line with a 5.5-foot sidewalk easement contained within the 13-foot public utility easement behind the property line. Half width street improvement shall consist of a 12-foot wide structural pavement section from centerline to curb face to accommodate a 12-foot travel way, an 0-foot wide parking lane, a modified 4.5 -foot wide planter strip, and a 5-foot sidewalk behind the planter strip.-See the Design and constructions standards.

54. **Hearn Avenue** shall be dedicated and improved to a modified Avenue Street City Standard along the entire project frontage of lots 1 thru lot 7, and lots 8 and 9. Half width street improvements for the south side of Hearn Avenue street shall consist of an modified 5-foot wide planter (reduced down from 8-foot planter) behind the existing curb, with a 5-foot sidewalk behind the planter, with a 5.5-foot sidewalk easement contained within an 13-foot public utility easement behind the property line. Improvements to Hearn Avenue shall include 5-foot wide planter, 5-foot wide sidewalk. No residential driveway access shall be permitted to Hearn Avenue from the subdivision. The half-street Right of way dedication along lots 1 to 7 shall be 27-foot and varies along the interior parcels', thus the ROW along lots 8 and 9 shall be 33-foot or as approved by the City Engineer. The installation of temporary sidewalk along the interior parcels of The Lands of Reyes and Sanchez, commonly known as AP #043-191-022 and 023 shall be postponed until such time as those lots develop and dedicate sufficient ROW along Hearn Avenue. See ENGV21-011.

55. No parking shall be allowed on the private driveways or private Streets where there is not a 20-foot clear distance from curb face to curb face to allow for Emergency vehicular access.
56. No parking is permitted on the following street frontages: 1. Both sides of Northpoint parkway, 2. Both sides of Dutton Meadow; 3. Where less than 20-feet of clear travel lane is available. The applicant shall place No parking signs along these streets.
57. Sewer, water, and storm drainage systems and other dry utilities for this subdivision are dependent upon connections made within Aloise Avenue and main extensions from both Dutton Meadow and NPP from the existing systems. The construction of those utility system extensions is the responsibility of this Subdivision.
58. If the project is phased during construction then a secondary means of public vehicular access shall be installed when the units are 49 count or more. The design for a pavement section (no less than 20 feet wide) shall be part of the improvement plans. The access roadway shall be built and in service prior to placement of any combustible materials on site for any building permits over and above the first 50 building permits.
59. Two copies of a Level 1 Assessment are required and shall be provided with the initial improvement plans submittal for review. The report shall address all remediation required.
60. Street barricades per City Standard 211 and "Future through street" signs per City Standard 206 shall be installed at all dead ends of NPP, Dutton Meadow and Aloise Avenue along the southernly and easterly subdivision boundary. The dead-end streets shall be a dead-end until such time as the street is extended. Install a regulation "dead end" street sign for each condition. Install a City Standard 236 sidewalk barricade, and City Standard 211 metal beam street barricade or as approved by the City Engineer. The project boundary fence is to be constructed behind the street barricade.
61. During the improvement plan review process, the public utility easements may be reduced, at specific locations, to less than the required 13.0 feet behind back of sidewalk, with the concurrence of the PG&E, Telephone, Cable TV and the City Engineer.
62. Curb return radii shall be 20-feet at the intersection of Dutton Meadow and Minor Streets A, B and C. The sidewalk on Dutton Meadow and NPP shall transition to be contiguous for the curb ramp location, bus-stop and areas of contiguous sidewalk per the approved variance. Sidewalk transitions are to be through 10-foot radius reverse curves.
63. Curb return radii shall be 35 feet at arterial intersections including the intersection of Street A North, Street A South, Street B, and Street C and Dutton Meadow. And also at Northpoint Parkway and Dutton Meadow.



64. Right-of-way shall be dedicated, if applicable so that a Caltrans Standard RSP A88A curb ramp and the 4-foot wide sidewalk landing are contained within 6 inches of the right-of-way at curb returns.
65. Existing streets cut by new services shall require edge grinding per City Standard 209, Trenching per Standard 215, and an A.C. overlay.
66. Provide sufficient line of sight so a vehicle exiting the project shall not impede or cause the oncoming traffic on Dutton Meadow or Northpoint Parkway to radically alter their speed. Based on Table 405.1A of the Caltrans' Highway Design Manual, the minimum corner sight distance is 385 feet for 35 mph in either direction. Use the current design speed for Dutton Meadow.
67. Landscaping shall be maintained to be no more than 36" in height within the line of sight and the corners of the interior streets of the project vision triangles and within the landscape medians. Trees shall be maintained at a 7-foot minimum height tree canopy.
68. Individual Residential driveway aprons shall use City Standard no. 250B for the driveway curb cuts. Curb islands less than 6 feet wide between curb cuts shall be omitted.
69. Common private residential driveway aprons for multiple units shall use City Standard no. 250 A for the driveway curb cuts.
70. Private streets shall use City Standard no. 250C for the driveway curb cuts.
71. City standard commercial driveway aprons per Std. 2500 shall be installed to the three relocated driveways at the Meadow view Elementary school entrances or as approved by the City Engineer. The applicant shall coordinate with the school and provide access to the school at all times during construction.
72. Decorative luminaire Street lighting shall be installed per City Standard 6150 for Street Lights on the subdivision's interior streets. City Standard 611 cobra style streetlights are to be installed along Dutton Meadow and Northpoint Parkway using LEOTEK LED fixtures. Streetlight spacing, wattages, and locations shall be determined during the improvement plan review process.
73. Electrical boxes for streetlights and signals shall be provided with grounded vandal resistant inserts, McCain Tamper Resistant Inserts or City approved equal, in streetlight pull boxes at locations as directed by the City. Catalog cuts shall be provided with the first plan check submittal for review and approval by the City Engineer. The street light improvement plans shall include the following note; "The contractor shall use their own locks during construction for ease of access, however once the conductors in the pull box are live the contractor shall coordinate with the City Inspector to have the City lock installed. Electrical pull boxes in planter strips shall be provided with a 2-foot concrete apron around box."

74. The type and location of curbside mailboxes shall be determined through the improvement plan check process.
75. No fences shall be allowed with the Public Utility Easement at the front or side of the houses.
76. Existing streets cut by new services will require edge grinding per City Standard 209, Trenching per Standard 215, and an A.C. overlay.

#### **PRIVATE STREET/DRIVEWAY IMPROVEMENTS**

77. No public water and sanitary sewer utilities shall be located within the private driveways and private streets, unless approved by variance by the City Engineer.
78. All private driveways and private streets shall be built to a minor street structural standard and connected to the public street through a City Standard 250A curb cut a minimum of 26 feet wide becoming 20 feet at back of sidewalk. The private driveways and private streets shall be privately owned and maintained by the Homeowners Association. Curb and gutter is not needed if the drainage is to the center. The private streets and private driveways shall be signed for a least 20 ft. behind the sidewalk as "No Parking Zone" on site between the driveway curb cuts at the public street.
79. Private driveways and private streets shall be constructed under observation by the project soils engineer in compliance with City Design and Construction Standards. Progress and final reports shall be furnished to the City in compliance with C.B.C. special inspection requirements. All costs related to such inspection shall be borne by the owner/developer.
80. Turn around capability on the common driveways and private streets shall be provided with clear backup of 26 feet from garage face to opposing face of curb and with a continuation of the common driveway 10 feet beyond the last driveway access point.
81. Private lighting shall be installed on the private driveways and private streets and shall meet City Standards for minimum average maintained foot-candle and the uniformity ratio for a minor street. All private lighting shall be owned and maintained by the individual homeowners, the HOA or addressed under a common maintenance declaration. Private lighting fixtures shall be subject to staff review.
82. All lots shall be provided legal access to proposed or existing public sidewalks.
83. All private Driveways and private Streets including private Street D-1; D-2; D-3; E-1; E-2; F-1; F-2; and G and H shall be contained within 22-foot minimum width private access easements. Improvements shall consist of

two 10-foot minimum travel way lanes bordered by a 6-inch wide concrete ribbon or 6" curb and gutter.

84. Private streets, D-1, D-3, E-2, and private driveways 2, 3, 4, 5, shall be constructed with single car or multiple car parking stalls which shall be owned and maintained by the HOA and or the lot owner. Identify the ownership and maintenance responsibility of each parking stall in the CC&Rs.
85. The Public Improvement Plan submittal shall be accompanied by final landscape and irrigation plans, exterior site lighting plans, and plans for all common area site improvements, medians, back on landscape parcels and areas adjacent to DM and NPP that will be maintained by the HOA. Public street medians shall be maintained by the City of Santa Rosa, after installation and final acceptance of the improvements. All landscaping within the median area shall be performed in a fashion that limits the amount of area for weed growth and ensures ease of maintenance.
86. Private Street E-1 and Street A North shall have the centerlines in direct alignment along Street B and offsets should be avoided. The alignment proposed on the tentative map may be allowed if, during review of the public improvement plans, the desired centerline shift results in the loss of lots.
87. All private streets shall provide a minimum 20 ft. clear width without encroachment of overhangs or eaves. The private streets/alley shall be built to City Minor Street pavement section standards per the City's private street standards.

#### **TRANSPORTATION -TRAFFIC**

88. A traffic control plan is required for this project. The plan shall be in conformance with the latest edition of the State of California Department of Transportation Manual of Uniform Traffic Control Devices, latest edition. The plan shall detail all methods, equipment and devices to be implemented for traffic control upon City streets within the work zone and other impacted areas. The plan shall be included as part of the Encroachment Permit application.
89. Conduit and pull boxes shall be installed if applicable per City Standard for new traffic signal interconnect along NPP and Dutton Meadow. Locations shall be reviewed as part of the public improvement plan.
90. Install a permanent concrete curb/raised median barrier at the southern entrance to the elementary school to block left turns from northbound Northpoint Parkway traffic. The southern exit from the School shall be signed and designed to be a "right turn in- right turn out only" along Northpoint Parkway or as approved by the Traffic Engineer during plan check.

91. R 26 (No Parking) signs shall be installed along both sides of Dutton Meadow and NPP, and every lane where there is no parking lane. Post R7-9 signs (Bike Lane, No Parking) on each streetlight on Northpoint Parkway and on Dutton Meadow.
92. Private streets and Parcels A, B and C shall be private and be posted on the City side of the property line where it crosses onto Street D-1, E-1, F-1, G and H Street with a R101(CA) sign stating, "PRIVATE ROAD (PRIVATE PROPERTY) VEHICLE CODE ENFORCED".
93. 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. The applicant shall coordinate with all overhead wire agencies to meet all current safety standards and meet all required building setbacks to the high voltage overhead wires that remain on the overhead poles.
94. New services (electrical, telephone, cable or conduit) to new structures shall be underground.
95. Developer shall coordinate, and where necessary, pay for the relocation of any power poles or other existing public utilities, as necessary.
96. The streetlights near the intersections should be at the intersections if there is no other light in the area. Street lighting shall meet current City Standards for spacing and feet candle requirements along all interior streets.
97. The intersection shall be posted as "No parking" so that it provides adequate sight distance along Streets A north, Street A south and Streets B and C where they intersect with OM.
98. All signs and pavement markings shall comply with the City of Santa Rosa standards.
99. Install accessible compliant sidewalks and Caltrans revised standard curb ramps per detail RSP A88A for all ADA compliant corner ramps. Install painted thermoplastic crossings at all pedestrian crossings along Dutton Meadow and Northpoint Parkway. Install access ramps at the corners of all street crossings. Install an ADA compliant sidewalks throughout the project and along the frontage of all public streets and private streets and install at least one public sidewalk access that shall be available to each lot.
100. Advance street name signs for Street A; Street B and Street C shall be installed on Dutton Meadow.
101. Improvement plans shall include a complete street lighting, signing and striping plan. The signing and striping plan shall include all interior streets, Dutton Meadow, and Northpoint Parkway. The signing and striping plans are subject to review and approval by Traffic Engineering Section of the Transportation and Public Works Department.

102. Privately maintained streetlights shall be owned and operated by the HOA along all private common driveways and private streets, and with a visual indication they are privately owned (sticker or badging).
103. A permanent hammer head turn-around per City Standard 203F shall be provided on the dead-end streets *over* 150-feet in length including: All private driveways and or private streets until such time as the street is extended or another suitable turn-around is installed per the approval by the City Engineer. The turnaround lane shall be signed and striped as a Fire Lane and or as approved by the Fire Department and Fire Standards. Additional Fire Department turn arounds shall also be required per City Standards where roadways are incomplete. The turnaround easements shall sunset upon the public road being extended to the east and improvements have been accepted by the City Engineer.

#### **TRANSPORTATION - TRAFFIC SIGNAL INSTALLATION AT NORTHPOINT PARKWAY AND DUTTON MEADOW**

104. The developer shall design and construct a traffic signal at the intersection of Northpoint Parkway (NPP) and Dutton Meadow Parkway (OM) and shall be responsible for 100% of the design and construction cost to the satisfaction of the City Engineer. The intersection design shall be for a 6-phase signal providing pedestrian crossings, protected left turn lanes, and bike lanes. Public Improvement Plans are required for the signalization design. Signal plans, timing, detection equipment, and configuration are subject to review and approval by Traffic Engineering Section. The new signal must be constructed and operational prior to proposed project's occupancy. NPP and Dutton Meadow will include left turn pockets and dedicated left turn signalization on NPP.
  - a. Timing operation of the left turn lanes phasing from Hearn Avenue to NPP shall be adjusted to accommodate the project and approved by Traffic Engineering Division.
  - b. The Traffic signal design for the intersection of NPP and Dutton Meadow shall be included with the first Public Improvement plan review submittal. The signal shall be operational prior to first occupancy.
105. Adhere to the recommendations based on the information provided in the "Traffic Impact Study for the Revised Dutton Meadows Phase 11 Project" report dated May 20, 2021 as Prepared by W-Trans:
  - a. The most eastern intersection of "Street A south" at Dutton Meadow Parkway shall be a "Right turn in and right turn out" only intersection with a median barrier that prevents left turns out because of the lack of 200-foot minimum spacing between said street and "Street B" to the north. "The intersection about 800 feet east of NPP and OM, on the south side of OM shall be a right turn in and right turn out only with an extended median through the intersection."

Other "right turn in and right turn out only" driveways include Street H and driveways for the School as identified on the preliminary striping Plan dated September 24, 2021. Install appropriate signage per City of Santa Rosa Standards.

106. The applicants engineer shall work with the school and or State architect as necessary to obtain approval of modifying the School exit driveway(s). The northbound lanes on NPP shall be striped to include a left turn pocket and a through lane in front of the school.
107. Submit Public Improvement plans for all Traffic related items, signing and striping, bus stop, streetlights that shall be reviewed and approved by the Transportation Department, Transit Department, and the City engineer prior to building permit issuance.
108. Final Traffic and striping plans shall be reviewed and approved by Traffic Engineering Division. Painted crosswalks and ADA compliant ramps shall be constructed at all four legs of the intersection of Dutton Meadow and Northpoint Parkway.
109. A 6-foot wide class 2 Bike lane shall be clearly painted with bike lane symbols as designated along all frontages on Dutton Meadow and NPP.

#### **TRANSIT- BUS STOP AND SHELTER PAD**

110. The proposed transit stop located at the southwest side of the intersection in Parcel C by the School frontage at the intersection of Dutton Meadow and NPP shall be constructed per current ADA code and City Standard 220 and 222 - "Bus stop at intersection". Each bus turn out shall be provided with a minimum 6-foot x 10-foot concrete shelter pad and ADA loading area behind a minimum 6-foot wide contiguous sidewalk or as directed by the Transit Planner. The pad is to be located to provide a clear ADA loading zoned for the bus pull out as approved by Traffic Engineering Division. The applicant shall work with the Transit Department to install standard bench seating and a bus post. No Bus shelter is required to be installed by the developer.
111. At the proposed bus turn out located at the southwest corner of south bound Northpoint Parkway and Dutton Meadow, an ADA-compliant landing pad shall be constructed consistent with ADA-Architectural Barriers Act (ABA) Accessibility Guidelines section 810.2, and the bus stop shall be connected to the proposed pedestrian path to the facility entrance via an accessible route, consistent with ADA-ABA Accessibility Guidelines section 402.
112. A City standard, ADA-compliant bus stop shall be constructed. The bus stop area shall be connected to the sidewalk by an accessible route complying with ADA-ABA Accessibility Guidelines section 402 and shall include an ADA-compliant landing pad per ADA-ABA Accessibility Guidelines section 810.2.

