

RESOLUTION NO. 11941

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ROSA APPROVING THE ROSELAND VILLAGE TENTATIVE MAP LOCATED AT 665 AND 883 SEBASTOPOL ROAD – ASSESSOR’S PARCEL NUMBERS 125-111-037 AND 125-101-031 - FILE NUMBERS – PRJ17-075, MAJ17-006

WHEREAS, an application has been submitted by MidPen Housing Corporation, requesting approval of the Roseland Village five-lot Tentative Map, prepared by BKF Engineers, date stamped February 20, 2018, for the subdivision of a 7.41-acre site consisting of two parcels into five simple lots, located at 665 and 883 Sebastopol Road, more particularly described as Assessor's Parcel Numbers 125-111-037 and 125-101-031, and on file in the Planning and Economic Development Department; and

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

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

WHEREAS, the Planning Commission 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 two parcels into five parcels 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 seq.) based upon the following findings:

- A. The proposed tentative map is consistent with the General Plan and the Roseland Area/Sebastopol Road Specific Plan as specified in Government Code Sections 65451 and 66473.5 in that the Project will prepare the project site for planned infill, mixed-use development in a Priority Development Area that can support the planned Roseland Village Neighborhood Center (Roseland Village) project. The mixed-use Roseland Village project will be in the vicinity of multiple modes of public transportation and bicycle routes and is in an area that features and will feature even further walkable everyday uses that will help the users/residents of the project be less reliant on personal automobiles for transportation. The project will also help address the City’s housing needs through the inclusion of varied housing options in the project including 100 market-rate units and 75 units of affordable housing to very low and low income households.

- B. The project is consistent with the land use goals and policies for the Roseland Area/Sebastopol Road Specific Plan, as well as the Sebastopol Urban Vision Plan that has been incorporated into the Specific Plan.
- C. The proposed subdivision meets the housing needs of the City and the public service needs of the subdivision's users and residents are within the available fiscal and environmental resources of the City. The subdivision complies with the City of Santa Rosa Housing Allocation Plan (HAP) by providing more than 15% allocated affordable units on-site (City Code Section 21-02.070(C)). The subdivision will establish two parcels for the development of 175 rental units, including one which will be developed with one apartment building with 75 lower income (i.e., Very Low and Low income) units. Twenty percent, or 28 units of the 133 maximum allowed units, will be "allocated" to lower income households, subject to an affordability agreement with the Housing Authority. The location of the project site and the provision of public improvements and streets required by the tentative map will help to ensure the provision of public services to the subdivision residents are within the City's available financial and environmental resources.
- D. The proposed subdivision of lots 1, 2, 3 and 4 are configured with at least two street frontages that provide separation which will allow future buildings within the planned Roseland Village project to utilize passive heating methods by absorbing the sun's heating energy throughout the day due to significant east, south, and west-facing building elevations. The rooftops of these future buildings will also be able to easily accommodate solar arrays to capture the sun's energy. Passive cooling features such as sunshades and recessed building areas are proposed at the upper stories of these buildings. The future public plaza on Parcel A will also serve as a passive cooling mechanism by removing nearly one-acre of hardscape and replacing it with planted areas that will reduce urban heating that occurs on paved areas. The plaza will also feature shaded areas that will allow its users to access naturally shaded outside areas.
- E. 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.

NOW BE IT FURTHER RESOLVED, The Planning Commission reviewed the Project in compliance with the California Environmental Quality Act (CEQA) and finds the Project qualifies for an exemption pursuant to CEQA Guidelines section 15183 in that the Project is consistent with the City's General Plan and the Roseland Area/Sebastopol Road Specific Plan for which EIRs were prepared and certified and, as evidenced by the special studies prepared for the Project, the Project does not contain conditions, nor would it result in effects that:

- a. Are peculiar to the project or the parcel on which the project would be located,
 - b. Were not analyzed as significant effects in the General Plan EIR
 - c. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, or
 - d. Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.
- A. The Project is consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified. The project will support the future development of 3-4 story buildings, with mixed commercial, institutional and residential uses at the intensity call for by the Specific Plan. The additional density granted by the density bonus is consistent with the General Plan Housing Element and zoning code density bonus regulation.
- B. There are no project specific effects which are peculiar to the Project or its site, and which the General Plan or Specific Plan EIRs failed to analyze as significant effects. The subject property is no different than other properties in the surrounding area, and there are no Project specific effects which are peculiar to the Project or its site. The project site is located in an area developed with commercial, institutional, and residential uses. The property does not support any peculiar environmental features, and the Project would not result in any peculiar effects. In addition, all Project impacts were adequately analyzed by the specific plan and general plan EIR.
- C. There are no potentially significant off-site and/or cumulative impacts which the General Plan or Specific Plan EIRs failed to evaluate. The proposed Project is consistent with the density and use characteristics of the development considered by the General Plan or Specific Plan EIRs and would represent a small part of the growth that was forecast for build-out of the General Plan. The General Plan or Specific Plan EIRs considered the incremental impacts of the future development, such as the Project and planned Roseland Village project, and no potentially significant off-site or cumulative impacts have been identified which were not previously evaluated.
- D. There is no substantial new information which results in more severe impacts than anticipated by the General Plan or Specific Plan EIRs. No new information has been identified which would result in a determination of a more severe impact than what had been anticipated by the General Plan or Specific Plan EIRs.

