

DEVELOPMENT ADVISORY COMMITTEE
(November 4, 2020)

3575 MENDOCINO AVENUE PROJECT

Project Description

LOCATION3575 Mendocino Avenue

APN 173-030-001 & 173-030-002

GENERAL PLAN LAND USE

EXISTING..... Mobile Home

PROPOSED..... Transit Village Medium

ZONE CLASSIFICATION

EXISTING..... Rural Residential (RR-40-RC)

PROPOSED..... Transit Village Residential – Resilient City (TV-R-RC)
Transit Village Residential-Senior Housing- Resilient
City (TV-R-SH-RC)

OWNER/APPLICANT.....BRJE Communities LLC

ADDRESS790 Sonoma Avenue
Santa Rosa, CA 95404

ENGINEER/SURVEYORBKF Engineers

ADDRESS200 4th Street, Suite 300
Santa Rosa, CA 95401

REPRESENTATIVEKaren Massey

ADDRESS790 Sonoma Avenue
Santa Rosa, CA 95404

FILE NUMBERPRJ20-002

CASE PLANNER.....Amy Nicholson

PROJECT ENGINEER.....Laura Ponce

Background

The proposed project involves the development of up to 532 high-density multi-family housing units consisting of 162 units low- and very low-income senior households and up to 370 market rate housing units. The proposed project would also include a 1-acre public park and the construction of a new public street (0.8 acre), on- and off-site utility infrastructure, parking (including surface, covered, and an aboveground garage), driveways, frontage improvements, landscaping, and a new stormwater outfall into the adjacent, off-site Russell Creek.

Phase I of the proposed tentative map would create Lots 1, 2, and 3, which would accommodate 162 affordable senior housing units, and a public street which provides ingress/egress to Mendocino Avenue and the future park. Phase II would create Lots 4, 5, 6, 7, and 8, which includes the park, and associated subdivision improvements.

Conditions of Approval

The following summary constitutes the recommended conditions of approval from City departments on the subject application/development based on plans stamped received September 23, 2020.

Planning Conditions

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

RESERVE "A"		200	171		
RESERVE "B"					
	2020	2021	2022	2023	2024

The Project consists of 532 multifamily units, all of which are Reserve "A" allotments. The Growth Management Ordinance, specifically City Code Section 21-03.120.B., allows exemptions from Growth Management allotments for any dwelling units which replace previously existing dwelling units situated on the same lot which was demolished or destroyed, if a building permit application is submitted within five years of destruction.

During the Tubbs Fire on October 9, 2017, a total of 116 residential units were destroyed on the project site. In accordance with the City Code Section above, the replacement of these units is exempt from allotment requirements if building permits are submitted to replace these units prior to October 9, 2022. In addition, the 45 units remaining on-site following the fire were demolished by July 15,

2020. As such, the replacement of these units is exempt from allotment requirements if building permits are submitted to replace these units prior to July 15, 2025.

2. The Project shall comply with all mitigation measures listed in the Mitigation Monitoring Reporting Plan, prepared by Stantec and dated November 2, 2020.
3. As proposed, the Project represents an innovative approach to increasing the supply of affordable housing, especially for lower-income households. The Project would exceed inclusionary requirements of the Inclusionary Housing Ordinance (IHO) by 22%, and development, including construction would benefit from alternative compliance with the Inclusionary Housing Ordinance. Consistent with the authority granted to the Director of Planning and Economic Development by the IHO, the Director approved on February 25, 2020 alternative compliance with the IHO to waive dispersion and concurrency requirements to: (1) allow the senior housing for low- and very-low income households to be constructed near the southeast corner of the project site, and (2) to allow project construction to proceed based upon funding availability.
4. The Project is entitled to receive one incentive or concession, as outlined in §20-31.090 of the City's Density Bonus Ordinance including a reduction in the site development standards, a modification of Zoning Code requirements or other regulatory incentives or concessions proposed by the applicant or that the City determines will result in identifiable, financially sufficient, and actual cost reductions, in exchange for providing on-site inclusionary units as required by the IHO (§21-02.050(G)). A request for parking reduction is considered to be a concession to the development standards.
5. The proposed inclusionary housing units satisfy the Project's requirement that it provide at least 8% of the total number of new dwelling units (532) as affordable to low income households or at least 5% of the total number of new dwelling units as affordable to very low income households in lieu of paying applicable housing impact fees on non-inclusionary units (§21-02.050(A)).
6. The request for future credit of those units exceeding the 8% requirement is hereby denied. The Director finds that credit for inclusionary housing units funded by any government subsidies including Community Development Block Grant Disaster Relief funds and Disaster Relief Tax Credits would not be allowed in accordance with §21.02.070(F) which states that "Projects which have received a density bonus or which receive a government subsidy in any form, financial or other shall not be eligible for credits."