113. A bus shelter pad with no bus shelter shall be constructed at the bus stop, consistent with City of Santa Rosa Design Guidelines, section 1.4 (II)(D). As applicable, future bus shelters shall be connected to the ADA landing pad by an accessible route per ADA-ABA Accessibility Guidelines section 810.3.

### **STORM WATER COMPLIANCE (SWLID)**

114. The developer's engineer shall comply with all requirements of the latest edition of the City Standard Urban Storm Water Mitigation Plan (SWLID) Guidelines. Final Public Improvement Plans shall incorporate all SWLID Best Management Practices (BMP's) and shall be accompanied by a Final Storm Water Mitigation Plan which shall address the storm water quality and quantity. The design elements shall address the City's concerns for capacity of treatment, quality of treatment, and ease of maintenance. Design elements shall be as approved by the City Engineer and the maintenance of these elements shall be the responsibility of the Homeowners Association. Alternate means of providing perpetual maintenance of the measures, such as a Tax District, shall possibly be considered in the future by the City Engineer and City Attorney. Final Public Improvement Plans shall be accompanied by a maintenance agreement or comparable document to assure continuous maintenance in perpetuity of the SWLID BMP's and shall include a maintenance schedule.
115. The Developer shall provide a means acceptable to the City to fund the maintenance of the proposed SWLID BMP facilities into perpetuity through a special tax district, CC&R's, property owners' association(s), and/or other acceptable method. Any SWLID BMP facilities shall not be conveyed or dedicated to the City without written acceptance and consent from the City Engineer. In the event the developer chooses a method of assuring perpetual maintenance which is subject to revocation by the property owners by an election or other means of termination, Developers shall establish a backup alternative which shall be capable of automatically assuming the maintenance funding obligation in the event the primary method is no longer available. The documents creating the method for permanent maintenance and any necessary backup alternative(s) shall be subject to review and approval by the City Attorney and EDS and shall be in place prior to approval of the Final Map. The private BMPs design plans and standards for maintenance shall be subject to approval by the Department of Storm Water Drainage and EDS.
116. Perpetual maintenance, repair and replacement of SWLID BMP's shall be the responsibility of a Homeowner's Association. The annual reports shall be retained by the HOA for a period of the latest five years and shall be made available to the City upon request. The HOA shall be responsible for performing and documenting an annual inspection of the BMP's on their respective properties.

117. After the BMP improvements, have been completed, the developer's Civil Engineer is to prepare and sign a written certification that they were constructed per plan and installed as required or per the manufacturer's recommendation. Written certification of SWLID required improvements is to be received by the City prior to acceptance of subdivision improvements. The maintenance schedule and the Final SWLID are to be included as part of the title encumbrances for each lot as developed by the Developer or Covenants, Conditions and Restrictions (if applicable) as recorded with the Final Map. All BMP's shall be maintained, replaced and repaired as designated by the Developer.
118. BMP facilities shall be constructed from the civil engineering plans with dimensions and details for each specific BMP facility that matches the Final approved SWLID design report. Provide specific widths, depths, pipe sizes, dimensioned cross sections and material call outs as needed to properly construct and replace each treatment BMP.
119. All underground improvements including sewer lines, water lines, storm drain lines, storm water BMP facilities, public utility facilities and house services shall be installed, tested, and approved prior to the paving of any project streets.
120. Under 40 Code of Federal Regulations, construction activity including clearing, grading, and excavation activities is required to obtain a National Pollution Discharge Elimination System Permit from the State Water Resources Control Board prior to the commencement of construction activity.
121. A Final Standard Urban Storm Water Mitigation Plan (SWLID), addressing the Low Impact Development (LID) and Best Management Practices (BMP) is to be included with the Improvement Plans and Final Map submitted for the First Plan Check. Improvements and BMP's required by the Final SWLID are to be owned and maintained as established by the developer. All SWLID construction details and improvements are to be included in the Subdivision Improvement Plans.
122. Roadway bio-retention basin areas are to provide moisture barriers at the gutter lip of the pervious concrete gutter. Moisture barriers are to be installed per City Standard 264 and contain the bio retention basin area on all sides. Adjacent to the structural street section, extend the concrete cut off wall/moisture barrier to a minimum of 1-foot below the subgrade and as directed by the Soils Engineer.
123. Drainage system piping below bio-retention areas shall be backfilled with pervious material or designed with structural fill so as to not compromise the holding character of the basin. Drainage system piping shall be located outside of the SWLID LID retention basins whenever possible.
124. Sewer and water connections, structures, cleanouts and laterals shall not cross through or be located within SWLID LID BMP volume treatment or



containment elements. SWLID LID elements behind the curb line shall provide independent utility corridors for sewer and water connections to the main or be placed in the driveway with traffic rated utility boxes. All utility services locations shall be reviewed to not conflict with SWLID features at first submittal.

125. A Storm Water Pollution Protection Plan (SWPPP) shall be required at building plan submittal to show protection of the existing storm drain facilities during construction. Offsite properties and existing drainage systems shall be protected from siltation coming from the site. This project is required to comply with all current State Water Board General Construction Permit Requirements.
126. No debris, soil, silt, sand, bark, slash, sawdust, rubbish, cement or concrete washings, oil or petroleum products, or other organic or earthen material from any construction or associated activity of whatever nature, shall be allowed to enter into or be placed where it shall be washed by rainfall into the storm drain system. When operations are completed, any excess material or debris shall be removed from the work area.

## **GRADING**

127. 2 copies of the Phase 1 Environmental Site Assessment shall be included with the submittal of the first plan check. 1 copy is to be submitted directly to the Fire Department and review fee paid, a copy of the receipt shall be submitted with the remaining copy to the Engineering Department. Grading, demolition, or construction permits shall not be issued until the Fire Department has reviewed and cleared the Phase 1 Study.
128. Final Building pad compaction certifications shall be signed and sealed by a registered geotechnical engineer. A land surveyor shall certify each building pad elevation. Certifications shall be submitted to EDS and or the City Flood Plain Administrator, as applicable, for review prior to building permit issuance.
129. Obtain a demolition permit for all structures to be removed. An Air Quality District J# is required to be submitted with the demolition permit application. The demolition permit shall be finalized prior to building permit.
130. Obtain a grading permit from the City of Santa Rosa - Building Department prior to clearing and grubbing.
131. The applicant's engineer shall design the subdivision grading to meet the existing elevations of the existing improvements within 2-feet at the property lines as constructed by the subdivisions to the west, referred to as 1. Western Gardens Subdivision and 2. Southern Gardens Subdivision unless specifically approved by the City Engineer.
132. Prior to work in wetland areas the Developer shall have obtained all agreements and permits from those regulatory agencies whose jurisdiction

is responsible for oversight and protection of wetland areas. Any construction modifications required by other Regulatory Agencies for obtaining permits or agreements shall be reflected through revisions to the City Approved Subdivision Improvement Plans.

133. All subdivisions shall provide adequate drainage to reduce exposure to flood damage.
134. The developer shall provide a final soils report to the City of Santa Rosa prior to issuance of building permit. Grading for this subdivision shall be subject to a current Geotechnical Investigation Report as prepared by a registered Civil Engineer or geotechnical engineer. The project shall adhere to the report named "Geotechnical Exploration, Dutton Meadows - Minoa, Santa Rosa, CA." as prepared for Trumark Companies, Danville, CA.; as prepared by ENGEO Incorporated, Project no. 7699.2.001.02 dated May 24, 2007" and all updates and addendums thereto.
135. Maximum grade difference at project boundary to offsite property shall be less than 2-feet or as approved by the City Engineer. Retaining wall structures shall not cross property lines. Combined fence and retaining wall design shall be subject to a full structural review to be constructed under the Subdivision Grading Permit issued by the City. The grading plan shall direct storm water to the BMP facilities for treatment. The BMPs shall not be located in the rear yards.
136. Lot to lot drainage is not permitted unless contained in a minimum 10-foot wide private drainage easement or an appropriate width as approved by the City Engineer, in favor of the uphill or upstream property owner or owners. If applicable, walls and wall heights shall be shown in the plan cross sections. Offsite drainage is not permitted to enter from offsite. The grading plans shall show the accurate Finish pad/floor grade for the adjacent houses and typical cross sections at each property line throughout the project to show the interface with the adjacent existing structures to the north property line. A typical "lot grading detail" shall be added to the grading plan along with cross sections of the project from north to south and east to west. Walls and wall heights shall be shown in the plan cross sections. Wood retaining walls shall not be allowed.
137. Submit grading and drainage plans which shall show typical and specific cross sections at all exterior property lines and interior lot lines indicating the adjacent elevations at the join grades to adjacent parcels including graded slopes, swales, fences, retaining walls and sound walls. Treatment of drainage from offsite and rear yards shall be addressed on the grading plans.
138. Drainage design for Non-Exclusive Benefit Use Easement Areas shall sheet flow away from foundation and structures of the Servient owner and be included in the use restrictions and responsibilities of the Non-Exclusive Benefit Use Easement Dominant property owner

139. A Bay Area Air Quality Management District Demolition Permit is required in addition to the City's demolition permit. The dwellings and accessory structures shall need to be demolished before the final map is recorded (unless they are contained entirely within a future lot).

### **STORM DRAINAGE (PUBLIC)**

140. All drainage flows from offsite shall be intercepted at the property line and conveyed through a private system to discharge into the public right of way. Cross lot drainage is not permitted without a storm drainage easement being recorded at the Sonoma County Recorder's office in favor of the upstream property.
141. A Storm Water Pollution Protection Plan (S.W.P.P.P.) and or erosion control plan shall be included as part of the project improvement plans. Offsite properties and existing drainage systems shall be protected from siltation coming from the site.
142. Hydraulic design shall conform to current Sonoma County Water Agency (SCWA) 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. Provide an approved copy of the hydrology/hydraulic report prepared by a registered Civil Engineer at first plan review. Submit a review and approval letter from SCWA to City of Santa Rosa EDS division for the final storm water system design. Prior to approval of the Public Improvement Plans. Project design plans shall conform to the approved hydrology/hydraulics report design.
143. Lot drainage and private storm drain facilities shall be approved by the Chief Building Official's designated representative. Private drainage inlets and lines shall be required and shall be privately owned and maintained.
144. All drainage flows from offsite shall be intercepted at the property line and conveyed through a private system to discharge into the public right of way.
145. Blind connections to the public storm drainage system are not permitted. Install a 48" manhole at each connection point to the public storm drain system. All onsite storm drainage systems shall be designed to comply with SCWA standards. The minimum pipe size in the ROW shall be a 15" **RCP**.
146. Drainage patterns shall follow the Regional Master Drainage Plan as depicted in the current master FEMA drainage studies entitled "Santa Rosa Flood Insurance Study- Hydrology Study for Colgan, Roseland and Naval Creeks" dated September 2009 prepared by Nolte Associates, Inc., available for the area as provided Sonoma County Water Agency (SCWA). Changes/diversions by to the contributory drainage areas for regional water sheds are not permitted. Drainage designs shall conform to

SCWA standards and/or standards as selected and applied by the City Engineer, for Flood Control design conformance to the existing hydrology/hydraulic studies of the existing storm water facilities on the south, east and west property lines. Provide an engineered grading and drainage report at first review to the City of Santa Rosa. Provide SCWA's approval letter or the City's designated review agency's approval for the project hydrology and hydraulics with the final approved storm drainage design report for City records.

147. The project Drainage design shall generally adhere to the regionally approved Master Drainage Plan design for the Regional design of the Storm drain system in Dutton Meadow that was designed for Catalina Town Homes. The flows released shall not exceed the flows allocated to this development in the original storm water report.
148. If flows exceed street capacity, flows shall be conducted via an underground drainage system (with minimum 15" diameter and maximum 72" diameter pipe sizes) to the nearest approved downstream facility possessing adequate capacity to accept the runoff, per the City's design requirements. Such runoff systems shall be placed within public street right-of-way wherever possible.
149. Private drainage systems are to be connected to a public system from a private field inlet located behind the sidewalk and or through a minimum 15-inch storm drain pipe through the public right-of-way to a public drainage structure or thru curb drains. No blind connections are permitted into the public storm drain system.
150. Drainage from landscape areas shall not cross over curb or sidewalk and are to outlet to a street through City Standard detail thru-curb drains.
151. The Final Map shall show a private storm drainage easement a minimum of 10 feet wide over the alignment of the private storm drain system if any system runs through a portion of rear yard of any lot. The easement on each lot shall be in favor of all upstream lots served by the system.
152. All drainage flows from offsite shall be intercepted at the property line and conveyed through a private system to discharge into the public right of way and a storm drainage easement shall be recorded in the upstream lots' favor over the drainage way. Flows from offsite shall be 100% treated or by-passed.

#### **OVERHEAD UTILITY LINES**

153. All overhead utility lines along the project frontage(s) shall be placed underground (including telephone, cable television, and fiber optic lines) in conformance with the city's under-grounding ordinance. High voltage electrical transmission lines may remain overhead but shall be relocated to behind the new curb location and spare conduits place in the street for future under grounding of the high voltage lines.

## **WALLS/FENCING**

154. If applicable, wall /retaining wall footings shall be completely contained within parcels owned and maintained by the Homeowners Association with dedicated access /maintenance easements of a minimum of 10-feet wide. Civil plans shall include structural drawings for all required walls, sound walls and retaining walls. Wall construction information shall be provided include footing construction details, footing elevations, typical cross sections and calculations, top of wall elevations and wall heights, existing and proposed ground finish surface elevations shall be shown on the civil engineering grading plans prior to approval.
155. As applicable, landscape, irrigation, parking stalls and walls installed on Parcels A, B, and C shall be owned and maintained in good condition by the Homeowners Association.
156. If applicable, all walls, including retaining walls with fences, sound walls and or wall wings on all lots shall be contained within a maintenance and access easement in favor of the Homeowners Association. Wall design will be subject to a full structural review and shall be constructed under the Subdivision Grading Permit issued by the City. The walls shall be constructed as part of the subdivision improvements and not as part of the individual lot improvements.
157. As applicable, the proposed sound wall/fence crossing public storm drain, water and sewer mains shall have no footings installed within 5 feet of the utility mains. Sections of fences that cross a public utility easement must be removable. Access to public utilities including all structures, i.e. manholes, cleanouts, mainline valves etc., is to be provided at all times. All proposed walls shall be shown on the grading plan.

## **WATER AND WASTEWATER**

158. All subdivision proposals shall have public utilities and facilities, such as sewer, gas, electrical and water systems, located and constructed to minimize flood damage. All new and replacement water-supply and sanitary sewage systems shall be designed to minimize or eliminate infiltration of floodwaters into the system and discharge from systems into floodwaters. This subdivision is located outside the limits of the 500-year-storm per the FIRM map and may be required to install watertight sanitary sewer manhole covers or other preventative infiltration devices if the street is used as the 100 yr. storm drainage over flow device.
159. Water laterals and meters shall be sized to meet domestic; irrigation and fire protection uses and a back flow, per City Standard details that shall be required on all water services. The flow calculations shall be submitted to the Santa Rosa Water Engineering Services Department during the plan check phase of the Improvement Plans or Encroachment Permit to determine adequate sizing.