- E. The project will undertake feasible mitigation measures specified in the General Plan or Specific Plan EIRs. The mitigation measures will be undertaken through Project design, compliance with regulations and ordinances, or through the Project's conditions of approval.

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 Roseland Village Tentative Map, date stamped February 20, 2019, and on file in the Planning and Economic Development Department, subject to the following conditions:

1. Compliance with the Development Advisory Committee (DAC) Report conditions, attached hereto, dated January 3, 2019 and revised February 25, 2019.
2. Compliance with City Graffiti Abatement Program Standards for Graffiti Removal (City Code 10-17.080).
3. That the developer shall enter into an agreement with the City which provides that the developer, his heirs, successors, and assigns shall defend, indemnify, and hold the City, its officers, employees, and agents harmless from any and all claims, suits, and actions brought by any person and arising from, or in connection with, the design, layout, or construction of any portion of this subdivision, or any grading done, or any public or private improvements constructed within, or under, or in connection with this subdivision, whether on-site or off-site.
4. 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.
5. The developer shall be in compliance with the Housing Allocation Plan (City Code Chapter 21-02) at the time of building permit issuance.
6. If applicable, the developer shall comply with the City Public Art Ordinance (City Code Chapter 21-08) as applied to the non-residential portions of the project.

7. Sewer connections for this development, or any part thereof, will be allowed only in accordance with the requirements of the California Regional Water Quality Control Board, North Coast Region, in effect at the time, or thereafter, that the building permit(s) for this development, or any part thereof, are issued.

REGULARLY PASSED AND ADOPTED by the Planning Commission of the City of Santa Rosa on the 28th day of February 2019, by the following vote:

AYES: (5) Chair Cisco, Vice Chair Weeks, Commissioner Duggan, Commissioner Kalia, and Commissioner Okrepkie

NOES: (0)

ABSTAIN: (0)

ABSENT: (2) Commissioner Carter and Commissioner Peterson

APPROVED: 
PATTI CISCO, CHAIR

ATTEST: 
CLARE HARTMAN, EXECUTIVE SECRETARY

Exhibit A: Development Advisory Committee Report

DEVELOPMENT ADVISORY COMMITTEE
(January 3, 2019, rev. February 25, 2019)

ROSELAND VILLAGE

Project Description

LOCATION 665 and 883 Sebastopol Road

APN 125-111-037 / 125-101-031

GENERAL PLAN LAND USE Retail / Medium Residential Mixed-Use /
Medium Density Residential

ZONE CLASSIFICATION
EXISTING CG / R-3-18
PROPOSED No Change

OWNER..... Sonoma County Community
Development Commission

ADDRESS 1440 Guerneville Road
Santa Rosa, CA 95403

OWNER/APPLICANT..... Midpen Housing Corp
ADDRESS 303 Vintage Park Drive, Suite 250
Foster City, CA 94404

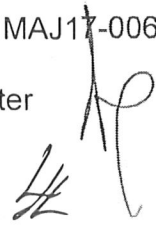
ENGINEER/SURVEYOR..... BKF Engineers
ADDRESS 200 4th Street, Ste 300
Santa Rosa, CA 95401

REPRESENTATIVE Geoff Coleman
ADDRESS 200 4th Street, Suite 300
Santa Rosa, CA 95401

FILE NUMBER..... PRJ17-075; MAJ17-006

CASE PLANNER Aaron Hollister

PROJECT ENGINEER Carol Clark



Background

In 2011, the CDC acquired the 665 Sebastopol Road property with redevelopment housing funds. When the State Legislature dissolved redevelopment agencies in 2012, the property was transferred to the Sonoma County Housing Authority/SCCDC as a housing asset. The property was acquired by the CDC to help facilitate the production of affordable housing on the property and to implement the goals and policies of the Sebastopol Road Urban Vision Plan that was adopted by both the City and County in 2007.