Engineering Conditions

- I. Developer's engineer shall obtain the current City Design and Construction Standards and the Engineering Division of the Planning & Economic Development Department's Standard Conditions of Approval dated August 27, 2008 and comply with all requirements therein unless specifically waived or altered by written variance by the City Engineer.
- II. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on the plans stamped received, September 23, 2020:

PARCEL AND EASEMENT DEDICATION

1. A minimum 15-foot wide public utility easement shall be dedicated to the City of Santa Rosa centered on the alignment over any portions of the public water, sewer and storm drain systems needed to serve the subject development and not located within the public right of way. The public utility easement shall be widened to 20 feet if the corridor contains multiple public utilities and shall be described in a fashion that identifies the individual utilities, e.g. Public Sewer and Storm Drain Easement.
2. Right of way dedications shall be provided to support the improvements for the Public Road as a City Standard Main Street 200G, as varied by ENGV20-015.
3. A reciprocal private access easement shall be provided over any shared driveways or drive aisles providing access to multiple parcels within the subject development.
4. Private utility easements shall be provided over any private water lines crossing over proposed property lines within the subject development.
5. A private easement shall be provided over any sections of private shared storm drain crossing proposed property lines within the subject development to ensure that upstream properties are provided with the appropriate drainage rights over downstream properties.
6. Unless already in place, public utility easements shall be dedicated along the subject development's frontage on Mendocino Avenue and the Public Road, per City of Santa Rosa Design Standards, unless otherwise determined by the City Engineer.
7. A separate instrument irrevocable offer of dedication shall be granted to the City providing a public access and use easement over the proposed park site. The offer of dedication shall be granted prior to recordation of the final map associated with Phase I.

8. The developer shall apply for and obtain all other agency permits, including but not limited to encroachment permits, easements, and/or license agreements if the property development encroaches in other agency easement corridors or property.
9. All costs associated with map, plan, easement, plat, legal description, and/or support document preparation shall be the sole responsibility of the developer.

MAPPING

10. This is a phased tentative map with regards to the final map process as provided under City Ordinance and the State Subdivision Map Act. Two map phases are planned, with each phase identified on the tentative map as containing certain future lots in the subdivision. If separate final maps are filed, a Final Map as defined by the Subdivision Map Act shall be filed for each phase of the subdivision and the lots within each such phase shall be consecutively numbered beginning with Lot 1 on each final map. Each proposed separate final map phase shall stand on its own with regard to availability of necessary infrastructure to serve it.