160. Backflow prevention devices shall be designed and installed in accordance with current City Standards, State Health Code Title 17, and/or as required by the Director of Santa Rosa Water Engineering Services.
161. Where BMPs or infiltration basins are required, joint trenches, meter boxes, cleanouts, fire hydrants, etc. shall be located without conflict with the BMPs. Locations of infrastructure shall be reviewed during plan check. No bio swales or SWLID BMP LID improvements shall cross public sewer, water, or storm drain utilities. Lengths of trench in linear feet and volume of storage shall be extended 5 linear feet for each utility lateral trench crossing of the BMP.
162. The information sheet of the Final Map shall be annotated as follows: Water and sewer demand fees and processing fees are based on the number and type of units to be built on each lot. Water and sewer demand, processing and meter installation fees shall be paid prior to the issuance of a Building Permit for the respective lot. Submit the square footage of each lot to determine sewer and water demand fees. The lot sizes shall be listed on the information sheet of the Final Map.
163. Sewer and water demand fees, and meter and processing fees shall be determined at the time of building permit and fees shall be paid prior to issuance of Building Permits or as approved by the Building Official. The applicant may contact the Water Engineering Services Division of the Planning & Economic Development Department at [Water\\_Eng@City.org](mailto:Water_Eng@City.org) to determine estimated sewer and water demand, and processing and meter fees.
164. This project shall require the design and construction of an 8" minimum water main in all public streets that connects to the existing main proposed in Dutton Meadow. The main extension shall be designed and installed per the City of Santa Rosa Design and Construction standards and current standard practices. Stubs shall be installed for the future extension of all streets where a tentative map is approved for those projects.
165. This project shall require the design and construction of a minimum 8" inch sanitary sewer main to be designed and constructed within all Public streets and that connects to the public sanitary sewer main outfall located in Dutton Meadow and Northpoint Parkway. The main extension shall be designed and installed and sized per the City of Santa Rosa Design and Construction standards and current standard practices. The sanitary sewer shall be deep enough at the invert to accept flows or overflows at the street stub outs for future development. The downstream sanitary sewer shall be designed at a depth to serve the properties in the planned upstream tributary area.
166. Clearly identify all lots requiring pressure regulating valves (more than 80 psi static pressure at meter). The Final Map information sheet shall also be annotated with this information.

167. Connection to the public water main in Dutton Meadow Road for the main(s) in Street A, Street Band Street C and Northpoint Parkway shall require a cut in tee(s) and mainline valves. Valving shall be reviewed at the plan check stage.
168. As applicable, the City Water Engineering Services Department shall not be responsible for repairs or replacement of improvements or landscaping located in public easements and shall be so noted on the Final Map.
169. Water services shall be provided per Section X of the Water System Design Standards.
170. Any existing water or sewer services that shall not be used shall be abandoned at the main per City Design Standards 850 and 507.
171. A fire flow test may be completed at the time of the tie in of the project to the City system. The hydrant which shall most likely produce the least flow shall be tested. In the case of a project that has multiple dead-end systems such as cul de sacs, a fire flow test shall be completed at the hydrant on each separate cul de sac or dead-end system. The fire flow shall meet the requirement for the project before the project is accepted. The City shall perform the fire flow test. The fee to have the test performed shall be paid to Santa Rosa Water Engineering Services Department prior to the test being performed. As applicable, a flow test may not be performed under severe drought conditions.
172. Separate sewer laterals shall be installed for each lot unless under a common driveway maintenance agreement. Root barriers shall be installed around the trees. Utilities shall not run through tree root zones as defined in City Code Chapter 17-24.
173. If wells exist on the property, one of the following conditions apply:
  - a. Retention of wells shall comply with City and County codes. Retention of wells shall be approved by the "Permit Sonoma" County Permit Department. An approved backflow prevention device shall be installed on any connection to the City water system.
  - b. Abandonment of wells requires a permit from the "Permit Sonoma" County Permit Department. Provide a county permit number for the city file at first submittal.
174. Any septic systems within the project boundaries shall be abandoned per Sonoma County Environmental Health standards and City of Santa Rosa Building Division requirements.
175. No public water or sewer mains shall be in private driveways or private streets. A private sewer main or private sewer lateral may be installed in the driveway. If a private sewer main is installed instead of separate private sewer laterals, a maintenance agreement with the Homeowner's Association shall be required. Private sewer mains outside of the right-of-way shall connect to the public sewer main at a manhole. Sewer laterals

shall be owned and maintained by the lot owner to the main. All the water meters shall be at the public street frontage, not off a main in the driveways.

176. Fire hydrants shall be installed per Fire Department requirements. Fire hydrant locations shall be reviewed during plan check.
177. Install separate irrigation meters and back flow prevention devices on all common area landscaped Parcels including Parcel A, B, and C. Irrigation piping shall not cross property lines. Where water services will be installed for public hydrants, domestic and irrigation service, combination services may be required and shall be shown on the Improvement Plans. Meter size is dependent on peak demand and will be determined upon review of irrigation plans. Plans shall show maximum gallons per minute per valve and total peak monthly usage. Electrical power for timers shall also be provided to these parcels.
178. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance (WELo) adopted by the Santa Rosa City Council, Resolution No. 4028, on October 27, 2015. Landscape plans for individual lots shall be submitted with the Building Permit applications. Landscape plans for planter strips shall be included with the Public Improvement Plans.
179. The applicant shall re-install and re-connect all existing water and sewer services to the new mains in Dutton Meadow and NPP with new service connections. All affected existing Water and Sewer lateral Service connections along Dutton Meadow and NPP alignment shall be coordinated appropriately with the neighbors to be re-installed and reconnected to the new mains per City standards so as to produce the least amount of disruption to sewer and water services. The applicant shall make a concerted effort so that no one is without sewer or water services for any length of time.

#### **FIRE {Dated June 7, 2021 from Ian Hardage}**

Applicant is advised that the following Fire Department **Standard Conditions** apply to this project:

180. Projects shall be designed in compliance with established regulations adopted by the City of Santa Rosa affecting or related to structures, processes, premises and safeguards regarding the following:
  - a. The hazard of fire and explosion arising from the storage, handling or use of structures, materials or devices.
  - b. Conditions hazardous to life, property or public welfare in the occupancy of structures or premises.
  - c. Fire hazards in the structure(s) or on the premises from occupancy or operation.



- d. Matters related to the construction, extension, repair, alteration or removal of the fire suppression or alarm systems.
  - e. Conditions affecting the safety of fire fighters and emergency responders during emergency operations.
181. Fire service features for buildings, structures and premises shall comply with all City adopted building standards, California Code of Regulations Title 24 Building Standards and Santa Rosa City Code.
182. Permit(s) shall be required as set forth in adopted California Building Code (CBC) Section 105, California Residential Code (CRC) Section R105 and California Fire Code (CFC) Sections 105.6 and 105.7. Submittal documents consisting of construction documents, statement of special inspections, geotechnical report and other data shall be submitted in two or more sets with each permit application. The documents shall be prepared by a registered design professional. Where special conditions exist, the code official is authorized to require additional construction documents to be prepared by a registered design professional.
- a. Construction documents shall be dimensioned and drawn on suitable material. Electronic media documents shall be submitted. Construction documents shall be of sufficient clarity to indicate the location, nature and extent of the work proposed and show in detail that it will conform to the provisions of adopted codes and relevant laws, ordinances, rules and regulations, as determined by the code official.
  - b. Shop drawings for the fire protection system(s) shall be submitted to indicate conformance with adopted codes and the construction documents and shall be approved prior to the start of system installation. Shop drawings shall contain all information as required by the referenced installation standards in Chapter 9.
  - c. The construction documents shall show in sufficient detail the location, construction, size, and character of all portions of the means of egress including the path of the exit discharge to the public way in compliance with the provisions of adopted codes. In other than occupancies in Groups R-2, R-3, and R-2.1, the construction documents shall designate the number of occupants to be accommodated on every floor, and in all rooms and spaces.
  - d. The construction documents submitted with the application for permit shall be accompanied by a site plan showing to scale the size and location of new construction and existing structures on the site, distances from lot lines, the established street grades and the proposed finished grades and it shall be drawn in accordance with an accurate boundary line survey. In the case of demolition, the site plan shall show construction to be demolished and the location and size of existing structures and construction that are to remain on the site or

plot. The code official is authorized to waive or modify the requirement for a site plan where the application for permit is for alteration or repair or where otherwise warranted.

- e. Construction documents for proposed fire apparatus access, location of fire lanes, security gates across fire apparatus access roads and construction documents, hydraulic calculations and material specifications for fire hydrant, fire protection or detection systems shall be submitted to the fire department for review and approval prior to construction.
183. Where fire apparatus access roads or a water supply for fire protection are required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except where approved alternative methods of protection are provided.
184. For the purposes of prescribing minimum safeguards for construction, alteration, and demolition operations to provide reasonable safety to life and property from fire during such operations. building, facilities, and premises in the course of construction, alteration or demolition, including those in underground locations shall be in compliance with CFC Chapter 33 and NFPA 241.

Applicant is advised that the following Fire Department **Specific Conditions** apply to this project:

185. New and existing buildings shall be provided with approved illuminated or other approved means of address identification. The address identification shall be legible and placed in a position that is visible from the street or road fronting the property. Address identification characters shall contrast with their background. Address numbers shall be Arabic numerals or alphabetic letters. Numbers shall not be spelled out. Character size and stroke shall be in accordance with CFC Section 505.1.1 through 505.1.2. Where required by the fire code official, address identification shall be provided in additional approved locations to facilitate emergency response in accordance with this code and CFC Section 505.1.3. Where access is by means of a private road and the building cannot be viewed from the public way or when determined by the fire code official, a monument, pole, or other approved illuminated sign or other approved means shall be used to identify the structure(s). Address identification shall be maintained.
186. An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises on which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdiction, in accordance with CFC Section 507, Appendices B & C and Santa Rosa City Code.
- a. Fire-flow requirements for buildings or portions of buildings and facilities shall be determined by adopted CFC Appendix B.

- b. Fire hydrant systems shall comply with adopted CFC Section 507.5.1 through 507.5.8 and Appendix C.
187. Fire apparatus access roads shall be provided and maintained in accordance with CFC Section 503 and Appendix D.
- a. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
    - 1) Dutton Meadow Widening - travel lane shall be a minimum of 20 foot each direction or no median curb shall be installed to allow for fire apparatus access.
    - 2) Northpoint Parkway- travel lanes shall be a minimum of 20 foot each direction for fire apparatus access. This can include the bike lane; however, as proposed the median will require modifications.
  - b. Developments of one- or two-family dwellings where the number of dwelling units served by a single access point exceeds 30 shall be provided with two separate and approved fire apparatus access roads. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.
    - 1) Verify Streets(s) D, E, F, G and H do not exceed 150 feet and require an approved turnaround opportunity for fire apparatus.
  - c. Required Fire Department access roads shall be signed "No Parking - Fire Lane" per current Fire Department standards.
    - 1) Parking allowed only in designated spots. All curbs shall be painted red and posted "No Parking".
      - a. Streets D, E, F, G, and H will require "No Parking-Fire Lane" signage
188. The provisions of the adopted CFC shall specify where fire protection and life safety systems are required and shall apply to the design, installation, inspection, operation, testing and maintenance of all fire protection systems.
- a. Approved automatic fire sprinkler systems in new buildings and structures shall be provided in the locations described in adopted CFC Sections 903.2.1 through 903.2.20. Approved automatic fire sprinkler systems in existing buildings and structures shall be provided in locations described in adopted CFC Section 903.6.

- 1) Structures will be required to be protected by an automatic fire sprinkler system.
189. A Phase 1 Environmental Site Assessment shall be provided to the Fire Department Hazardous Material Program for review. Phase 1 shall be approved prior to issuance of any grading, demolition or construction permit.

**Recreation and Parks Conditions**

- 190. Street trees shall be required and planted by the developer. Selection shall be made from the city's approved master plan list and inspected by the Parks Division. Planting shall be done in accordance with the city Standards and Specifications for Planting Parkway Trees. Copies of the master street tree list and the standards are available at the Parks Division Office (707) 543-3770. This declaration shall be added to the General Notes of the improvement plans.
- 191. Park acquisition and/or park development fees shall be paid at the time of building permit issuance. The fee amount shall be determined by the resolution in effect at the time.
- 192. Prior to building permits, the applicant shall clearly submit how they would like to assign the Park fee credits to each parcel per the agreement dated Jan 26, 2012 entitled "Agreement regarding Park Fees Credit for dedication of Park land in the Dutton Meadow Planned Development." The applicant shall submit what fees were previously paid, credited and or what land was dedicated for Parkland per the City Council Ordinance dated March 14, 2006, Ordinance No. 3770.

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

**Recommendation**

Approval with conditions as set forth in this report

Continuanance

Denial - Reasons:

Final action referred to the Planning Commission

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CLARE HARTMAN  
Acting Assistant City Manager  
Deputy Director - Planning  
Planning and Economic Development

# Resolution 12080

Final Audit Report

2022-01-20

|                 |  |
|-----------------|--|
| Created:        | 2022-01-19                                   |
| By:             | Mike Maloney (MMaloney@srcity.org)           |
| Status:         | Signed                                       |
| Transaction ID: | CBJCHBCAABAA0xXvF0ugv4EYhiK3lhantHOTQQdDwtvo |

## "Resolution 12080" History

Document created by Mike Maloney (MMaloney@srcity.org)

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Document emailed to Karen Weeks (kweeks@srcity.org) for signature

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1:2. Document emailed to Jessica Jones Ujones@srcity.org) for signature

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Email viewed by Jessica Jones Ujones@srcity.org)

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t&-o Document e-signed by Jessica Jones Ujones@srcity.org)

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t&-o Document e-signed by Karen Weeks (kweeks@srcity.org)

Signature Date: 2022-01-20 - 0:40:05 AM GMT - Time Source: server- IP address: 98.207.225.20

9 Agreement completed.

2022-01-20- 0:40:05 AM GMT



RESOLUTION NO. 12081

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ROSA APPROVING THE DUTTON MEADOWS SUBDNISION TENTATNE MAP LOCATED AT 2650, 2666, 2684, DUTTON MEADOW AND 1112, 1130, AND 1250 HEARN AVENUE - ASSESSOR'S PARCEL NUMBERS 043-071-007, -022, -023 AND 043-191-021, -024, AND -016 - FILE NUMBER PRJ18-039 (MAJI 8-006)

WHEREAS, an application has been submitted by Trumark Homes requesting approval of a tentative map of Dutton Meadows Subdivision, more particularly described as Assessor's Parcel Number(s) 043-071-007, -022, -023 AND 043-191-021, -024, AND -016, dated September 14, 2021, and on file in the Office of the Department of Community Development; and

WHEREAS, on February 28, 2019, the Planning Commission held a duly noticed public hearing on the application, which at the time also included a General Plan Amendment and Tentative Map to change the Roadway Network of the Roseland Area/Sebastopol Road Specific Plan, and the Commission denied the Project based on Staffs recommendation; and

WHEREAS, on March 8, 2019, Trumark Homes appealed the Planning Commission's decision to deny the applications for General Plan Amendment, Tentative Map, and Conditional Use Permit; and

WHEREAS, on July 9, 2019, the City Council held a public hearing on the appeal and continued the item to a date uncertain in order for the applicant to modify the project to comply with the Specific Plan and General Plan Circulation Element; and

WHEREAS, on December 14, 2020, Trumark Homes submitted a revised application requesting a Conditional Use Permit and Tentative Map, and no longer included the General Plan Amendment; and

WHEREAS, the applicant was presented with the opportunity and did not prepare proposed findings supported by evidence that said subdivision complies with the requirements of the Subdivision Ordinance of the City of Santa Rosa, (Title 19, City Code) and the Subdivision Map Act (Government Code Section 66410, et seq.); and

WHEREAS, the Planning Commission heard the evidence and reviewed the proposed findings, if any, submitted by the applicant.