The CDC initiated demolition of a vacant warehouse, bowling alley, grocery store, and gas station starting in 2014. The CDC also undertook and completed remediation and environmental clean-up activities on the property pursuant to a work plan approved by the North Coast Regional Water Quality Control Board. The environmental clean-up activities were necessary due to the site being the former location of a gas station and a dry cleaner.

In 2014, the CDC convened a project task group to help conduct the community engagement process for the planning and redevelopment of the property. With the assistance of the task group, the CDC also commenced a series of community forums to allow community members to contribute to the plans for the development of the CDC parcel.

After the completion of the community forums, the CDC issued a Request for Proposals (RFP) in 2015 for a master developer to complete the development of the CDC parcel. In addition to the provisions for affordable housing, the RFP included the construction of a one-acre public plaza and pathway connection to the Joe Rodota Trail as required elements of any plan submittal. Other desired uses in the RFP (as identified by residents via the outreach process) included a multi-cultural community center providing youth programs and other community activities, retail uses, recreational activities, educational programming and/or library services. MidPen Housing Corporation was ultimately selected by the CDC as the master developer as a result of the competitive RFP process in 2016. The County Board of Supervisors also approved this arrangement in 2016.

In April 2016, a pre-application meeting was held with both City and County staff, as well as MidPen to obtain guidance about policy issues and development standards sought by each jurisdiction. Both City and County staff attended the meeting as the Roseland annexation process was underway, but the exact timing of the annexation was not yet known.

MidPen began a series of three community engagement workshops starting in August 2016 to help inform and define the public aspects to be developed on the project site – particularly the public plaza.

In November 2016, MidPen formally submitted a tentative map application to the County. Subsequent formal entitlement applications were filed with the County in April 2017.

Joint conceptual design review meetings with the City and County were held in December 2016 and June 2017 to review the project's development program, site plan and conceptual architecture.

In November 2017, the Local Agency Formation Commission approved the Roseland Area Annexation. After the annexation, the County determined in December 2017 that the City should process and analyze required entitlement applications.

The City's Design Review Board (DRB) reviewed the conceptual designs for each of the sites in the development, as well as the overall project site plan on December 21, 2017. At the meeting the DRB indicated that they could recommend the project's overall site plan to the Planning Commission and accepted the site plan design. However, the DRB had a number of comments on the individual elements of the project including comments on the individual components' architectural styles, orientation of building features, and the materiality of the buildings. The DRB requested that each of the buildings return for preliminary and final design review once each of the buildings is ready to do so.

On February 21, 2018, the project's entitlement applications were submitted to the City. These applications included the subject tentative map application, a design review application, and density bonus application.

The required neighborhood outreach meeting was held on March 14, 2018, in the on-site temporary library space. Seventeen members of the public signed-in at the meeting. Primary concerns of the attendees included traffic generation, parking availability, and the programming of the public plaza area.

Subsequent to the application submittal, the applicant worked with City staff on application completeness with the tentative map application being deemed completed on December 4, 2018.

On January 24, 2019, the Planning Commission will consider action on the Tentative Map.

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. This site will be subject to a Phase 2 Assessment and Remediation for contaminated soils which shall require permits from the City Fire Department for Hazardous Material Cleanup and the Regional Water Quality Control Board.
- III. Offsite Public Access Easement from Sonoma County for extension of West Street over the Joe Rodota Trail for both Public Roadway and Sidewalk shall be dedicated to the City of Santa Rosa prior to recording of the final Map.
- IV. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on the plans stamped received on August 27, 2018:

In addition, the following summary constitutes the recommended conditions of approval from City departments on the subject application/development based on plans stamped received August 27, 2018.

Planning Conditions-

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

RESERVE "A"			175		
RESERVE "B"					
	2017	2018	2019	2020	2021

- 2. Prior to the issuance of a building permit for the construction of the affordable housing building on Lot 1 of the Roseland Village Subdivision, the Applicant shall enter into an affordability agreement with the Santa Rosa Housing Authority to provide fourteen (14) very-low and fourteen (14) low income occupants, for a period of 55-years, with, at a minimum, the provisions set forth in Zoning Code Section 20-31.100(B).
- 3. Prior to the certificate of occupancy for the affordable housing building on Lot 1 of the Roseland Village Subdivision, the Applicant shall provide evidence the 47 affordable housing units not subject to the affordability agreement with the Santa Rosa Housing Authority are subject to an affordability agreement with Sonoma County.