PUBLIC STREET IMPROVEMENTS

11. 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. A separate set of improvement plans shall be submitted to support each individual proposed map phase. Alternately, the project may submit a single set of public improvement plans clearly displaying the boundary for any proposed map phases.
12. Encroachment permits and grading permits shall be obtained prior to performing any site grading or work within the existing public right of way for the subject development.
13. All public and private improvements, both on-site and off-site; all rights-of-way and easement acquisitions, be they on-site or off-site; and all removal, relocation, or undergrounding of existing public utilities and any coordination thereof required or necessitated as a result of the review and approval of the project and the cost thereof shall be the obligation of the developer unless express written provision to the contrary is agreed to by the City. The full installation of all such required improvements shall be to the satisfaction of the City.
14. The Public Road shall be improved as a City Standard Main Street 200G, as varied by ENGV20-015, to include two 13-foot wide travel lanes to accommodate for the 26-foot wide fire aerial apparatus requirement and 12-foot wide sidewalks, from face of curb to back of sidewalk, including tree wells. Tree wells shall be a minimum of 4 ft by 4 ft and shall be 1 ft from back of curb, per

City Standard 230F. Street tree planting shall be in accordance with City standard and street tree selections shall comply with City Street Tree List. The Public Road shall be constructed with the first phase of the development. The developer may elect to defer the construction of the Public Road sidewalk sections that reside within the Phase 2 boundary to the point in which the construction of Phase 2 commences.

15. Install a striped pedestrian crossing across the Public Road at the Mendocino Avenue intersection. Curb returns shall maintain a radii of 35 feet at the intersection and include Caltrans standard RSP A88A curb ramps contained within the Public Right of Way and sidewalk easements. The permanent curb returns and pedestrian ramps on both the northern and southern edge of the required pedestrian crossing shall be installed with the Phase I improvements. The northern pedestrian ramp may conform to the existing conditions until the point at which the Phase 2 construction commences.
16. All improvements on the Mendocino Avenue frontage along the Phase 1 boundary shall be installed with Phase 1. Phase 1 improvements shall consist of a 6-foot wide sidewalk per City Standard 230E, contained within a 6.5-foot wide sidewalk easement, an 8-foot wide planter strip, and a 12-foot wide concrete bus pad per City Standard 222. The project may be required to replace existing damaged curb, gutter, and sidewalk within the Phase 2 boundary during Phase I construction if the inspector determines that that existing conditions present a hazard to pedestrians.
17. All improvements on the Mendocino Avenue frontage along the Phase 2 boundary shall be installed with Phase 2. Phase 2 improvements shall consist of a 6-foot wide sidewalk per City Standard 230E, contained within a 6.5-foot wide sidewalk easement, and an 8-foot wide planter strip.
18. Letter and other street names as shown on the Tentative Map for this project are not acceptable street names but are used for reference only within this conditional approval. The applicant is urged to submit revised street names to the Building Division of Community Development Department as soon as possible for review and acceptance by all concerned agencies prior to approval of improvement plans.
19. The minimum and maximum cross-slope for all streets shall be 2% and 5% respectively. Minimum gutter slope for all streets shall be 0.5%.
20. All sidewalks, public and private, shall maintain a 4-foot minimum clearance around all obstructions and shall be contained in a Public Sidewalk Easement when falling outside of the public right of way.
21. Installation of street lights and the street lighting pattern will be determined during plan check phase of the improvement plans as approved by the City Engineer.
 - a. Decorative luminaire street lighting per City Standard 615D may be installed along the Public Road.

- b. City Standard 611 cobra style street lights shall be installed along the Mendocino Avenue frontage to current spacing requirements, using LEOTEK LED fixtures. Street light spacing, wattages, and locations will be determined during the improvement plan review process.
22. New services (electrical, telephone, cable or conduit) to new structures within the subject development shall be underground. Developer shall coordinate, and where necessary, pay for the relocation of any power poles or other existing public utilities needed to serve each phase of the development.
 23. With the exception of existing overhead electrical main feeder lines, all existing wire distributed utility facilities which are on the proposed or existing rights-of-way, roadways, walkways, easements, etc. within the subject development or along roadways required to be improved in conjunction with the subject subdivision may be required to be removed and undergrounded prior to the construction of proposed improvements for each phase and all poles along the frontage(s) shall be removed for each phase. All existing overhead service drops which emanate from the existing poles and overhead facilities required to be removed and undergrounded, and which serve existing structures on both sides of the street within the boundaries of the road improvements of the subject development shall be undergrounded to the main service switch or service entrance to such structures for each phase. Where existing overhead electrical main feeder lines are left overhead, conduit shall be placed in the ground to provide for future undergrounding of the lines.