NOW BE IT RESOLVED, the Planning Commission does hereby determine that said subdivision of 137 lots with associated Parcels A, B, and C, and no more is in compliance with the requirements of the Subdivision Ordinance of the City of Santa Rosa, (Title 19, City Code), and the Subdivision Map Act (Government Code Section 66410, et ) based upon the following findings:

- A. That the proposed map is consistent with the General Plan and any applicable specific plans as specified in Government Code Sections 65451 and 66473.5 in that the project site is located in an area designated by the General Plan Land Use Diagram as both Low Density Residential and Medium-Low Density Residential, which allows residential development at a density of 2-8 units per acre and 8-13 units per acre. Of the ± 18.56-acre site, 3.68 acres are designated Low Density Residential (2-8 units/acre), which require seven (7) to 29 residential units. The proposal includes 27 residential units on this portion of the site, which meets the density requirements of the General Plan. The project proposes 109 units across those portions of the site designated Medium-Low Density. The General Plan requires that at least 125 units be developed across the entire site, but it does not factor in regional-serving road infrastructure. The project's 137 units overall would provide more than the minimum number of units required by the General Plan when dedications for regional-serving road infrastructure are incorporated. All other public and private roads required to serve this project and are included in the gross developable acreage.

In addition to the 137 new residential units, the project would implement the following General Plan goals:

- Construction of a large portion of the Parkway, including the Parkway's intersection with Dutton Meadow, and the planned extension of Dutton Meadow to the east where it will eventually connect with the Dutton Avenue extension;
  - Access to an otherwise land locked Phase 4a, 4b, 3a, and 3b of the Dutton Meadows Master Plan, which includes approximately 4.0 acres of city parkland, and a Commercial Shopping Center as identified on the General Plan Land Use Diagram;
  - New signalized intersection of Northpoint Parkway and Dutton Meadow in front of Meadow View Elementary, providing safer routes to schools; and
  - Pedestrian, bicycle, and vehicular infrastructure to support the City's southwest quadrant; and
- B. That the proposed subdivision meets the housing needs of the City and that the public service needs of the subdivision's residents are within the available fiscal and environmental resources of the City in that City Staff has reviewed the proposed development and determined that there is adequate water and sewer capacity. The site will be developed in compliance with the City's Standard Urban Stormwater Mitigation Plan (SUSMP); and
- C. That the design of the proposed subdivision has, to the extent feasible, provided for future passive or natural heating or cooling opportunities in the subdivision in that All structures have been designed with sufficient windows to allow the inflow of sunlight for natural heating, and tree species ranging from 25 to 45 feet in height at maturity will be planted throughout the subdivision providing shade or cooling opportunities; and



- D. That the proposed subdivision would not discharge waste into the City's sewer system that would result in violation of the requirements prescribed by the California Regional Water Quality Control Board in that the proposed development has been reviewed by City Staff and will be required to comply with all City Utilities and Infrastructure requirements, including required connections to City sewer and storm water systems; and
- E. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA) in that the proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA). The project is statutorily exempt from CEQA pursuant to Government Code Section 65457 and CEQA Guidelines Section 15182, subdivisions (a) and (c) and CEQA Guidelines Section 15183. The Project would develop a residential land use that is undertaken to implement, and is consistent with, the Roseland Area/Sebastopol Road Specific Plan. The EIR prepared for the Specific Plan was certified by the City Council in 2016 (State Clearinghouse No. 2016012030) and no events subsequent to certification have required a supplemental EIR pursuant to Public Resources Code section 21166. Furthermore, the proposed project has been found to be consistent with the Santa Rosa General Plan and complies with all Zoning Code requirements. Review of the project has revealed no significant environmental impacts which are peculiar to the parcel or to the project and which were not addressed in the General Plan EIR, nor is there any new information that shows that any environmental impacts will be more significant than as described in that EIR. NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission finds and determines said tentative map would not be approved 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 are determined invalid, this tentative map would not have been approved without requiring other valid conditions for achieving the purposes and intent of such approval.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Santa Rosa approves the Dutton Meadows Subdivision Tentative Map dated September 14, 2021, and on file in the Department of Community Development, subject to the following conditions:

1. Compliance with the Development Advisory Committee (DAC) Report, dated November 23, 2021, attached hereto and incorporated herein as Exhibit A.
2. Compliance with the Dutton Meadow Subdivision residential small lot subdivision Conditional Use Permit Resolution No. 12080.
3. Conditions, Covenants, and Restrictions (CC&R's) in a form approved by The Neighborhood Revitalization Program, shall be recorded on each lot. The CC&R's are intended to create a framework by which investor owner properties and common areas are managed and maintained. At a minimum, the CC&R's shall contain the following provisions:
  - A. Residential occupancy standards;

- B. Maintenance and habitability requirements;
  - C. Prohibition of nuisances and offensive activities including: graffiti, illegal drugs, violent acts and criminal gang behavior;
  - D. Resident and guest parking system;
  - E. Tenant screening and house rules for rentals including: credit, reference and criminal history checks, as well as verification of employment and prior residence.
4. That the project Conditions, Covenants, and Restrictions (CC&R's) shall be reviewed and approved by the City Attorney and the Department of Community Development prior to recordation of the final map and that the City of Santa Rosa has the right, but not the duty, to enforce the CC&R's pertaining to the conditions stated herein.

REGULARLY PASSED AND ADOPTED by the Planning Commission of the City of Santa Rosa on the 9th day of December, 2021, by the following vote:

AYES: (7) Chair Weeks, Vice Chair Peterson, Commissioner Carter, Commissioner Duggan, Commissioner Holton, Commissioner Okrepkie, and Commissioner Cisco

NOES (0)

ABSTAIN: (0)

ABSENT: (0)

APPROVED:   
  
 KAREN WEEK, CHAIR

ATTEST:   
  
 \_\_\_\_\_  
 JESSICA JONES EXECUTIVE SECRETARY

ATTACHMENT: Exhibit A - Development Advisory Committee (DAC) Report Dated November 23, 2021.

DEVELOPMENT ADVISORY COMMITTEE  
(November 23, 2021)

DUTTON MEADOW SUBDIVISION

***Project Description***

LOCATION ..... 2684, 2666, and 2650 Dutton Meadow  
and 1130, 1112, and 1250 Hearn  
Avenue

APN.....043-071-007, 043-071-022, 043-071-  
023 and 043 191-016, and 043-191-024

GENERAL PLAN LAND USE ..... Low Density Residential/Medium Low  
Density Residential

ZONE CLASSIFICATION  
EXISTING .....R 1-6/PD 06-001  
PROPOSED.....R 1-6/PD 06-001

OWNER/APPLICANT ..... DM Associates LLC & Hearn Avenue  
LLC/Trumark Homes

ADDRESS ..... 3001 Bishop Drive, Suite 100  
San Ramon, CA 94583

ENGINEER/SURVEYOR..... Adobe and Associates  
ADDRESS ..... 1220 N. Dutton Avenue  
Santa Rosa, CA 95401

REPRESENTATIVE ..... Robin Miller/Trumark Homes  
ADDRESS ..... 3001 Bishop Drive Suite 100  
San Ramon, CA 94583

FILE NUMBER ..... PRJ18-039

CASE PLANNER..... Adam Ross

PROJECT ENGINEER ..... Carol Dugas

## **Background**

The Dutton Meadow Subdivision includes a Conditional Use Permit and Tentative Map to establish a 137-lot residential small lot subdivision comprised of 137 for sale market rate detached single-family dwellings with three parcels (Parcel A, B, and C) on an 18.4-acre site. The proposed lots range in size from 2,703 to 8,260 square feet, with an average lot size of 3,858 square feet. On- and off-site improvements consist of an extension of Northpoint Parkway and Dutton Meadow, a new signalized intersection at Northpoint Parkway and Dutton Meadow as proposed in the Roseland Area/Sebastopol Road Specific Plan and General Plan (Attachment 13), two new bus stops, internal public and private streets, and a connection to Aloise Avenue.

## **Conditions of Approval**

- I. Developer's engineer shall obtain the current City Design and Construction Standards and the Engineering Development Services Standard Conditions of Approval dated August 27, 2008 and comply with all requirements therein unless specifically waived or altered by written variance by the City Engineer.
  
- II. Developer's engineer shall comply with all requirements of the current Municipal Separate Storm Sewer System (MS4) and City Standard Urban Storm Water Mitigation Plan Low Impact Development Guidelines. Final Plans shall address the storm water quality and quantity along with a maintenance agreement or comparable document to assure continuous maintenance of the source and treatment.
  
- III. The approval of this project shall be subject to the latest adopted ordinances, resolutions, policies and fees adopted by the City Council at the time of the building permit review and approval. The project is subject to the approved Roseland Specific Plan.
  
- IV. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on the plans dated September 14, 2021:

### **Planning Conditions**

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

|                        |      |      |      |      |            |
|------------------------|------|------|------|------|------------|
| <b>RESERVE<br/>"A"</b> |      |      |      |      | <b>137</b> |
| <b>RESERVE<br/>"B"</b> |      |      |      |      |            |
|                        | 2017 | 2018 | 2019 | 2020 | 2021       |

2. The project shall comply with City Code Section [h21t1p-02](#), Housing Allocation Plan, through (a) provision of the appropriate number of on-site affordable units, (b) payment of Housing Impact Fees, or (c) an alternative compliance proposed in accordance with City Code Section 21-02.070 and approved by the Director of Planning and Economic Development. For purposes of this condition, the Director of Planning and Economic Development is designated as the review authority for review and acceptance of innovative Housing Allocation Plan compliance strategies under City Code Section 21-02.070(G).
3. 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.
4. Tree Preservation
  - a. Provide an updated Arborist Report prior to issuance of grading plans. The Arborist Report shall identify the trees onsite and identify which trees are to be removed, their species type, and the mitigation required in accordance with City Code Section [h11p-24](#). The mitigation shall include the replacement type of each heritage tree and non heritage tree.
  - b. Tree Preservation notes and protection during construction notes shall be shown on the improvement plans and building plans. The tree driplines shall also be shown on each drawing with the attendant protection instructions.
  - c. Prior to issuance of a grading or building permit for any clearing, excavation, construction, or other work on the site, a protection zone shall be established to protect natural vegetation and trees from construction activities. The following conditions and restrictions shall apply:
    - 1) The zone shall encompass the "protected perimeter" which shall be either the root zone or other limit as established in this approval.
    - 2) The zone shall be delineated with a brightly colored construction fence. Such fences shall remain continuously in place for the duration of all work undertaken on the site.
    - 3) No storage or construction activities (including trenching, grading or filling) shall be permitted within the protected zone.
    - 4) No burning or use of equipment with an open flame shall occur near or within the protected perimeter.

- 5) All brush, earth, and other debris shall be removed in a manner which prevents injury to the protected trees and/or shrubs.
  - 6) No oil, gas, chemicals, or other substances that may be harmful to trees shall be stored or dumped within the protected perimeter or any other location from which substances might enter the perimeter of a protected tree.
  - d. The contractor(s) shall be notified in writing by the developer of the "Protection Zone." Copies of the letter shall be provided to the Planning and Building Divisions prior to issuance of a building or grading permit for any site work.
  - e. The protection zone delineated with the brightly colored construction fence shall be posted with signs which state "TreeVegetation Protection Zone -- No Construction or Storage Permitted."
  - f. Irrigation systems and plant varieties which require regular watering shall not be permitted within the dripline of an Oak tree which is to be preserved.
  - g. No concrete or asphalt paving or compaction of soil shall be permitted within the root zones of protected trees.
  - h. Any special work, including mitigation, within the "Protection Zone" must be done under the supervision of a City approved certified arborist.
5. 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.
6. Lighting
- a. Compliance with the City's Outdoor Lighting Ordinance in Zoning Code Section [2030.080](#).
  - b. All exterior lighting shall be shown and specified on the plans submitted for issuance of a building permit.
  - c. Light sources shall be concealed from public view.
  - d. All lighting shall be directed toward the subject property and away from adjacent properties.

- e. The mounting height of lighting fixtures in parking and storage areas shall not exceed 16-feet in height. Lower mounting heights are encouraged.

7. Signing

- a. The contractor shall provide a sign at each entrance with their contact information to be available to any interested parties.
- b. No exterior signs, banners, or the like are approved with this permit. A Planning sign permit application is required for all signs.
- c. Sign permit approval shall be obtained prior to application for a building permit.
- d. Building permits for sign installations shall be separate permits from other building permits issued for construction.

8. Natural Resources

- a. Advisement. The applicant, its successors, heirs, assigns or transferees are advised in writing that this approval or permit prior to the start of any construction may be subject to certain other clearances, approvals, permits, or authorizations by state and/or federal agencies. The applicant shall acknowledge in writing receipt of the above advisement.
- b. Mitigation requirement. The City's approval or permit is valid only if the applicant, its successors, heirs, assigns or transferees, comply with the terms, conditions and mitigations set forth in any clearance, permit or approval except that any permit condition or mitigation that requires project redesign shall trigger a review by the City of Santa Rosa Director of Community Development to determine if the project as redesigned is consistent with the original approval. A project that the City determines is not consistent with the City approval shall not be granted subsequent entitlements, such as approval of improvement plans and final maps, but excluding grading or building permits of any type. Such a project would have to be resubmitted to the City and reviewed by the City as a new project, including the submittal of a new application and fees.
- c. Power to stop work if violation occurs. Nothing in this approval shall prevent the City of Santa Rosa from exercising its power to stop work in instances where a violation of state or federal law is brought to the City's attention.
- d. No building or grading permit of any type shall be issued by the City until a required federal or state, as applicable, clearance or authorization, with or without conditions, has been filed with the City.

9. Where projects in the project area are subject to subsequent CEQA review, the City of Santa Rosa must ensure that in addition to the BAAQMD basic construction mitigation measures from Table 8-1 of the BAAQMD CEQA Air Quality Guidelines (or subsequent updates), BAAQMD additional mitigation measures from Table 8-2 of the BAAQMD CEQA Air Quality Guidelines (or subsequent updates) are noted on the construction documents and implemented. These measures include the following:

- a. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.
  - b. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
  - c. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.
  - d. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
  - e. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
  - f. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
  - g. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.
  - h. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.
  - i. Minimizing the idling time of diesel powered construction equipment to two minutes.
  - j. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOX reduction and 45 percent PM reduction compared to the most recent CARB fleet average.
  - k. Use low **VOE** (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).
  - l. Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NOx and PM.
  - m. Requiring all contractors use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines.
10. Projects within the project area that have a construction area greater than 5 acres and which are scheduled to last more than two years shall be required to prepare a site-specific construction pollutant mitigation plan in consultation with Bay Area Air Quality Management District (BAAQMD)



staff prior to the issuance of grading permits. A project-specific construction-related dispersion model acceptable to the BAAQMD shall be used to identify potential toxic air contaminant impacts, including diesel particulate matter. If BAAQMD risk thresholds (i.e., probability of contracting cancer is greater than 10 in one million) would be exceeded, mitigation measures shall be identified in the construction pollutant mitigation plan to address potential impacts and shall be based on site-specific information, such as the distance to the nearest sensitive receptors, project site plan details, and construction schedule. The City shall ensure construction contracts include all identified measures. Construction pollutant mitigation plan measures shall include but not be limited to limiting the amount of acreage to be graded in a single day, requiring the use of advanced particulate filters on construction equipment, and requiring the use of alternative fuels, such as biodiesel, to power construction equipment.