4. Compliance with City Graffiti Abatement Program Standards for Graffiti Removal (City Code 10-17.080).
5. That the developer shall enter into an agreement with the City which provides that the developer, his heirs, successors, and assigns shall defend, indemnify, and hold the City, its officers, employees, and agents harmless from any and all claims, suits, and actions brought by any person and arising from, or in connection with, the design, layout, or construction of any portion of this subdivision, or any grading done, or any public or private improvements constructed within, or under, or in connection with this subdivision, whether on-site or off-site.
6. 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.
7. The developer shall be in compliance with the Housing Allocation Plan (City Code Chapter 21-02) at the time of building permit issuance.
8. If applicable, the developer shall comply with the City Public Art Ordinance (City Code Chapter 21-08) as applied to the non-residential portions of the project.
9. Sewer connections for this development, or any part thereof, will be allowed only in accordance with the requirements of the California Regional Water Quality Control Board, North Coast Region, in effect at the time, or thereafter, that the building permit(s) for this development, or any part thereof, are issued.

Engineering Conditions

PARCEL AND EASEMENT DEDICATION

1. Parcel "A" is to be retained by Sonoma County Community Development Commission, CDC, and noted on the information sheet of the Final Map.
2. Any offsite Right of Way or easements shall be dedicated to the City of Santa Rosa prior to approval and signature by the City Engineer of Public Improvement Plans as follows:
 - a. Any additional easement or ROW dedications at the intersection of West Avenue and Sebastopol Road to support required traffic signal improvements.

- b. Easements and or license agreements from the County of Sonoma along the Joe Rodota Trail adjacent to the project's northerly property line and extension of West Avenue and public sidewalks to the northerly property line of the Joe Rodota Trail.
3. All existing onsite access, general roadway and PUE easements shown in the title report or which are identified over the site shall be quitclaimed or vacated by the owner if no longer viable or in use; are located under the existing or proposed building envelope or are discharged. 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. If the easements cannot be released, then the building permit cannot be issued.
4. The existing Public Road and Utility Easements per document DN 2001-102316 along Sebastopol Road shall be noted as to be vacated on the Final Map. Right of Way Dedications for Sebastopol Road and Public Utility Easements dedicated to the City of Santa Rosa shall be delineated and accepted on the Final Map approved by the City Engineer.
5. The applicant shall apply for and obtain all other agencies permits, including but not limited to encroachment permits, easements, and or license agreements if the proposed development encroaches in other agency easement corridors or property.
6. The private driveways on Lots 1 and 2 shall be covered by a 26-foot wide emergency vehicle access (EVA) easement.

PUBLIC STREET IMPROVEMENTS

7. 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.
8. Sebastopol Road shall be dedicated and improved to City Boulevard Street Standards along the entire project frontage per City standard detail 200I, as modified below. Right-of-Way for a half street section shall be 46.5 feet from centerline to property line and varies to include the west bound to north right hand-turn-lane.
9. Half width street improvements for Sebastopol Road shall consist of a 30.5 to 31.5 feet wide structural pavement section from centerline to face

of curb, to accommodate 6-feet of the 12-foot wide median travel lane, one 12-foot-wide travel lane, a 5-foot wide class II bike lane, with a 10-foot wide parking lane or 10-foot wide westbound right turn lane, concrete curb and gutter, and a 15-foot wide contiguous sidewalk with the City standard 4-foot x 4-foot tree wells, and a 7-foot-wide public utility easement and public access sidewalk easement dedications behind the property line. The PUE may be reduced along face of the buildings to accommodate proposed structures.

10. The parking lane shall be converted to an “right turn only lane” and installed at the intersection of Sebastopol Road and West Avenue for west bound lane of Sebastopol Road to turn right to northbound on West Avenue in the alignment of the parking lane. No bulb-out on the northeast corner of Sebastopol Road and West Avenue shall be permitted as the right-hand turn lane shall flow freely.
11. West Avenue- shall be dedicated to the City as a public street and improved to City Main Street Standards with bike lanes. Right of Way for full width street shall be dedicated to the City for 67 feet property line to property line. A 7 foot Public Utility Easement shall be dedicated to the City behind the right of way on both sides of centerline from Sebastopol Avenue to Street A then only behind the right of way on the westerly side of centerline from Street A to Street C. No Public Utility Easement will be required to be dedicated north of Street C;
 - a. West Avenue full width Street improvements from Sebastopol Avenue to Street A shall provide; 10 foot north bound travel lane, 10 foot southbound left turn lane, combined 10 foot southbound through and right turn lane, 2- 5 foot bike lanes, curb gutter and 10 foot sidewalk with City Standard 262 Street Tree Wells.
 - b. West Avenue full width street improvements from Street A to Street C shall be; 2 travel lanes, 2 bike lanes, no parking, for 40 foot curb to curb width, sidewalks contiguous to curb with City Standard 262 tree wells on both sides.
 - c. West Avenue full width street improvements from the northerly curb return of Street C to the northly project boundary shall be; 2 parking lanes, 2- 5 foot bike lanes 2- 10 foot travel lanes, 10 foot contiguous sidewalks with Street Tree Wells on both sides of centerline.
12. Street A shall be dedicated to the City as a public street a public street and improved to a City Collector Street standard. Right of Way dedication shall for a full width street with 42.5 feet from centerline to property line with no Public Utility Easement. Improvement for a Half width street section shall consist of a 32-foot-wide structural pavement section from