TRAFFIC

24. As specified in the Traffic Study, the northern and southern private driveways on Mendocino Avenue shall be limited to right turns in and out.
25. Any permanent work or temporary traffic control that encroaches onto the State ROW requires a Caltrans-issued encroachment permit. If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion.

TRANSIT

26. An in-line curb adjacent City standard ADA-compliant bus stop shall be provided by the developer on the westerly side of Mendocino Ave as shown on the Tentative Map. 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.
27. A bus shelter pad and bus shelter shall be provided at the bus stop, by the developer, consistent with City of Santa Rosa Design Guidelines, section 1.4.

28. The bus shelter shall be encompassed within the public right of way or a public sidewalk easement.
29. Bus shelters shall be connected to the ADA landing pad by an accessible route per ADA-ABA Accessibility Guidelines section 810.3. The sidewalk throughout the bus turn-out shall be 8-feet wide.

PRIVATE STREET/DRIVEWAY IMPROVEMENTS

30. The private driveway connection on Mendocino Avenue, contained within the Phase I boundary shall be constructed with Phase 1. The private driveway connection on Mendocino Avenue, contained within the Phase 2 boundary, may be constructed with Phase 2.
31. Private driveway connections to Mendocino Avenue shall use City Standard 250C for the driveway curb cuts.

STORM DRAINAGE

32. All storm water systems both public and private needed to serve the subject development shall conform to Sonoma County Water Agency (SCWA) criteria and City of Santa Rosa Design and Construction Standards. All storm water run-off shall be collected via an underground drainage system (with minimum 15" diameter and maximum 72" diameter pipe sizes) and discharged to the nearest public downstream facility possessing adequate capacity to accept the run-off. Such runoff systems shall be placed within public right-of-way wherever possible. Provide two copies of the preliminary and final approved storm drainage design report for plan review and the City file, prior to public improvement plan approval and encroachment permit issuance.
33. Drainage facilities and drainage easements needed to serve the subject development shall be provided to the satisfaction of the City Engineer or the Chief Engineer of the Sonoma County Water Agency at the developer's expense.
34. Provide storm drain and easements for any lot to lot drainage. Lots shall be drained in a manner so as not to adversely affect the adjacent lot. No lot-to-lot overland drainage is permitted (the exception is for lots draining to a common driveway).
35. Lot drainage, retention or detention systems, and private storm drain facilities needed to serve the subject development shall be approved by the Chief Building Official's designated representative. All private drainage facilities needed to serve the subject development shall be privately owned and maintained.

36. As applicable, all drainage flows from offsite the subject development shall be intercepted at the property line and conveyed through a private system to discharge into the public right of way. All storm water systems needed to serve the subject development shall be sized to convey the storm water per Sonoma County Water Agency standards.
37. Private drainage systems needed to serve the subject development are to be connected to a public system from a private field inlet located behind the sidewalk or through a minimum 15-inch RCP or HDPE storm drain pipe through the public right-of-way to a public drainage structure. No blind connections are permitted into public storm drain system. Public storm drains shall be shown on the plans in a design profile.
38. All offsite storm drain work and coordination with adjacent neighbors, and all off site construction and/ or access easements needed to construct the project shall be obtained at the sole cost of the developer prior to entitlement.
39. Drainage from landscape areas within the subject development is not allowed to cross over curb or sidewalk and is to outlet to a street or drainage channel through City Standard curb drains or other acceptable means.
40. All onsite storm drain inlets shall be labeled per the City standard detail 409- "DRAINS TO CREEK" or an approved equal.
41. Contractor shall not use the sanitary sewer system or storm drainage system to release construction water from the site unless they have a valid discharge permit to do so. Application for Industrial Construction Water Discharge Permit can be obtained from the City of Santa Rosa Environmental Compliance Department Contact (707) 543-3393.
42. Any existing storm drain stub outs to the property that shall not be used shall be abandoned at the main per City Design Standards.