11. The following measures shall be utilized in site planning and building designs to reduce TAC and PM<sub>2.5</sub> exposure where new receptors are located within 1,000 feet of emissions sources:
  - a. Future development in the project area that includes sensitive receptors (such as residences, schools, hospitals, daycare centers, or retirement homes) located within 1,000 feet of US 101 and/or stationary sources shall require site-specific analysis to determine the level of health risk. This analysis shall be conducted following procedures outlined by the BAAQMD. If the site-specific analysis reveals significant exposures from all sources (i.e., health risk in terms of excess cancer risk greater than 100 in one million, acute or chronic hazards with a hazard Index greater than 10, or annual PM<sub>2.5</sub> exposures greater than 0.8 µg/m<sup>3</sup>), measures shall be employed to reduce the risk to below the threshold (e.g., electrostatic filtering systems or equivalent systems and location of vents away from TAC sources).
  - b. Future nonresidential developments projected to generate more than 100 heavy-duty truck trips daily and/or include the need for a BAAQMD permit to operate a stationary source shall include measures to protect public health to ensure they do not cause a significant health risk in terms of excess cancer risk greater than 10 in one million, acute or chronic hazards with a Hazard Index greater than 1.0, or annual PM<sub>2.5</sub> exposures greater than 0.3 µg/m<sup>3</sup>.
12. Implement General Plan Mitigation Measure 4.F-5: The City of Santa Rosa shall incorporate the avoidance and mitigation measures described in the Santa Rosa Plain Conservation Strategy and the USFWS Programmatic Biological Opinion, as conditions of approval for development in or near areas with suitable habitat for California tiger salamander, Burke's goldfields, Sonoma sunshine, Sebastopol meadowfoam, and manyflowered navarretia. However, in accordance with the USFWS Programmatic Biological Opinion, projects within the

Southwest Santa Rosa Preserve System will be evaluated individually and mitigation may not necessarily adhere to the ratios described in the Conservation Strategy.

13. If there is the potential for destruction of a nest or substantial disturbance to nesting birds or bats due to construction activities, a plan to monitor nesting birds or bats during construction shall be prepared and submitted to the USFWS and CDFG for review and approval. The City shall comply with all USFWS or CDFG guidance for protection of nesting birds.

If vegetation, buildings, or bridges that potentially provide nesting sites must be removed, a qualified wildlife biologist shall conduct pre-construction surveys. If an active bird nest is found, the bird shall be identified as to species and the approximate distance from the closest work site to the nest estimated. No additional measures need be implemented if active nests are more than the following distances from the nearest work site: (a) 300 feet for raptors; or (b) 75 feet for other non-special-status bird species. Disturbance of active nests shall be avoided to the extent possible until it is determined that nesting is complete and the young have fledged. Bats shall be absent or flushed from roost locations prior to demolition of buildings. If flushing of bats from buildings is necessary, it shall be done by a qualified biologist during the non-breeding season from October 1 to March 31. When flushing bats, structures shall be moved carefully to avoid harming individuals, and torpid bats given time to completely arouse and fly away. During the maternity season from April 1 to September 30, prior to building demolition or construction, a qualified biologist shall determine if a bat nursery is present at any sites identified as potentially housing bats. If an active nursery is present, disturbance of bats shall be avoided until the biologist determines that breeding is complete and young are reared.

14. A formal wetland delineation shall be conducted for areas that will be permanently or temporarily impacted by the project. If jurisdictional waters cannot be avoided, the City shall apply for a CWA Section 404 permit from the USACE and a Section 401 permit from the RWQCB. These permits shall be obtained prior to issuance of grading permits and implementation of the proposed project.

The City shall ensure that the project will result in no net loss of waters of the U.S. by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation for the impact, as determined in the CWA Section 404/401 permits.

Compensatory mitigation may consist of (a) obtaining credits from a mitigation bank; (b) making a payment to an in-lieu fee program that will conduct wetland, stream, or other aquatic resource restoration, creation, enhancement, or preservation activities (these programs are generally administered by government agencies or nonprofit organizations that have established an agreement with the regulatory agencies to use in-lieu fee

payments collected from permit applicants); and/or (c) providing compensatory mitigation through an aquatic resource restoration, establishment, enhancement, and/or preservation activity. This last type of compensatory mitigation may be provided at or adjacent to the impact site (i.e., on-site mitigation) or at another location, usually within the same watershed as the permitted impact (i.e., off-site mitigation). The project proponent/permit applicant retains responsibility for the implementation and success of the mitigation project.

Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.

15. Should any archaeological artifacts be discovered during construction of any project allowed under the Specific Plan, all construction activities shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional archaeologist that meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in archaeology and/or history shall be retained to determine the significance of the discovery. The professional archaeologist shall prepare a plan to identify, record, report, evaluate, and recover the resources as necessary, which shall be implemented by the developer. Construction within the area of the discovery shall not recommence until impacts on the archaeological resource are mitigated as described in Mitigation Measure **MM** 3.5.2a. Additionally, Public Resources Code Section 5097.993 stipulates that a project sponsor must inform project personnel that collection of any Native American artifacts is prohibited by law.
16. Should human remains be discovered during construction of any project allowed under the Specific Plan, all construction activities shall be halted immediately within 50 feet of the discovery, the City shall be notified, and the Sonoma County Coroner shall be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.
17. Phase I Environmental Site Assessment. Developers shall be required to complete a Phase I environmental site assessment for each property to be developed or redeveloped. If a Recognized Environmental Condition (REC) is identified in a Phase I environmental site assessment, a Phase II environmental site assessment shall be prepared to determine whether conditions are present that require remediation or other controls to minimize the potential for hazardous materials contamination to adversely affect public health and the environment. If remediation is required, developers shall complete site remediation in accordance with OSHA standards and Santa Rosa Fire Department, Sonoma County Environmental Health Department, and State Water Resources Control Board guidelines. The Department of Toxic Substances Control (DTSC)

may become involved wherever toxic levels of contaminants are found that pose an immediate hazard. Remediation shall reduce human exposure risk and environmental hazards, both during and after construction. The remediation plan shall be prepared in accordance with the environmental consultant's recommendations and established procedures for safe remediation. Specific mitigation measures designed to protect human health and the environment will be provided in the plan. Requirements shall include but not be limited to the following:

- a. Documentation of the extent of previous environmental investigation and remediation at the site, including closure reports for underground storage tanks (USTs) and contaminant concentrations.
- b. A site-specific health and safety plan to be prepared by all contractors at the project site, where applicable. This includes a plan for all demolition, grading, and excavation on the site, as well as for future subsurface maintenance work. The plan shall include appropriate training, any required personal protective equipment, and monitoring of contaminants to determine exposure. The Health and Safety Plan shall be reviewed and approved by a certified industrial hygienist.
- c. Description of protocols for the investigation and evaluation of previously unidentified hazardous materials that could be encountered during project development, including engineering controls that may be required to reduce exposure to construction workers and future users of the site.
- d. Requirements for site-specific construction techniques that would minimize exposure to any subsurface contamination, where applicable, which shall include treatment and disposal measures for any contaminated groundwater removed from excavations, trenches, and dewatering systems in accordance with local and Regional Water Quality Control Board guidelines.
- e. Sampling and testing plan for excavated soils to determine suitability for reuse or acceptability for disposal at a state-licensed landfill facility.
- f. Restrictions limiting future excavation or development of the subsurface by residents and visitors to the proposed development, and prohibition of groundwater development should it be determined from test results that contamination is present. The restrictions would be developed based on site-specific conditions and would reflect the requirements of the RWQCB and/or DTSC, depending on which agency is responsible for oversight of the particular site. Restrictions, which are sometimes also referred to as land use covenants, shall be recorded with the parcel(s), shall run with the land. The developer or land owner successor(s)-in-interest shall be responsible for ensuring development complies with the restrictions. Compliance with the restrictions must be demonstrated to the satisfaction of the City before a grading permit is issued.



and the report shall include grading, drainage, paving and foundation design recommendations.

22. Obtain building permits for the proposed project.

### **Engineering Conditions**

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

23. The Homeowners Association (HOA) or a tax district shall be responsible to replace and repair the Best Management Practices (BMP) features within these parcels and those BMPs adjacent to the public street including; the flush bio swale under the sidewalk or landscape strips in public utility easements that are damaged or removed through City Utility maintenance operations. This shall be noted on the utility plans of the subdivision improvement plans.
24. Property line fences and SWLID basins shall not encroach into the Public Access Easement (PAE) and or Public Utility Easement (PUE).
25. A 13-foot wide maximum Public Utility Easement containing a 5.0 to 6.0-foot wide public sidewalk access easement shall be dedicated to the City from the Right of Way (ROW) at the back of planter strip along all public streets on the project unless granted a variance from the City Engineer and or with the Utility company's consent.
26. All dedication costs shall be borne by the property owner, including preparation of any maps, legal descriptions, plats, title reports, and deeds necessary. Civil improvement plans shall be prepared by a Registered Civil Engineer licensed to practice in the State of California for approval by the City Engineer.
27. A Final Map, as defined by the applicable provisions of the State of California Subdivision Map Act, shall be required for this development. If the map is phased, then each proposed separate Final Map phase shall stand on its own with regard to availability of necessary infrastructure to serve it. If necessary, street and utility improvements outside of the proposed phase shall be required to be installed along with the phase to provide such necessary infrastructure.
28. The Final Map shall callout and fully describe the Non-exclusive Benefit Use Easement area identifying Dominant and Servient property owners for those lots with a private use area on adjoining property. (Lots 1 thru 15; lots 27 thru lot 46; Lots 131 thru 136 and Lots 67 to lot 84.) The CCRs for the Subdivision shall address the restrictions, responsibilities, and rights of the easement holder to include but not limited to the following:
  - a. Indemnification of the Servient property owner by the Dominant property owner against all claims arising from the Dominant owners' agents, associates, and the Dominant owners invited and uninvited users of the easement.

- b. Access to the private use area for maintenance and property improvements by the Servient property owner; and
  - c. Protection of improvements to both the property and private use area by Servient and Dominant property owners.
29. The HOA shall be responsible for monitoring the use of the Non-Exclusive Benefit Use Easement area in compliance with the CC&Rs. Private use area fencing shall not extend beyond the easement area and all access to the private use area is to be from the Dominant property occupant. Encroachments into the easements shall be allowed consistent with the Santa Rosa City Code. The final location of the Non-Exclusive Beneficial Use Easement area designated on the Tentative Map may be adjusted on the Final Map while maintaining a minimum 35 foot by 4 foot use area on the Servient property for use by the Dominant property occupant. As a result of the Non-Exclusive Benefit Use Easement, several conditions of approval refer to Servient or Dominant Lots. For the purpose of those easements and these conditions of approval, Servient and Dominant Lots include some lots that are both servient and dominant.
30. Any changes made to the CC&Rs for Dutton Meadow Subdivision involving the Non-Exclusive Benefit Use Easement shall be reviewed and approved by the City of Santa Rosa in keeping with these conditions of approval. The information sheet of the Final Map shall be noted to say that any changes the CC&Rs implemented without City approval shall not be valid.
31. All existing onsite access, general roadway and PUE easements shown in the title report over the site shall be quitclaimed or vacated by the owner if no longer viable or in use. Show the disposition of each easement on the final plans. Buildings cannot be built over easements of record. Quitclaims shall be recorded in the County Recorder's office prior to building permit issuance.
32. The Final Map shall show private storm drain easements over all downstream lots in favor of all associated upstream lots at a minimum width of 10-feet wide.
33. A minimum 20-feet wide Private Joint Access, Private Utility Easement and Emergency Vehicle Access Easement shall be dedicated to the City over Private streets. The project shall provide a 20-foot minimum clear Fire lane and fire department turn around. No parking shall be permitted within the 20-ft. minimum clear access way and permanent pavement markings for a fire lane shall be installed and maintained by the HOA.
34. Lettered parcels that are used for private streets, community parking, common access, private utility services, and or common storm drainage, shall be owned and maintained by the HOA.

35. Dedicate public access, and Emergency Vehicular easements over the private streets to the City of Santa Rosa.
36. Common driveways with 4 lots or less shall have a common private utility service or separate service laterals, common access, common drainage and common maintenance easement agreement recorded in place prior to building permit issuance that includes all lots that are in common access. Common driveways with less than 4 units include driveways No. 1 to 3, 6 to 10.
37. No easements shall be dedicated to the City of Santa Rosa over private sewer and water facilities located under/within private driveways.
38. "No parking" signs and red curbs shall be installed at the designated Fire Department turn arounds at the intersections near dead end streets. A minimum 24-foot wide public access easement shall be dedicated to the City of Santa Rosa centered on the alignment of the temporary turnaround area at the intersection(s) nearest the end of Dutton Meadow, Northpoint Parkway and at the end of Aloise Avenue. The temporary turnaround shall be per City Standard 206.
39. All dedication costs shall be borne by the developer or property owner, including preparation of the final map, any legal descriptions, plats, title reports, and deeds that are necessary.
40. A formal request to dedicate Parcel C to the City may be submitted to the City Engineer for review during the plan review of the public improvement plans or the final map. The applicant shall verify that the public utilities in the existing right-of-way area within Parcel Care protected or relocated by the dry utility companies at their sole expense to the new roadway locations of Dutton Meadow and Northpoint Parkway.
41. Obtain the offsite easement dedication and/or dedicate an easement to the City of Santa Rosa for any portion of the Transit/Bus stop facility that extends outside of the Right of Way. Dedicate around the proposed bus shelter extending 12'8" minimum back from the existing public right way and 4 feet to each side of the proposed location of the shelter pad to grant access for potential repairs in the future. Easement dedication documents are subject to review and approval by the City Engineer and shall record at the County of Sonoma prior to issuance of building permit or can appear on the Final map. Provide a 5 ft. minimum clear working space around the transit equipment facilities for the easement.
42. Install the traffic signal equipment completely within the Right of Way and /or Public Utilities easement. Any additional easement dedications shall be provided at the expense of the applicant and shall be dedicated to the City of Santa Rosa. Right of way is to be dedicated to the City as necessary for the future signalization of the intersection of NPP and Dutton Meadow for the signal standards and controller cabinet to be located and installed per



- City Standard 240 for a 35 feet curb return radii and public right of way or as adjusted accordingly to contain all traffic equipment and vaults.
43. Dedicate Right of Way to the City of Santa Rosa as needed for the south bound bus turn out located at the southwest corner of NPP and Dutton Meadow adjacent to Parcel C per City Standards and per the City Engineers review and approval with the Transit Department. Minimum distance would be 8-feet behind the curb.
  44. An easement shall be provided over public water and/or sewer mains where applicable. The width of the easement shall be 15-feet wide for a single utility and 20' wide if containing both water and sewer. See Section 315 (c) of the Uniform Plumbing Code. Easements shall be centered over the facility. Easements shall be configured to encompass all publicly maintained appurtenances, such as water services, fire hydrants and sewer laterals. No structures shall encroach on any Public water or sewer easement on, above, or below the surface of the ground. This includes footings of foundations or eaves from the roof of any adjacent structure. Unless otherwise determined by the City Engineer, trees shall not be planted within 10' of a public sewer main. No public sewer mains shall be under valley gutters. The City Water Department shall not be responsible for repairs or replacement of landscaping in public sewer main easement (and shall be so noted on the Final Map).
  45. This is a Major Subdivision creating 137 residential Lots and 3 lettered parcels. The formation of a Homeowners Association responsible for ownership and maintenance of the lettered parcels, and site improvements, is required for this subdivision. The documents creating the Association and the Covenants, Conditions and Restrictions (CC&Rs) governing the Association shall be required to be submitted with the first plan check for review by the City Attorney and Planning and Economic Development staff. The approved CC&Rs shall be recorded contemporaneously with the Final Map.

#### **PUBLIC STREET IMPROVEMENTS**

46. An Encroachment Permit shall be obtained from the Engineering Development Services Division of the Planning and Economic Development Department prior to beginning any work within the public Right of Way or for any work on utilities located within public easements.
47. The applicant shall submit Public Improvement plans for review and obtain approval by the City Engineer prior to construction for all public improvements or to prior to recordation of the final map.
48. The letter street name as shown on the tentative map for this project is not an acceptable street name but is used for reference only within this conditional approval. The applicant shall submit a revised street name for "A" Street and other private lettered streets including B, C, D, E, F, G, H, to the Building Division of Planning and Economic Development

Department as soon possible for review and acceptance by all concerned agencies prior to approval and signing of the public improvement plans. Contact the Building Division at 707-543-3200 for assistance.