centerline to face of curb, to accommodate a 13-foot-wide travel lane, a 19-foot-wide diagonal parking, a valley gutter, and a concrete curb and 10-foot contiguous sidewalk with tree wells. Contiguous sidewalk along the Lands of Edge, Doc. No. 2016-027022, is to be reduced as necessary to remain within project boundary requiring no additional offsite right of way. in Parking Bays shall be graded to provide fall away drainage flow from high point to valley gutter at edge of travel way or standard drainage flow from crown to curb and gutter.

13. Street B shall be dedicated to the City as a public street and improved to a City Collector Street standard. Dedications shall be for full width street, 78.5-feet from Property line to Property line with 7-foot Public Utility Easement on Westerly side of centerline. Half Street improvement shall consist of a 13-foot-wide travel lane, a 19-foot-wide diagonal parking lane, with 10-foot contiguous sidewalk and City Standard 262 Street Tree wells only on the westerly side of Center line. Diagonal parking bays shall be graded to drain from a curb and a fall away gutter to a City Standard Valley gutter at edge of travel way. Improvements on easterly side of centerline shall consist of street section with diagonal parking lane and curb line at a 4-foot setback to property line. Public Utility Easement may be reduced along proposed face of buildings returning to full width upon clearance of obstruction.
14. Street C shall be dedicated to the City as a public street and improved to City Collector Street Standards. Right-of-Way for the full width street shall be 63-feet from Property line to property line with 7-foot Public Utility Easements on both sides of centerline. Half width street improvements shall consist of a 21 foot structural pavement section from centerline to face of curb, for a 13-foot travel lane, with an 8-foot parking lane, concrete curb and gutter, and 10-foot contiguous sidewalk with the City Standard 262 Street Tree Wells 4-feet x 4-foot tree wells.
15. Street D shall remain part of Lot 1 as a private street and public EVA but improved to City Collector Street Standards and access Sebastopol Road through a City Standard 250D Curb Return Driveway driveway with 20 foot radius curb returns.
16. Street D shall access Street A through a City Standard 250D Alternate B, Curb Return Driveway with 20 foot radius maintaining at grade sidewalk through driveway. Street D shall be posted as "Private Road" at Sebastopol Road and Street A intersection. Street A access to Street D through a City Standard 250B Driveway Curb Cut 20 feet wide.
17. West Avenue shall be posted for "no parking" on both side of centerline from Sebastopol Road to Street A. West Avenue from Street A to Street C shall be restricted to freight loading and unloading and be signed and curb painted accordingly east of centerline, and posted for "no parking" west of

centerline. The north bound travel and bike lane of West Avenue between Sebastopol Road and Street C shall transition westerly with a 6:1 taper beginning opposite of the southerly curb return of Street A to a 2-10 foot travelways with 2-5 foot bikelanes and 10 foot loading lane starting transition at the northerly curb return of Street A and continuing to the northerly curb return of Street C maintaining the full 5-foot bike lane and required left turn queue capacity for Sebastopol Road.

18. The intersection of Street B and Street C shall be a city standard knuckle per Std. 204A or 204B or as approved by the City Engineer to allow minimum 20 foot inside and 40 foot outside turning radius for Emergency Vehicular and City Maintenance vehicle turning to be clear of parked vehicles. Clear turning lanes shall be shown on the Street signing and striping plans.
19. Street B and C shall be the same named street intersecting Sebastopol Road and West Avenue and are being identified as sperate streets for conditioning purposes only. The Final Map shall show 1 continuous public street.
20. The proposed driveway connection for the adjacent easterly offsite property Roseland Village, Doc No. 1975RE066593, to Street B shall be through a 250A Driveway Curb Cut 24 feet wide.
21. The midblock crossing is not allowed at the street knuckle of Street B/C as shown on the Tentative Map.
22. Public Utility Easements may be reduced at specific locations to accommodate buildings or other obstacles with the concurrence of the PG&E, phone and cable TV providers and the City Engineer but shall return to full width once obstructions are cleared.
23. All sidewalks, public and private, shall maintain a 4-foot minimum clearance around all obstructions and contained in a Public Sidewalk Easement when falling outside of the public right of way.
24. West Avenue curb, gutter, pavement and sidewalk section shall end at the northern subdivision boundary line and shall be posted and barricaded with City Standard Detail No. 206 "Future Road Extension" sign, and City Standard Detail No. 211 metal beam street barricade and sidewalk barricade per City Standard 236. A minimum 10 foot wide pavement section centered on the projection of the West Avenue Centerline shall continue offsite to connect with the Joe Rodota Trail conforming to existing pavement grade and is to be contained within a Public Access Easement over the Sonoma County Property.