STORM WATER COMPLIANCE (SWLID)

43. As applicable, the developer's engineer shall comply with all requirements of the latest edition of the City Storm Water Low Impact Development (SWLID) Technical Design Manual. Final Public Improvement Plans for each phase shall incorporate SWLID Best Management Practices (BMP's) and shall be accompanied by a Final Storm Water Mitigation Plan for each phase 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 property owner. Final Public Improvement Plans shall be the responsibility of the developer. 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 for each phase.

44. The SWLID "Declaration of Maintenance" document shall be recorded at the Sonoma County recorder's office prior to building permit issuance for each lot. A recorded copy of the document shall be given to the City of Santa Rosa EDS division for their records.
45. BMP facilities shall be included on the Improvement Plans for each phase 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. Landscape and civil plans shall be coordinated with the approved SUSMP report and show the BMP locations clearly to prevent them from being filled in with landscape materials.
46. Sewer and water connections, structures, cleanouts, and laterals needed to serve the subject development 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.
47. Bio swales or BMP facilities located in landscape strips or near other utilities such as transformers, irrigation meters, meter boxes, joint trenches, laterals, cleanouts, fire hydrants, storm drain mains, etc shall be located without conflict with the swales/water infiltration or collection system. Each utility trench crossing shall extend the length of a bioswale by 5 additional linear feet. Locations of infrastructure shall be shown on the plans and shall be reviewed during plan check. Sanitary sewer and storm drain utilities that run linearly underneath the bio swales trench, shall be relocated outside the bioswale area, as the bio swales shall be located on uncompacted native soil per the City's LID details to promote infiltration.
48. Private SWLID treatment system storm water pipes or BMP's needed to serve the subject development shall not cross public streets or be located in Public Utility Easements or the public right of way without written approval by the City Engineer. Private SWLID system pipes shall not cross property lines unless a recorded storm water easement is provided to the upstream property owner. The public storm drain shall be a separate system from the private SWLID system. The lot owners (or other designated private party as approved by the City engineer) shall maintain the entire private storm water SWLID system for perpetuity.
49. After the SWLID BMP improvements have been completed, the developer's Civil Engineer or qualified professional is to prepare and sign a written certification that they were constructed and installed as required. Written certification of

SWLID BMP's is to be received by the City prior to issuance of occupancy and acceptance of the public street improvements.

GRADING (From memo dated 3.10.20)

50. Provide a geotechnical investigation and soils report with each building permit application. The investigation shall include subsurface exploration and the report shall include grading, drainage, paving, and foundation design recommendations.
51. Obtain building permits for the proposed project.

WATER AND WASTEWATER

52. Water and sewer systems and appurtenances thereto shall be designed to serve the project in accordance with the City of Santa Rosa Design and Construction Standards and shall be constructed to the satisfaction of the City Engineer.
53. 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 must 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.
54. Water laterals and meters shall be sized to meet domestic, irrigation, and fire protection uses. An individual water lateral shall be installed for each lot. All water services for Lots 1, 2, and 3 shall be installed with Phase 1. Flow calculations shall be submitted to Engineering Development Services during the plan check phase of the Improvement Plans or Encroachment Permit to determine adequate sizing.
55. All portions of the public sewer and water systems located within the Public Road and all individual sewer and water services supporting the lots in Phase I shall be installed with the Phase 1 improvements. Additionally, any downstream sections of public sewer main or any private fire line improvements residing outside of the Phase 1 boundary that are needed to support Phase 1 occupancy shall be installed with Phase 1.
56. Water services shall be provided per Section X of the Water System Design Standards.
57. Any lot with over 100 units shall require two water services.