49. **Northpoint Parkway (NPP)** shall be dedicated and improved as a modified Parkway to City street standards No. 200J along the entire project frontage. The Project is responsible for a full roadway section as shown on the Tentative map. Typical Half street improvements shall consist of a 6.5 feet wide two-way median or left/right turn lane, 1-14 feet wide travel lane, a 6-foot wide, class 2, bike lane, a 0-foot wide parking lane, 6 ft. wide planter strip, measured from face of curb to front of sidewalk, and 5.0 ft. wide sidewalk with a 13-foot wide PUE. and a 5.5 feet wide public access easement. If a sound wall or back on landscape parcel is required to be constructed at the rear of the back of the landscape parcels then both shall be owned and maintained by the Homeowners Association. See the Santa Rosa Street Construction Standard 200J for details. See ENGV21-011.
50. The applicant shall install the "Parkway" -full street improvements as described on the tentative map along the entire project frontage of Northpoint Parkway, as stopping approximately at the easterly edge of Lot 125 which is just short of the southern Property line. At the northern edge the Developer shall install per the approved TM for the limits of Pavement. The applicant is responsible for all transitions of proposed construction into existing conditions at the sidewalk, bike lane, curb and gutter, travel lanes, median and striping.
51. **Dutton Meadow Road** shall be dedicated and improved to modified City Boulevard Street Standards along the entire project frontage. The Project is responsible for a full roadway section as shown on the Tentative map. Right-of-Way for a half street section shall be 32-feet from centerline to property line.  
  
Half width street improvements shall consist of a 26.5-feet-wide structural pavement section from centerline to face of curb, a 6.5 feet wide median or left right turn lane, a 14-foot wide travel lane, with an 0-foot wide parking lane, a 6-foot wide class II bike lane, and a 6-foot wide planter strip (reduced from 8-foot wide through an Engineering Variance granted for this street cross section per ENG21-011) and a 6-foot wide sidewalk, and a 13-foot wide public utility easement and 6.5-feet-wide sidewalk easement behind the property line. The applicant is responsible for all transitions of proposed construction into existing conditions at the sidewalk, bike lane, curb and gutter, travel lanes, median and striping.
52. **Aloise Avenue** shall be dedicated and improved to modified Minor Street Standards per No. 200E. Right-of-way for the half street section with parking shall be 24 feet from centerline to property line with a 5.5-foot sidewalk easement contained within the 12.5-foot public utility easement

behind the property line. Half width street improvement shall consist of an 18-foot wide structural pavement section from centerline to curb face, to accommodate a 10-foot travel way, an 8-foot parking lane, an 6-foot planter strip (reduced down from 8 feet), and a 5-foot sidewalk behind the planter, and a 12.5-foot wide public utility easement and 5.5-foot-wide sidewalk easement behind the property line. See the Design and Construction Standards.

53. **A Street North; A Street South; Street Band Street C** shall be dedicated and improved to modified Minor Street Standards. The applicant shall construct the entire street per the Tentative map. See ENGV21-011.

Right-of-way for the half street section with parking lanes shall be 22.5-foot from centerline to property line with a 5.5-foot sidewalk easement contained within the 13-foot public utility easement behind the property line. Half width street improvement shall consist of an 18-foot wide structural pavement section from centerline to curb face to accommodate a 10-foot travel way, an 8-foot wide parking lane, a modified 4.5 -foot wide planter strip, and a 5-foot sidewalk behind the planter strip.

Right-of-way for the half street section with no parking lanes shall be 16.5-foot from centerline to property line with a 5.5-foot sidewalk easement contained within the 13-foot public utility easement behind the property line. Half width street improvement shall consist of a 12-foot wide structural pavement section from centerline to curb face to accommodate a 12-foot travel way, an 0-foot wide parking lane, a modified 4.5 -foot wide planter strip, and a 5-foot sidewalk behind the planter strip.-See the Design and constructions standards.

54. **Hearn Avenue** shall be dedicated and improved to a modified Avenue Street City Standard along the entire project frontage of lots 1 thru lot 7, and lots 8 and 9. Half width street improvements for the south side of Hearn Avenue street shall consist of an modified 5-foot wide planter (reduced down from 8-foot planter) behind the existing curb, with a 5-foot sidewalk behind the planter, with a 5.5-foot sidewalk easement contained within an 13-foot public utility easement behind the property line. Improvements to Hearn Avenue shall include 5-foot wide planter, 5-foot wide sidewalk. No residential driveway access shall be permitted to Hearn Avenue from the subdivision. The half-street Right of way dedication along lots 1 to 7 shall be 27-foot and varies along the interior parcels', thus the ROW along lots 8 and 9 shall be 33-foot or as approved by the City Engineer. The installation of temporary sidewalk along the interior parcels of The Lands of Reyes and Sanchez, commonly known as AP #043-191-022 and 023 shall be postponed until such time as those lots develop and dedicate sufficient ROW along Hearn Avenue. See ENGV21-011.

55. No parking shall be allowed on the private driveways or private Streets where there is not a 20-foot clear distance from curb face to curb face to allow for Emergency vehicular access.
56. No parking is permitted on the following street frontages: 1. Both sides of Northpoint parkway, 2. Both sides of Dutton Meadow; 3. Where less than 20-feet of clear travel lane is available. The applicant shall place No parking signs along these streets.
57. Sewer, water, and storm drainage systems and other dry utilities for this subdivision are dependent upon connections made within Aloise Avenue and main extensions from both Dutton Meadow and NPP from the existing systems. The construction of those utility system extensions is the responsibility of this Subdivision.
58. If the project is phased during construction then a secondary means of public vehicular access shall be installed when the units are 49 count or more. The design for a pavement section (no less than 20 feet wide) shall be part of the improvement plans. The access roadway shall be built and in service prior to placement of any combustible materials on site for any building permits over and above the first 50 building permits.
59. Two copies of a Level 1 Assessment are required and shall be provided with the initial improvement plans submittal for review. The report shall address all remediation required.
60. Street barricades per City Standard 211 and "Future through street" signs per City Standard 206 shall be installed at all dead ends of NPP, Dutton Meadow and Aloise Avenue along the southernly and easterly subdivision boundary. The dead-end streets shall be a dead-end until such time as the street is extended. Install a regulation "dead end" street sign for each condition. Install a City Standard 236 sidewalk barricade, and City Standard 211 metal beam street barricade or as approved by the City Engineer. The project boundary fence is to be constructed behind the street barricade.
61. During the improvement plan review process, the public utility easements may be reduced, at specific locations, to less than the required 13.0 feet behind back of sidewalk, with the concurrence of the PG&E, Telephone, Cable TV and the City Engineer.
62. Curb return radii shall be 20-feet at the intersection of Dutton Meadow and Minor Streets A, B and C. The sidewalk on Dutton Meadow and NPP shall transition to be contiguous for the curb ramp location, bus-stop and areas of contiguous sidewalk per the approved variance. Sidewalk transitions are to be through 10-foot radius reverse curves.
63. Curb return radii shall be 35 feet at arterial intersections including the intersection of Street A North, Street A South, Street B, and Street C and Dutton Meadow. And also at Northpoint Parkway and Dutton Meadow.

64. Right-of-way shall be dedicated, if applicable so that a Caltrans Standard RSP A88A curb ramp and the 4-foot wide sidewalk landing are contained within 6 inches of the right-of-way at curb returns.
65. Existing streets cut by new services shall require edge grinding per City Standard 209, Trenching per Standard 215, and an A.C. overlay.
66. Provide sufficient line of sight so a vehicle exiting the project shall not impede or cause the oncoming traffic on Dutton Meadow or Northpoint Parkway to radically alter their speed. Based on Table 405.1A of the Caltrans' Highway Design Manual, the minimum corner sight distance is 385 feet for 35 mph in either direction. Use the current design speed for Dutton Meadow.
67. Landscaping shall be maintained to be no more than 36" in height within the line of sight and the corners of the interior streets of the project vision triangles and within the landscape medians. Trees shall be maintained at a 7-foot minimum height tree canopy.
68. Individual Residential driveway aprons shall use City Standard no. 250B for the driveway curb cuts. Curb islands less than 6 feet wide between curb cuts shall be omitted.
69. Common private residential driveway aprons for multiple units shall use City Standard no. 250 A for the driveway curb cuts.
70. Private streets shall use City Standard no. 250C for the driveway curb cuts.
71. City standard commercial driveway aprons per Std. 2500 shall be installed to the three relocated driveways at the Meadow view Elementary school entrances or as approved by the City Engineer. The applicant shall coordinate with the school and provide access to the school at all times during construction.
72. Decorative luminaire Street lighting shall be installed per City Standard 6150 for Street Lights on the subdivision's interior streets. City Standard 611 cobra style streetlights are to be installed along Dutton Meadow and Northpoint Parkway using LEOTEK LED fixtures. Streetlight spacing, wattages, and locations shall be determined during the improvement plan review process.
73. Electrical boxes for streetlights and signals shall be provided with grounded vandal resistant inserts, McCain Tamper Resistant Inserts or City approved equal, in streetlight pull boxes at locations as directed by the City. Catalog cuts shall be provided with the first plan check submittal for review and approval by the City Engineer. The street light improvement plans shall include the following note; "The contractor shall use their own locks during construction for ease of access, however once the conductors in the pull box are live the contractor shall coordinate with the City Inspector to have the City lock installed. Electrical pull boxes in planter strips shall be provided with a 2-foot concrete apron around box."

74. The type and location of curbside mailboxes shall be determined through the improvement plan check process.
75. No fences shall be allowed with the Public Utility Easement at the front or side of the houses.
76. Existing streets cut by new services will require edge grinding per City Standard 209, Trenching per Standard 215, and an A.C. overlay.

#### **PRIVATE STREET/DRIVEWAY IMPROVEMENTS**

77. No public water and sanitary sewer utilities shall be located within the private driveways and private streets, unless approved by variance by the City Engineer.
78. All private driveways and private streets shall be built to a minor street structural standard and connected to the public street through a City Standard 250A curb cut a minimum of 26 feet wide becoming 20 feet at back of sidewalk. The private driveways and private streets shall be privately owned and maintained by the Homeowners Association. Curb and gutter is not needed if the drainage is to the center. The private streets and private driveways shall be signed for a least 20 ft. behind the sidewalk as "No Parking Zone" on site between the driveway curb cuts at the public street.
79. Private driveways and private streets shall be constructed under observation by the project soils engineer in compliance with City Design and Construction Standards. Progress and final reports shall be furnished to the City in compliance with C.B.C. special inspection requirements. All costs related to such inspection shall be borne by the owner/developer.
80. Turn around capability on the common driveways and private streets shall be provided with clear backup of 26 feet from garage face to opposing face of curb and with a continuation of the common driveway 10 feet beyond the last driveway access point.
81. Private lighting shall be installed on the private driveways and private streets and shall meet City Standards for minimum average maintained foot-candle and the uniformity ratio for a minor street. All private lighting shall be owned and maintained by the individual homeowners, the HOA or addressed under a common maintenance declaration. Private lighting fixtures shall be subject to staff review.
82. All lots shall be provided legal access to proposed or existing public sidewalks.
83. All private Driveways and private Streets including private Street D-1; D-2; D-3; E-1; E-2; F-1; F-2; and G and H shall be contained within 22-foot minimum width private access easements. Improvements shall consist of

two 10-foot minimum travel way lanes bordered by a 6-inch wide concrete ribbon or 6" curb and gutter.

84. Private streets, D-1, D-3, E-2, Hand private driveways 2, 3, 4, 5, shall be constructed with single car or multiple car parking stalls which shall be owned and maintained by the HOA and or the lot owner. Identify the ownership and maintenance responsibility of each parking stall in the CC&Rs.
85. The Public Improvement Plan submittal shall be accompanied by final landscape and irrigation plans, exterior site lighting plans, and plans for all common area site improvements, medians, back on landscape parcels and areas adjacent to OM and NPP that will be maintained by the HOA. Public street medians shall be maintained by the City of Santa Rosa, after installation and final acceptance of the improvements. All landscaping within the median area shall be performed in a fashion that limits the amount of area for weed growth and ensures ease of maintenance.
86. Private Street E-1 and Street A North shall have the centerlines in direct alignment along Street Band offsets should be avoided. The alignment proposed on the tentative map may be allowed if, during review of the public improvement plans, the desired centerline shift results in the loss of lots.
87. All private streets shall provide a minimum 20 ft. clear width without encroachment of overhangs or eaves. The private streets/alley shall be built to City Minor Street pavement section standards per the City's private street standards.

#### **TRANSPORTATION -TRAFFIC**

88. A traffic control plan is required for this project. The plan shall be in conformance with the latest edition of the State of California Department of Transportation Manual of Uniform Traffic Control Devices, latest edition. The plan shall detail all methods, equipment and devices to be implemented for traffic control upon City streets within the work zone and other impacted areas. The plan shall be included as part of the Encroachment Permit application.
89. Conduit and pull boxes shall be installed if applicable per City Standard for new traffic signal interconnect along NPP and Dutton Meadow. Locations shall be reviewed as part of the public improvement plan.
90. Install a permanent concrete curb/raised median barrier at the southern entrance to the elementary school to block left turns from northbound Northpoint Parkway traffic. The southern exit from the School shall be signed and designed to be a "right turn in- right turn out only" along Northpoint Parkway or as approved by the Traffic Engineer during plan check.

91. R 26 (No Parking) signs shall be installed along both sides of Dutton Meadow and NPP, and every lane where there is no parking lane. Post R7-9 signs (Bike Lane, No Parking) on each streetlight on Northpoint Parkway and on Dutton Meadow.
92. Private streets and Parcels A, B and C shall be private and be posted on the City side of the property line where it crosses onto Street D-1, E-1, F-1, G and H Street with a R101(CA) sign stating, "PRIVATE ROAD (PRIVATE PROPERTY) VEHICLE CODE ENFORCED".
93. 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. The applicant shall coordinate with all overhead wire agencies to meet all current safety standards and meet all required building setbacks to the high voltage overhead wires that remain on the overhead poles.
94. New services (electrical, telephone, cable or conduit) to new structures shall be underground.
95. Developer shall coordinate, and where necessary, pay for the relocation of any power poles or other existing public utilities, as necessary.
96. The streetlights near the intersections should be at the intersections if there is no other light in the area. Street lighting shall meet current City Standards for spacing and feet candle requirements along all interior streets.
97. The intersection shall be posted as "No parking" so that it provides adequate sight distance along Streets A north, Street A south and Streets B and C where they intersect with OM.
98. All signs and pavement markings shall comply with the City of Santa Rosa standards.
99. Install accessible compliant sidewalks and Caltrans revised standard curb ramps per detail RSP A88A for all ADA compliant corner ramps. Install painted thermoplastic crossings at all pedestrian crossings along Dutton Meadow and Northpoint Parkway. Install access ramps at the corners of all street crossings. Install an ADA compliant sidewalks throughout the project and along the frontage of all public streets and private streets and install at least one public sidewalk access that shall be available to each lot.
100. Advance street name signs for Street A; Street B and Street C shall be installed on Dutton Meadow.
101. Improvement plans shall include a complete street lighting, signing and striping plan. The signing and striping plan shall include all interior streets, Dutton Meadow, and Northpoint Parkway. The signing and striping plans are subject to review and approval by Traffic Engineering Section of the Transportation and Public Works Department.



102. Privately maintained streetlights shall be owned and operated by the HOA along all private common driveways and private streets, and with a visual indication they are privately owned (sticker or badging).
103. A permanent hammer head turn-around per City Standard 203F shall be provided on the dead-end streets over 150-feet in length including: All private driveways and or private streets until such time as the street is extended or another suitable turn-around is installed per the approval by the City Engineer. The turnaround lane shall be signed and striped as a Fire Lane and or as approved by the Fire Department and Fire Standards. Additional Fire Department turn arounds shall also be required per City Standards where roadways are incomplete. The turnaround easements shall sunset upon the public road being extended to the east and improvements have been accepted by the City Engineer.