25. Access to offsite Joe Rodota Trail from West Avenue shall be blocked with City Approved removable bollards installed to allow continuation of pedestrian and bike access and Emergency Vehicle Access while preventing vehicle access from West Avenue. West Avenue shall be fully improved and end at the northerlky property line. A cross hatched area, 10 feet wide connecting the marked bike lanes shall be marked over the roadway pavement curb to curb and adjacent to the project boundary.
26. The applicant shall obtain an encroachment permit or as required by County of Sonoma at the applicants' sole expense and install an adequately sized storm drainage culvert crossing pipe(s) under the West Avenue trail connection sized for the volume of flows at the open ditch crossing along the southside of the Joe Rodota Trail and the north side of the project. The flows shall not enter the city storm drainage system that flows south down West Avenue and the flow shall continue westerly as this is the regional drainage pattern to be upheld. The storm drain pipe shall not conflict with the sanitary sewer pipe stub to the north in West Avenue.
27. The intersections of West Avenue and Streets C and Street A shall be constructed with 20-foot radius curb returns with Caltrans Standard RSP A88A Case A curb ramps for Street C crossings and directional curb ramps Case G for Street A.
28. The intersections of West Avenue at Sebastopol Road, and Street C at Sebastopol Road, shall be constructed with 35-foot radius curb return with Caltrans RSP A88A Case A curb ramps.
29. Street Right-of-way shall be dedicated sufficient to contain Caltrans Standard RSP A88A curb ramp and the 4-foot sidewalk landing.
30. Existing streets cut by new services shall require edge grinding per City Standard 209, Trenching per Standard 215, and an A.C. overlay.
31. Provide clear line of sight based on speed limit of approaching vehicles on Sebastopol Road in either direction by limiting tree locations, landscaping, signage, lighting, and any other structures to provide safe stopping sight for vehicles on Sebastopol Road.
32. 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. Trees shall be maintained at a 7-foot minimum height tree canopy.
33. Install multi-family Residential driveway aprons per City Standard 250A for the driveway curb cuts from all public streets to private driveways for all

Lots 1 and 2 entries and the neighboring commercial driveway connection on Street B.

34. Two copies of a Level 2 Assessment are required and shall be provided with the initial improvement plans submittal for review. The report shall address all remediation required.
35. Decorative luminaire Street lighting shall be installed per City Standard 615D for Street Lights on the subdivision interior streets of Street A, B, C and West Avenue. New street lights on Sebastopol Road shall match the existing dual head decorative lights per the street light design detail in the Specific plans, City Standard 614 Railroad Square style street lights. City Standard Street Light on Signal Poles shall be per City Standard 611 using LEOTEK LED fixtures. The existing dual head decorative light standards on Sebastopol Road shall be protected in place and or relocated and as necessary, replaced "in kind" per approval of the City Engineer. New street light spacing, wattages, and locations shall be determined during the improvement plan review process.
36. The type and location of curbside mailboxes shall be determined through the improvement plan check process and be in parking restricted areas and outside of vision triangles at all intersection and driveway locations.
37. The applicant shall install a storm drainage culvert crossing for the multi-use path connection between West Avenue and the Joe Rodota Trail. The Applicant shall obtain necessary permit, design and install landscaping and irrigation along the project frontage along the Joe Rodota trail per the Specific plans. All improvements and permitting for the Landscaping and irrigation improvements along the Rodota Trail shall be at the applicant's sole expense.

TRAFFIC

38. Overhead utility lines along the project frontage and through the site shall be placed underground including electrical distribution lines, telephone and cable television in conformance with the City's undergrounding ordinance. The overhead lines along the project frontage of the Joe Rodota Trail shall be placed underground with riser poles at the ProJet boundary.
39. New services (electrical, telephone, cable or conduit) to new structures shall be underground. Developer shall coordinate, and where necessary, pay for the relocation of any power poles or other existing public utilities, as necessary.