58. Any building taller than 3 stories shall require a reduced pressure backflow, per City Standard 876, behind the domestic services. Install reduced pressure backflow behind any irrigation meters, per City Standard 876. Install a double detector check backflow, per City Standard 880 on the private fire main.
59. Any existing water or sewer service not being used shall be abandoned at the main per City Standard 850 and 507. Any abandonments that are within the boundary of Phase 1 proposal shall be completed with Phase 1.
60. Abandon existing sewer main from Manhole 08 to Manhole 10 on westerly side of parcel, per city standard. Abandonment of sewer main may be completed with Phase 2.
61. Maintain access to all sewer manholes located in Private Drive B, along the southern edge of the property.
62. Separate sewer laterals shall be installed for each lot.
63. Install sewer laterals with cleanouts per City Standard #513/ 513A. Private laterals shall be separated from public service mains at the property line, by city standard manholes for an 8-inch pipe or larger, or a 6-inch cleanout for a 6-inch pipe.
64. Obtain a well abandonment permit from Permit Sonoma, unless wells are to be kept for irrigation.
65. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance (WELO) adopted by the Santa Rosa City Council, Resolution No. 4028, on October 27, 2015. Plans shall be submitted with the Building Permit application. Landscape plans shall be coordinated with the final SUSMP plans.
66. Irrigation meter size is dependent on peak demand and shall be determined upon review of irrigation plans. Plans shall show maximum gallons per minute per valve and total peak monthly usage.
67. Provide a copy of the approved onsite fireline plan to Santa Rosa Water to allow for the mapping of all private fire hydrants for the Santa Rosa Fire Department.

FIRE DEPARTMENT (From memo dated 3.11.20)

Applicant is advised and acknowledged that the following Fire Department **General Conditions** apply to this project:

1. 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.
2. The structures will be required to be protected by an automatic fire sprinkler system.
 - a. The Fire Department Connection (FDC) for the sprinkler and standpipe systems will be required within 100 feet of a fire hydrant.
 - b. Based on the size of the structure and available water supply a fire pump may be required to support the building suppression systems.
3. Structures (3) three or more stories shall be required to install a standpipe system in the building.
 - a. A temporary fire standpipe system, for use during construction, is required for any construction above the 3rd Floor. The standpipe system must be extended to each floor, as construction progresses.
4. Fire flow and location of fire hydrants shall be installed in accordance with California Fire Code Chapter 5, Appendix B, and Appendix C as adopted by the City of Santa Rosa.
 - a. Based on the size of the structures it appears that on-site fire hydrants will be required.
 - b. A Fire Flow test shall be performed prior to delivery of combustible materials.
5. Required Fire Department access roads shall be signed "No Parking – Fire Lane" per current Fire Department standards.
 - a. Parking allowed only in designated spots. All curbs shall be painted red and posted "No Parking".
 - b. Structures more than three-stories are required to provide a minimum of two points of access in accordance with Appendix D of the California Fire Code.
 - c. Access points shall be located remote from one another from the site.
6. CA Fire Code requires fire apparatus access roads ("Fire Lanes") to within 150 feet hose-pull distance of all first-floor exterior walls.
 - a. There shall be a minimum of 26-foot access provided along the longest side of structures that exceed 30 feet in height and allows for placement of the Fire Department aerial apparatus to be positioned 15 – 30 feet from the face of the building.
 - b. There shall be no projections or obstructions that would limit the articulation of the aerial apparatus.