#### **TRANSPORTATION· TRAFFIC SIGNAL INSTALLATION AT NORTHPOINT PARKWAY AND DUTTON MEADOW**

104. The developer shall design and construct a traffic signal at the intersection of Northpoint Parkway (NPP) and Dutton Meadow Parkway (OM) and shall be responsible for 100% of the design and construction cost to the satisfaction of the City Engineer. The intersection design shall be for a 6-phase signal providing pedestrian crossings, protected left turn lanes, and bike lanes. Public Improvement Plans are required for the signalization design. Signal plans, timing, detection equipment, and configuration are subject to review and approval by Traffic Engineering Section. The new signal must be constructed and operational prior to proposed project's occupancy. NPP and Dutton Meadow will include left turn pockets and dedicated left turn signalization on NPP.
  - a. Timing operation of the left turn lanes phasing from Hearn Avenue to NPP shall be adjusted to accommodate the project and approved by Traffic Engineering Division.
  - b. The Traffic signal design for the intersection of NPP and Dutton Meadow shall be included with the first Public Improvement plan review submittal. The signal shall be operational prior to first occupancy.
105. Adhere to the recommendations based on the information provided in the "Traffic Impact Study for the Revised Dutton Meadows Phase II Project" report dated May 20, 2021 as Prepared by W-Trans:
  - a. The most eastern intersection of "Street A south" at Dutton Meadow Parkway shall be a "Right turn in and right turn out" only intersection with a median barrier that prevents left turns out because of the lack of 200-foot minimum spacing between said street and "Street B" to the north. "The intersection about 800 feet east of NPP and DM, *on* the south side of OM shall be a right turn in and right turn out only with an extended median through the intersection."

Other "right turn in and right turn out only" driveways include Street H and driveways for the School as identified on the preliminary striping Plan dated September 24, 2021. Install appropriate signage per City of Santa Rosa Standards.

106. The applicants engineer shall work with the school and or State architect as necessary to obtain approval of modifying the School exit driveway(s). The northbound lanes on NPP shall be striped to include a left turn pocket and a through lane in front of the school.
107. Submit Public Improvement plans for all Traffic related items, signing and striping, bus stop, streetlights that shall be reviewed and approved by the Transportation Department, Transit Department, and the City engineer prior to building permit issuance.
108. Final Traffic and striping plans shall be reviewed and approved by Traffic Engineering Division. Painted crosswalks and ADA compliant ramps shall be constructed at all four legs of the intersection of Dutton Meadow and Northpoint Parkway.
109. A 6-foot wide class 2 Bike lane shall be clearly painted with bike lane symbols as designated along all frontages on Dutton Meadow and NPP.

#### **TRANSIT-BUS STOP AND SHELTER PAD**

110. The proposed transit stop located at the southwest side of the intersection in Parcel C by the School frontage at the intersection of Dutton Meadow and NPP shall be constructed per current ADA code and City Standard 220 and 222 - "Bus stop at intersection". Each bus turn out shall be provided with a minimum 6-foot x 10-foot concrete shelter pad and ADA loading area behind a minimum 6-foot wide contiguous sidewalk or as directed by the Transit Planner. The pad is to be located to provide a clear ADA loading zoned for the bus pull out as approved by Traffic Engineering Division. The applicant shall work with the Transit Department to install standard bench seating and a bus post. No Bus shelter is required to be installed by the developer.
111. At the proposed bus turn out located at the southwest corner of south bound Northpoint Parkway and Dutton Meadow, an ADA-compliant landing pad shall be constructed consistent with ADA-Architectural Barriers Act (ABA) Accessibility Guidelines section 810.2, and the bus stop shall be connected to the proposed pedestrian path to the facility entrance via an accessible route, consistent with ADA-ABA Accessibility Guidelines section 402.
112. A City standard, ADA-compliant bus stop shall be constructed. The bus stop area shall be connected to the sidewalk by an accessible route complying with ADA-ABA Accessibility Guidelines section 402 and shall include an ADA-compliant landing pad per ADA-ABA Accessibility Guidelines section 810.2.

113. A bus shelter pad with no bus shelter shall be constructed at the bus stop, consistent with City of Santa Rosa Design Guidelines, section 1.4 (II)(D). As applicable, future bus shelters shall be connected to the ADA landing pad by an accessible route per ADA-ABA Accessibility Guidelines section 810.3.

#### **STORM WATER COMPLIANCE (SWLID)**

114. The developer's engineer shall comply with all requirements of the latest edition of the City Standard Urban Storm Water Mitigation Plan (SWLID) Guidelines. Final Public Improvement Plans shall incorporate all SWLID Best Management Practices (BMP's) and shall be accompanied by a Final Storm Water Mitigation Plan which shall address the storm water quality and quantity. The design elements shall address the City's concerns for capacity of treatment, quality of treatment, and ease of maintenance. Design elements shall be as approved by the City Engineer and the maintenance of these elements shall be the responsibility of the Homeowners Association. Alternate means of providing perpetual maintenance of the measures, such as a Tax District, shall possibly be considered in the future by the City Engineer and City Attorney. Final Public Improvement Plans shall be accompanied by a maintenance agreement or comparable document to assure continuous maintenance in perpetuity of the SWLID BMP's and shall include a maintenance schedule.
115. The Developer shall provide a means acceptable to the City to fund the maintenance of the proposed SWLID BMP facilities into perpetuity through a special tax district, CC&R's, property owners' association(s), and/or other acceptable method. Any SWLID BMP facilities shall not be conveyed or dedicated to the City without written acceptance and consent from the City Engineer. In the event the developer chooses a method of assuring perpetual maintenance which is subject to revocation by the property owners by an election or other means of termination, Developers shall establish a backup alternative which shall be capable of automatically assuming the maintenance funding obligation in the event the primary method is no longer available. The documents creating the method for permanent maintenance and any necessary backup alternative(s) shall be subject to review and approval by the City Attorney and EDS and shall be in place prior to approval of the Final Map. The private BMPs design plans and standards for maintenance shall be subject to approval by the Department of Storm Water Drainage and EDS.
116. Perpetual maintenance, repair and replacement of SWLID BMP's shall be the responsibility of a Homeowner's Association. The annual reports shall be retained by the HOA for a period of the latest five years and shall be made available to the City upon request. The HOA shall be responsible for performing and documenting an annual inspection of the BMP's on their respective properties.

117. After the BMP improvements, have been completed, the developer's Civil Engineer is to prepare and sign a written certification that they were constructed per plan and installed as required or per the manufacturer's recommendation. Written certification of SWLID required improvements is to be received by the City prior to acceptance of subdivision improvements. The maintenance schedule and the Final SWLID are to be included as part of the title encumbrances for each lot as developed by the Developer or Covenants, Conditions and Restrictions (if applicable) as recorded with the Final Map. All BMP's shall be maintained, replaced and repaired as designated by the Developer.
118. BMP facilities shall be constructed from the civil engineering plans with dimensions and details for each specific BMP facility that matches the Final approved SWLID design report. Provide specific widths, depths, pipe sizes, dimensioned cross sections and material call outs as needed to properly construct and replace each treatment BMP.
119. All underground improvements including sewer lines, water lines, storm drain lines, storm water BMP facilities, public utility facilities and house services shall be installed, tested, and approved prior to the paving of any project streets.
120. Under 40 Code of Federal Regulations, construction activity including clearing, grading, and excavation activities is required to obtain a National Pollution Discharge Elimination System Permit from the State Water Resources Control Board prior to the commencement of construction activity.
121. A Final Standard Urban Storm Water Mitigation Plan (SWLID), addressing the Low Impact Development (LID) and Best Management Practices (BMP) is to be included with the Improvement Plans and Final Map submitted for the First Plan Check. Improvements and BMP's required by the Final SWLID are to be owned and maintained as established by the developer. All SWLID construction details and improvements are to be included in the Subdivision Improvement Plans.
122. Roadway bio-retention basin areas are to provide moisture barriers at the gutter lip of the pervious concrete gutter. Moisture barriers are to be installed per City Standard 264 and contain the bio retention basin area on all sides. Adjacent to the structural street section, extend the concrete cut off wall/moisture barrier to a minimum of 1-foot below the subgrade and as directed by the Soils Engineer.
123. Drainage system piping below bio-retention areas shall be backfilled with pervious material or designed with structural fill so as to not compromise the holding character of the basin. Drainage system piping shall be located outside of the SWLID LID retention basins whenever possible.
124. Sewer and water connections, structures, cleanouts and laterals shall not cross through or be located within SWLID LID BMP volume treatment or

containment elements. SWLID LID elements behind the curb line shall provide independent utility corridors for sewer and water connections to the main or be placed in the driveway with traffic rated utility boxes. All utility services locations shall be reviewed to not conflict with SWLID features at first submittal.

125. A Storm Water Pollution Protection Plan (SWPPP) shall be required at building plan submittal to show protection of the existing storm drain facilities during construction. Offsite properties and existing drainage systems shall be protected from siltation coming from the site. This project is required to comply with all current State Water Board General Construction Permit Requirements.
126. No debris, soil, silt, sand, bark, slash, sawdust, rubbish, cement or concrete washings, oil or petroleum products, or other organic or earthen material from any construction or associated activity of whatever nature, shall be allowed to enter into or be placed where it shall be washed by rainfall into the storm drain system. When operations are completed, any excess material or debris shall be removed from the work area.

## **GRADING**

127. 2 copies of the Phase 1 Environmental Site Assessment shall be included with the submittal of the first plan check. 1 copy is to be submitted directly to the Fire Department and review fee paid, a copy of the receipt shall be submitted with the remaining copy to the Engineering Department. Grading, demolition, or construction permits shall not be issued until the Fire Department has reviewed and cleared the Phase 1 Study.
128. Final Building pad compaction certifications shall be signed and sealed by a registered geotechnical engineer. A land surveyor shall certify each building pad elevation. Certifications shall be submitted to EDS and or the City Flood Plain Administrator, as applicable, for review prior to building permit issuance.
129. Obtain a demolition permit for all structures to be removed. An Air Quality District J# is required to be submitted with the demolition permit application. The demolition permit shall be finalized prior to building permit.
130. Obtain a grading permit from the City of Santa Rosa - Building Department prior to clearing and grubbing.
131. The applicant's engineer shall design the subdivision grading to meet the existing elevations of the existing improvements within 2-feet at the property lines as constructed by the subdivisions to the west, referred to as 1. Western Gardens Subdivision and 2. Southern Gardens Subdivision unless specifically approved by the City Engineer.
132. Prior to work in wetland areas the Developer shall have obtained all agreements and permits from those regulatory agencies whose jurisdiction

is responsible for oversight and protection of wetland areas. Any construction modifications required by other Regulatory Agencies for obtaining permits or agreements shall be reflected through revisions to the City Approved Subdivision Improvement Plans.

133. All subdivisions shall provide adequate drainage to reduce exposure to flood damage.
134. The developer shall provide a final soils report to the City of Santa Rosa prior to issuance of building permit. Grading for this subdivision shall be subject to a current Geotechnical Investigation Report as prepared by a registered Civil Engineer or geotechnical engineer. The project shall adhere to the report named "Geotechnical Exploration, Dutton Meadows - Minoa, Santa Rosa, CA." as prepared for Trumark Companies, Danville, CA.; as prepared by ENGEO Incorporated, Project no. 7699.2.001.02 dated May 24, 2007" and all updates and addendums thereto.
135. Maximum grade difference at project boundary to offsite property shall be less than 2-feet or as approved by the City Engineer. Retaining wall structures shall not cross property lines. Combined fence and retaining wall design shall be subject to a full structural review to be constructed under the Subdivision Grading Permit issued by the City. The grading plan shall direct storm water to the BMP facilities for treatment. The BMPs shall not be located in the rear yards.
136. Lot to lot drainage is not permitted unless contained in a minimum 10-foot wide private drainage easement or an appropriate width as approved by the City Engineer, in favor of the uphill or upstream property owner or owners. If applicable, walls and wall heights shall be shown in the plan cross sections. Offsite drainage is not permitted to enter from offsite. The grading plans shall show the accurate Finish pad/floor grade for the adjacent houses and typical cross sections at each property line throughout the project to show the interface with the adjacent existing structures to the north property line. A typical "lot grading detail" shall be added to the grading plan along with cross sections of the project from north to south and east to west. Walls and wall heights shall be shown in the plan cross sections. Wood retaining walls shall not be allowed.
137. Submit grading and drainage plans which shall show typical and specific cross sections at all exterior property lines and interior lot lines indicating the adjacent elevations at the join grades to adjacent parcels including graded slopes, swales, fences, retaining walls and sound walls. Treatment of drainage from offsite and rear yards shall be addressed on the grading plans.
138. Drainage design for Non-Exclusive Benefit Use Easement Areas shall sheet flow away from foundation and structures of the Servient owner and be included in the use restrictions and responsibilities of the Non-Exclusive Benefit Use Easement Dominant property owner

139. A Bay Area Air Quality Management District Demolition Permit is required in addition to the City's demolition permit. The dwellings and accessory structures shall need to be demolished before the final map is recorded (unless they are contained entirely within a future lot).

### **STORM DRAINAGE (PUBLIC)**

140. All drainage flows from offsite shall be intercepted at the property line and conveyed through a private system to discharge into the public right of way. Cross lot drainage is not permitted without a storm drainage easement being recorded at the Sonoma County Recorder's office in favor of the upstream property.
141. A Storm Water Pollution Protection Plan (S.W.P.P.P.) and or erosion control plan shall be included as part of the project improvement plans. Offsite properties and existing drainage systems shall be protected from siltation coming from the site.
142. Hydraulic design shall conform to current Sonoma County Water Agency (SCWA) 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. Provide an approved copy of the hydrology/hydraulic report prepared by a registered Civil Engineer at first plan review. Submit a review and approval letter from SCWA to City of Santa Rosa EDS division for the final storm water system design. Prior to approval of the Public Improvement Plans. Project design plans shall conform to the approved hydrology/hydraulics report design.
143. Lot drainage and private storm drain facilities shall be approved by the Chief Building Official's designated representative. Private drainage inlets and lines shall be required and shall be privately owned and maintained.
144. All drainage flows from offsite shall be intercepted at the property line and conveyed through a private system to discharge into the public right of way.
145. Blind connections to the public storm drainage system are not permitted. Install a 48" manhole at each connection point to the public storm drain system. All onsite storm drainage systems shall be designed to comply with SCWA standards. The minimum pipe size in the ROW shall be a 15" **RCP**.
146. Drainage patterns shall follow the Regional Master Drainage Plan as depicted in the current master FEMA drainage studies entitled "Santa Rosa Flood Insurance Study- Hydrology Study for Colgan, Roseland and Naval Creeks" dated September 2009 prepared by Nolte Associates, Inc., available for the area as provided Sonoma County Water Agency (SCWA). Changes/diversions by to the contributory drainage areas for regional water sheds are not permitted. Drainage designs shall conform to

SGWA standards and/or standards as selected and applied by the City Engineer, for Flood Control design conformance to the existing hydrology/hydraulic studies of the existing storm water facilities on the south, east and west property lines. Provide an engineered grading and drainage report at first review to the City of Santa Rosa. Provide SCWA's approval letter or the City's designated review agency's approval for the project hydrology and hydraulics with the final approved storm drainage design report for City records.

147. The project Drainage design shall generally adhere to the regionally approved Master Drainage Plan design for the Regional design of the Storm drain system in Dutton Meadow that was designed for Catalina Town Homes. The flows released shall not exceed the flows allocated to this development in the original storm water report.
148. If flows exceed street capacity, flows shall be conducted via an underground drainage system (with minimum 15" diameter and maximum 72" diameter pipe sizes) to the nearest approved downstream facility possessing adequate capacity to accept the runoff, per the City's design requirements. Such runoff systems shall be placed within public street right-of-way wherever possible.
149. Private drainage systems are to be connected to a public system from a private field inlet located behind the sidewalk and or through a minimum 15-inch storm drain pipe through the public right-of-way to a public drainage structure or thru curb drains. No blind connections are permitted into the public storm drain system.
150. Drainage from landscape areas shall not cross over curb or sidewalk and are to outlet to a street through City Standard detail thru-curb drains.
151. The Final Map shall show a private storm drainage easement a minimum of 10 feet wide over the alignment of the private storm drain system if any system runs through a portion of rear yard of any lot. The easement on each lot shall be in favor of all upstream lots served by the system.
152. All drainage flows from offsite shall be intercepted at the property line and conveyed through a private system to discharge into the public right of way and a storm drainage easement shall be recorded in the upstream lots' favor over the drainage way. Flows from offsite shall be 100% treated or by-passed.