40. Conduit and pull boxes shall be installed if applicable per City Standard for future traffic signal interconnect along Sebastopol Road and West Avenue. Locations shall be reviewed as part of the public improvement plan along Sebastopol Road and West Avenue.
41. Street lights should be installed at intersections and on street spacing as directed by the City Traffic Engineer.
42. The developer shall install striped exit lanes on West Avenue Exit at Sebastopol Road exit, including a combined designated right (westbound) and straight thru lane (southbound) and a left only turn pockets for eastbound onto Sebastopol Road. The intersection shall be posted as "No parking" for site distance per Caltrans standards. The intersection lights shall be adjusted by the City at the applicant's expense. Additional lights may be requested at first review.
43. Sebastopol Road west bound travel lanes shall remain relatively the same as current conditions and shall be striped for a southbound left-turn only lane; a single straight thru (west bound) travel lane and a designed right-turn only travel lane (north bound) into the project with a bike lane and be approved by the Traffic Engineering division.
44. The developer shall install striped exit lanes on Street B Exit at Sebastopol Road, including a "right-turn out only" for west bound and no left-turn pocket for east-bound onto Sebastopol Road. The intersection shall be posted as "No parking" for a minimum of 80-feet along West Avenue. Install traffic signage for "right-turn in" and "right-turn out only" at this intersection. A full median island with landscaping and vertical concrete curb shall be installed by the applicant within Sebastopol Road to comply with the Sebastopol Road Urban Vision Plan. The median shall extend up to the intersection with a two feet wide median nose and form the median edge to the west bound left turn lane.
45. The developer shall install striped exit lanes on Street D exit at Sebastopol Road, including a westbound "right-turn out only" lane and east-bound left turn lane onto east-bound Sebastopol Road. The intersection shall be posted as "No parking" for the distance as required by Caltrans site distance standards along Sebastopol Road.
46. All signs and pavement markings shall comply with the current California MUTCD manual. All traffic striping in the projects Sebastopol Rd. frontage and the interior streets shall be repainted by the applicant including the bike lanes and symbols, the turn arrows and edge striping and L/R turn lanes striping.

47. Caltrans revised standard curb ramps per detail RSP A88A are required at the North/South intersection on West Avenue at Sebastopol Road. Install access ramps at the north and south legs of the intersection of West Avenue and Sebastopol Road to facilitate north-south pedestrian access.
48. Advance street name signs for West Avenue shall be installed on Sebastopol Road. All roadway signs shall comply with the special signing with the "Rose symbol" as described in the Sebastopol Road Corridor Plan and be reviewed and approved by the Transportation Department.
49. Pedestrian cross walks shall be marked for; the north- south crossing of Street A at the intersection of West Avenue, north-south and east-west crossings at the intersection of West Avenue and Street C, and east- west crosswalks at West Avenue and Sebastopol Road and Street C and Sebastopol road.
50. The applicant shall be responsible for funding and construction of the signal modification at Sebastopol Road/West Avenue as shown on the project site plan, coordinating with the City of Santa Rosa as appropriate to maintain consistency with design standards.
51. The applicant shall restripe the offsite northbound approach of Sebastopol Road/West Avenue intersection to extend the length of the left-turn pocket to 130 feet, concurrent with the modification of the traffic signal that will be completed as part of the project. The proposed striped left turn pocket channelizing island will not be required. Extension of red curb prohibited parking will be evaluated during the Plan Review Process by the City Traffic Engineer. All required right of way to install the signal or lanes at the intersection shall be acquired at the sole cost of the applicant.
52. Bicycle racks shall be provided within the Plaza and near all the projects non-residential Buildings.
53. Intersections of Street "A" and West Avenue, and Street "C" and West Avenue, shall be stop controlled with Stop on the Street A and Street C leg of the intersection.
54. All public parking on Street A and Street B/C shall be signed with parking time limits. The parking time limits will be determined by the City Traffic Engineer during the Improvement Plan review process. Restricted Parking time limitation signs and installation shall be per CAMUTCD.
55. The project applicants shall coordinate with Santa Rosa City Bus to relocate the existing east bound bus stop on Sebastopol Road to the intersection of Sebastopol Road/West Avenue, including all amenities such as benches and shelters as consistent with City Design Standards and these conditions.