7. Elevators shall be provided in compliance with gurney requirements and Fire Department emergency operations and controls.
8. Structures shall have addressing that complies with the Fire Department Standard with a minimum of a 12" exterior address located street side of the structure. Residential units shall be equipped with a minimum of 4" exterior address identification.
 - a. All addresses required to be displayed on a building or other permanent structure shall be illuminated during all hours of darkness.
 - b. A complex directory shall be required at the access points for the site.
9. The following are a list of deferred plan submittal items that will be required by the Fire Department - additional items may be called out based on proposed use(s) of spaces:
 - a. Private Underground Fire Main
 - b. Fire Sprinkler System
 - c. Standpipe System
 - d. Fire Pump (may be required)
 - e. Fire Alarm
 - f. Emergency Responder Radio System (may be required)
10. Detailed building plans will be needed to determine compliance with California Building Code (CBC) requirements for construction type, building setbacks, restrictions on exterior openings, fire resistiveness of exterior openings and occupancy separations between any mixed uses.
11. Access roads and water supplies for fire protection shall be installed and made serviceable for each phase prior to storage or construction of any combustible materials on the project site.
12. Site shall be maintained to comply with the City of Santa Rosa's Weed and Rubbish Abatement Ordinance.

Recreation and Parks Conditions

1. A separate instrument irrevocable offer of dedication shall be granted to the City providing a public access and use easement over the proposed park site. The offer of dedication shall be granted prior to recordation of the final map associated with Phase I.
2. Park Development Impact fee credits for the project shall be determined consistent with Chapter 19-70 of the Santa Rosa City Code. The construction of

the private park and the dedication of the associated public access and use easement shall generate a credit towards the project's Park Development Impact fee obligation. The construction and the maintenance of the proposed private park and any associated fee credits shall be memorialized in an Private Park Development, Fee Credit and Maintenance Agreement, approved as to form by the City and executed by the City and the developer.

3. The proposed site development associated with Phase I will receive a 100% credit towards its park development impact fee burden. In order to receive any Phase I fee credits, the developer shall provide a fully executed Private Park Development, Fee Credit and Maintenance Agreement to the Planning and Economic Development Department and dedicate all applicable public access and use easements over the proposed park site, as shown on plans dated received by the City on September 23, 2020, prior to recordation of the Phase I Final Map.
4. Partial Credit, equal to 45 percent of the calculated fee, shall be given against the requirement of land dedication or payment of impact fees pursuant to Chapter 19-70, specifically Section 19-70.120 of the City of Santa Rosa City Code will apply to the remainder of future development phases (Phase 2) once the required Private Park Development, Fee Credit and Maintenance Agreement is fully executed.
5. If applicable, the developer shall provide a draft Private Park Development, Fee Credit and Maintenance Agreement between the City and the developer to the City for review at least six months prior to first required payment date for any Park Development Impact fees associated with any portion of the project. If applicable, the developer shall provide an updated draft agreement between the property owner and the City that is within 90% of approval at least three months prior to the first required payment date of any Park Development Impact fee.
6. If the Private Park Development, Fee Credit and Maintenance Agreement is not 100% fully executed prior to any required payment dates for Park Development Impact fees associated with any portion of the project, the developer shall be responsible for posting a cash security deposit equaling the total park fee obligation for any portions of the development that proceeds past the required payment date for parks fees. The cash security shall be released once the Private Park Development, Fee Credit and Maintenance Agreement is fully executed. If the agreement is not executed prior to the expiration of the tentative map, the total security deposit will be retained by the City and applied to the project's total park fee obligation. Park fees payable would be for the portions of the development covered by the related building permit or permanent financing.
7. Street trees will be required and planted by the developer. Selection will be made from the city's approved master plan list and inspection by the Parks

Division may occur. 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.

8. All landscaping shall be privately maintained and irrigated. Property owners and/or homeowners' association shall be responsible for the irrigation and maintenance of the street trees and maintenance of the planter strips in front of and alongside of their lots.

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

Recommendation

Approval with conditions as set forth in this report

Continuance

Denial – Reasons:

Final action referred to the Planning Commission



BILL ROSE
Interim Deputy Director of Planning
Planning and Economic Development