#### **OVERHEAD UTILITY LINES**

153. All overhead utility lines along the project frontage(s) shall be placed underground (including telephone, cable television, and fiber optic lines) in conformance with the city's under-grounding ordinance. High voltage electrical transmission lines may remain overhead but shall be relocated to behind the new curb location and spare conduits place in the street for future under grounding of the high voltage lines.



## **WALLS/FENCING**

154. If applicable, wall /retaining wall footings shall be completely contained within parcels owned and maintained by the Homeowners Association with dedicated access /maintenance easements of a minimum of 10-feet wide. Civil plans shall include structural drawings for all required walls, sound walls and retaining walls. Wall construction information shall be provided include footing construction details, footing elevations, typical cross sections and calculations, top of wall elevations and wall heights, existing and proposed ground finish surface elevations shall be shown on the civil engineering grading plans prior to approval.
155. As applicable, landscape, irrigation, parking stalls and walls installed on Parcels A, B, and C shall be owned and maintained in good condition by the Homeowners Association.
156. If applicable, all walls, including retaining walls with fences, sound walls and or wall wings on all lots shall be contained within a maintenance and access easement in favor of the Homeowners Association. Wall design will be subject to a full structural review and shall be constructed under the Subdivision Grading Permit issued by the City. The walls shall be constructed as part of the subdivision improvements and not as part of the individual lot improvements.
157. As applicable, the proposed sound wall/fence crossing public storm drain, water and sewer mains shall have no footings installed within 5 feet of the utility mains. Sections of fences that cross a public utility easement must be removable. Access to public utilities including all structures, i.e. manholes, cleanouts, mainline valves etc., is to be provided at all times. All proposed walls shall be shown on the grading plan.

## **WATER AND WASTEWATER**

158. All subdivision proposals shall have public utilities and facilities, such as sewer, gas, electrical and water systems, located and constructed to minimize flood damage. All new and replacement water-supply and sanitary sewage systems shall be designed to minimize or eliminate infiltration of floodwaters into the system and discharge from systems into floodwaters. This subdivision is located outside the limits of the 500-year-storm per the FIRM map and may be required to install watertight sanitary sewer manhole covers or other preventative infiltration devices if the street is used as the 100 yr. storm drainage over flow device.
159. Water laterals and meters shall be sized to meet domestic; irrigation and fire protection uses and a back flow, per City Standard details that shall be required on all water services. The flow calculations shall be submitted to the Santa Rosa Water Engineering Services Department during the plan check phase of the Improvement Plans or Encroachment Permit to determine adequate sizing.

160. Backflow prevention devices shall be designed and installed in accordance with current City Standards, State Health Code Title 17, and/or as required by the Director of Santa Rosa Water Engineering Services.
161. Where BMPs or infiltration basins are required, joint trenches, meter boxes, cleanouts, fire hydrants, etc. shall be located without conflict with the BMPs. Locations of infrastructure shall be reviewed during plan check. No bio swales or SWLID BMP LID improvements shall cross public sewer, water, or storm drain utilities. Lengths of trench in linear feet and volume of storage shall be extended 5 linear feet for each utility lateral trench crossing of the BMP.
162. The information sheet of the Final Map shall be annotated as follows: Water and sewer demand fees and processing fees are based on the number and type of units to be built on each lot. Water and sewer demand, processing and meter installation fees shall be paid prior to the issuance of a Building Permit for the respective lot. Submit the square footage of each lot to determine sewer and water demand fees. The lot sizes shall be listed on the information sheet of the Final Map.
163. Sewer and water demand fees, and meter and processing fees shall be determined at the time of building permit and fees shall be paid prior to issuance of Building Permits or as approved by the Building Official. The applicant may contact the Water Engineering Services Division of the Planning & Economic Development Department at [WaterEng@City.org](mailto:WaterEng@City.org) to determine estimated sewer and water demand, and processing and meter fees.
164. This project shall require the design and construction of an 8" minimum water main in all public streets that connects to the existing main proposed in Dutton Meadow. The main extension shall be designed and installed per the City of Santa Rosa Design and Construction standards and current standard practices. Stubs shall be installed for the future extension of all streets where a tentative map is approved for those projects.
165. This project shall require the design and construction of a minimum 8" inch sanitary sewer main to be designed and constructed within all Public streets and that connects to the public sanitary sewer main outfall located in Dutton Meadow and Northpoint Parkway. The main extension shall be designed and installed and sized per the City of Santa Rosa Design and Construction standards and current standard practices. The sanitary sewer shall be deep enough at the invert to accept flows or overflows at the street stub outs for future development. The downstream sanitary sewer shall be designed at a depth to serve the properties in the planned upstream tributary area.
166. Clearly identify all lots requiring pressure regulating valves (more than 80 psi static pressure at meter). The Final Map information sheet shall also be annotated with this information.

167. Connection to the public water main in Dutton Meadow Road for the main(s) in Street A, Street Band Street C and Northpoint Parkway shall require a cut in tee(s) and mainline valves. Valving shall be reviewed at the plan check stage.
168. As applicable, the City Water Engineering Services Department shall not be responsible for repairs or replacement of improvements or landscaping located in public easements and shall be so noted on the Final Map.
169. Water services shall be provided per Section X of the Water System Design Standards.
170. Any existing water or sewer services that shall not be used shall be abandoned at the main per City Design Standards 850 and 507.
171. A fire flow test may be completed at the time of the tie in of the project to the City system. The hydrant which shall most likely produce the least flow shall be tested. In the case of a project that has multiple dead-end systems such as cul de sacs, a fire flow test shall be completed at the hydrant on each separate cul de sac or dead-end system. The fire flow shall meet the requirement for the project before the project is accepted. The City shall perform the fire flow test. The fee to have the test performed shall be paid to Santa Rosa Water Engineering Services Department prior to the test being performed. As applicable, a flow test may not be performed under severe drought conditions.
172. Separate sewer laterals shall be installed for each lot unless under a common driveway maintenance agreement. Root barriers shall be installed around the trees. Utilities shall not run through tree root zones as defined in City Code Chapter 17-24.
173. If wells exist on the property, one of the following conditions apply:
  - a. Retention of wells shall comply with City and County codes. Retention of wells shall be approved by the "Permit Sonoma" County Permit Department. An approved backflow prevention device shall be installed on any connection to the City water system.
  - b. Abandonment of wells requires a permit from the "Permit Sonoma" County Permit Department. Provide a county permit number for the city file at first submittal.
174. Any septic systems within the project boundaries shall be abandoned per Sonoma County Environmental Health standards and City of Santa Rosa Building Division requirements.
175. No public water or sewer mains shall be in private driveways or private streets. A private sewer main or private sewer lateral may be installed in the driveway. If a private sewer main is installed instead of separate private sewer laterals, a maintenance agreement with the Homeowner's Association shall be required. Private sewer mains outside of the right-of-way shall connect to the public sewer main at a manhole. Sewer laterals

shall be owned and maintained by the lot owner to the main. All the water meters shall be at the public street frontage, not off a main in the driveways.

176. Fire hydrants shall be installed per Fire Department requirements. Fire hydrant locations shall be reviewed during plan check.
177. Install separate irrigation meters and back flow prevention devices on all common area landscaped Parcels including Parcel A, B, and C. Irrigation piping shall not cross property lines. Where water services will be installed for public hydrants, domestic and irrigation service, combination services may be required and shall be shown on the Improvement Plans. Meter size is dependent on peak demand and will be determined upon review of irrigation plans. Plans shall show maximum gallons per minute-per valve and total peak monthly usage. Electrical power for timers shall also be provided to these parcels.
178. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance (WELo) adopted by the Santa Rosa City Council, Resolution No. 4028, on October 27, 2015. Landscape plans for individual lots shall be submitted with the Building Permit applications. Landscape plans for planter strips shall be included with the Public Improvement Plans.
179. The applicant shall re-install and re-connect all existing water and sewer services to the new mains in Dutton Meadow and NPP with new service connections. All affected existing Water and Sewer lateral Service connections along Dutton Meadow and NPP alignment shall be coordinated appropriately with the neighbors to be re-installed and reconnected to the new mains per City standards so as to produce the least amount of disruption to sewer and water services. The applicant shall make a concerted effort so that no one is without sewer or water services for any length of time.

#### **FIRE {Dated June 7, 2021 from Ian Hardage}**

Applicant is advised that the following Fire Department **Standard Conditions** apply to this project:

180. Projects shall be designed in compliance with established regulations adopted by the City of Santa Rosa affecting or related to structures, processes, premises and safeguards regarding the following;
  - a. The hazard of fire and explosion arising from the storage, handling or use of structures, materials or devices.
  - b. Conditions hazardous to life, property or public welfare in the occupancy of structures or premises.
  - c. Fire hazards in the structure(s) or on the premises from occupancy or operation.

- d. Matters related to the construction, extension, repair, alteration or removal of the fire suppression or alarm systems.
  - e. Conditions affecting the safety of fire fighters and emergency responders during emergency operations.
181. Fire service features for buildings, structures and premises shall comply with all City adopted building standards, California Code of Regulations Title 24 Building Standards and Santa Rosa City Code.
182. Permit(s) shall be required as set forth in adopted California Building Code (CBC) Section 105, California Residential Code (CRC) Section R105 and California Fire Code (CFC) Sections 105.6 and 105.7. Submittal documents consisting of construction documents, statement of special inspections, geotechnical report and other data shall be submitted in two or more sets with each permit application. The documents shall be prepared by a registered design professional. Where special conditions exist, the code official is authorized to require additional construction documents to be prepared by a registered design professional.
- a. Construction documents shall be dimensioned and drawn on suitable material. Electronic media documents shall be submitted. Construction documents shall be of sufficient clarity to indicate the location, nature and extent of the work proposed and show in detail that it will conform to the provisions of adopted codes and relevant laws, ordinances, rules and regulations, as determined by the code official.
  - b. Shop drawings for the fire protection system(s) shall be submitted to indicate conformance with adopted codes and the construction documents and shall be approved prior to the start of system installation. Shop drawings shall contain all information as required by the referenced installation standards in Chapter 9.
  - c. The construction documents shall show in sufficient detail the location, construction, size, and character of all portions of the means of egress including the path of the exit discharge to the public way in compliance with the provisions of adopted codes. In other than occupancies in Groups R-2, R-3, and R-2.1, the construction documents shall designate the number of occupants to be accommodated on every floor, and in all rooms and spaces.
  - d. The construction documents submitted with the application for permit shall be accompanied by a site plan showing to scale the size and location of new construction and existing structures on the site, distances from lot lines, the established street grades and the proposed finished grades and it shall be drawn in accordance with an accurate boundary line survey. In the case of demolition, the site plan shall show construction to be demolished and the location and size of existing structures and construction that are to remain on the site or

plot. The code official is authorized to waive or modify the requirement for a site plan where the application for permit is for alteration or repair or where otherwise warranted.

- e. Construction documents for proposed fire apparatus access, location of fire lanes, security gates across fire apparatus access roads and construction documents, hydraulic calculations and material specifications for fire hydrant, fire protection or detection systems shall be submitted to the fire department for review and approval prior to construction.
183. Where fire apparatus access roads or a water supply for fire protection are required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except where approved alternative methods of protection are provided.
184. For the purposes of prescribing minimum safeguards for construction, alteration, and demolition operations to provide reasonable safety to life and property from fire during such operations. building, facilities, and premises in the course of construction, alteration or demolition, including those in underground locations shall be in compliance with CFC Chapter 33 and NFPA 241.

Applicant is advised that the following Fire Department **Specific Conditions** apply to this project:

185. New and existing buildings shall be provided with approved illuminated or other approved means of address identification. The address identification shall be legible and placed in a position that is visible from the street or road fronting the property. Address Identification characters shall contrast with their background. Address numbers shall be Arabic numerals or alphabetic letters. Numbers shall not be spelled out. Character size and stroke shall be in accordance with CFC Section 505.1.1 through 505.1.2. Where required by the fire code official, address identification shall be provided in additional approved locations to facilitate emergency response in accordance with this code and CFC Section 505.1.3. Where access is by means of a private road and the building cannot be viewed from the public way or when determined by the fire code official, a monument pole, or other approved illuminated sign or other approved means shall be used to identify the structure(s). Address identification shall be maintained.
186. An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises on which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdiction, in accordance with CFC Section 507, Appendices B & C and Santa Rosa City Code.
- a. Fire-flow requirements for buildings or portions of buildings and facilities shall be determined by adopted CFC Appendix B.

- b. Fire hydrant systems shall comply with adopted CFC Section 507.5.1 through 507.5.8 and Appendix C.
187. Fire apparatus access roads shall be provided and maintained in accordance with CFC Section 503 and Appendix D.
- a. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
    - 1) Dutton Meadow Widening - travel lane shall be a minimum of 20 foot each direction or no median curb shall be installed to allow for fire apparatus access.
    - 2) Northpoint Parkway- travel lanes shall be a minimum of 20 foot each direction for fire apparatus access. This can include the bike lane; however, as proposed the median will require modifications.
  - b. Developments of one- or two-family dwellings where the number of dwelling units served by a single access point exceeds 30 shall be provided with two separate and approved fire apparatus access roads. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.
    - 1) Verify Streets(s) D, E, F, G and H do not exceed 150 feet and require an approved turnaround opportunity for fire apparatus.
  - c. Required Fire Department access roads shall be signed "No Parking - Fire Lane" per current Fire Department standards.
    - 1) Parking allowed only in designated spots. All curbs shall be painted red and posted "No Parking".
      - a. Streets D, E, F, G, and H will require "No Parking-Fire Lane" signage
188. The provisions of the adopted CFC shall specify where fire protection and life safety systems are required and shall apply to the design, installation, inspection, operation, testing and maintenance of all fire protection systems.
- a. Approved automatic fire sprinkler systems in new buildings and structures shall be provided in the locations described in adopted CFC Sections 903.2.1 through 903.2.20. Approved automatic fire sprinkler systems in existing buildings and structures shall be provided in locations described in adopted CFC Section 903.6.

- 1) Structures will be required to be protected by an automatic fire sprinkler system.
189. A Phase 1 Environmental Site Assessment shall be provided to the Fire Department Hazardous Material Program for review. Phase 1 shall be approved prior to issuance of any grading, demolition or construction permit.

**Recreation and Parks Conditions**

- 190. Street trees shall be required and planted by the developer. Selection shall be made from the city's approved master plan list and inspected by the Parks Division. Planting shall be done in accordance with the city Standards and Specifications for Planting Parkway Trees. Copies of the master street tree list and the standards are available at the Parks Division Office (707) 543-3770. This declaration shall be added to the General Notes of the improvement plans.
- 191. Park acquisition and/or park development fees shall be paid at the time of building permit issuance. The fee amount shall be determined by the resolution in effect at the time.
- 192. Prior to building permits, the applicant shall clearly submit how they would like to assign the Park fee credits to each parcel per the agreement dated Jan 26, 2012 entitled "Agreement regarding Park Fees Credit for dedication of Park land in the Dutton Meadow Planned Development." The applicant shall submit what fees were previously paid, credited and or what land was dedicated for Parkland per the City Council Ordinance dated March 14, 2006, Ordinance No. 3770.

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

**Recommendation**

  X   Approval with conditions as set forth in this report

.....Continuance

----- Denial - Reasons:

\_\_\_\_\_ Final action referred to the Planning Commission



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CLARE HARTMAN  
Acting Assistant City Manager  
Deputy Director - Planning  
Planning and Economic Development

# Resolution 12081

Final Audit Report

2022-01-20

|                 |   |
|-----------------|---|
| Created:        | 2022-01-19                                  |
| By:             | Mike Maloney(MMaloney@srcity.org)           |
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**0** Agreement completed.

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