56. Any new landscaping and monument signs at the project intersections along Sebastopol Road should be less than three feet in height (or 7-foot minimum height for tree limbs) to maximize clear sight lines.
57. The existing eastbound Citybus stop offsite on Sebastopol Avenue west of Avalon Street shall be removed and relocated westerly on Sebastopol Road to the far side of the intersection of Sebastopol Road and West Avenue for protected Sebastopol Road and West Avenue crossings in marked and controlled intersection crosswalks. Relocated bus stop pad is to be within the existing Public Right of Way.
58. Install "No parking signs" and red curb along Sebastopol Road for at least 30 ft. from the driveway entrances to allow for adequate sight distance in both directions.
59. Each bus stop shall be provided with at least two- 6-foot x 10-foot concrete shelter pads with additional ADA loading areas. The contiguous sidewalk is required to be 15-foot wide along the plaza frontage and will satisfy the ADA loading requirement. The bike lane shall be striped adjacent to the side curb bus stop to allow cross over stopping along the bus stop or as approved by the City Engineer. The pad is to be located to provide a clear ADA loading zoned for the bus stop as approved by Traffic Engineering Division.
60. New 5-foot wide, class 2, Bike lane shall be marked with bike lane symbols along the north side of Sebastopol Road frontage and both sides of West Avenue frontage replacing the existing markings and symbols.

TRAFFIC SIGNALS

61. The developer shall design and construct a traffic signal at the intersection of West Avenue and Sebastopol Road. The intersection design shall be for a 6-phase signal providing pedestrian crossings, protected left turn lanes, and bike lanes on Sebastopol Road and West Avenue. 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 or revised signal shall be constructed and operational prior to proposed project's occupancy. Sebastopol Road and West Avenue shall include dedicated left-turn phasing.
62. The Traffic signal design for the intersection of Sebastopol Road and West Avenue shall be included with the first improvement plan review submittal

with a cost estimate for review and approval by the City Public Works Traffic Division.

63. The developer shall be required to pay 100% of the signal revision, design and construction costs.
64. The bus stop on the northside of the street shall require reconfiguring the street curb near the intersection. This design may be done as a part of the signal design. The applicant is responsible for all costs associated with the required Right of way or easement acquisition for the bus stop.
65. All foundations for traffic signal poles shall be per Caltrans standard and shall be installed with bolt down bollards covering the foundation bolts. Design shall be approved by the City.
66. Electrical boxes for street lights and signals shall be provided with grounded vandal resistant inserts, McCain Tamper Resistant Inserts or City approved equal, in street light pull boxes at locations as directed by the City. Catalog cuts shall be provided with the first plan check submittal for review and approval by the City Engineer. The street light improvement plans shall include the following note; "The contractor may use their own locks during construction for ease of access, however once the conductors in the pull box are live the contractor shall coordinate with the City Inspector to have the City lock installed. Electrical pull boxes in planter strips shall be provided with a 2-foot concrete apron around box."

DRAINAGE

67. The developer's engineer shall comply with all requirements of the latest edition of the City's Storm Water Low Impact Development (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 property owner. 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.
68. Perpetual maintenance of SWLID BMP's shall be the responsibility of one or more of the following:
 - a. The commercial lot fronting these BMP's. Individual owners shall be responsible for performing and documenting an annual

inspection of the BMP's on their respective properties. The annual reports shall be retained by the private property owner for a period of the latest five years and shall be made available to the City upon request.

- b. A special tax district for storm water BMP facilities.
 - c. An alternate means acceptable to the City of Santa Rosa.
69. After the BMP improvements, have been completed, the developer's Civil Engineer shall 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 shall be received by the City prior to acceptance of subdivision improvements.
70. The SWLID "Declaration of Maintenance" document shall be recorded at the Sonoma County recorder's office prior to building permit issuance or as required by the Building Official. A recorded copy of the document shall be given to the City of Santa Rosa EDS division for their records.
71. BMP facilities shall be included on the Subdivision Improvement 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.
72. Any roadway bio-retention basin areas are to provide moisture barriers at the gutter lip of the pervious concrete gutter per City Standard 264 and contain the bio retention basin area on all sides and as directed by the Soils Engineer.
73. 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.
74. Where bio swales or BMP facilities are in landscape strips or near other utilities such as transformers, irrigation meters, meter boxes, joint trenches, 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 should be present on the plans and shall be reviewed during plan check. Relocate utilities sanitary sewer and storm drain pipe that run linearly underneath the bio swales

trench, to outside the bioswale area, as the bio swales shall be located on uncompacted native soil per the City's LID details to promote infiltration.

75. Landscape plans 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.
76. Private SWLID treatment system storm water pipes or BMPs shall not cross public streets or be 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.
77. Hydrology and Hydraulic design of the storm drain system shall conform to Sonoma County Water Agency (SCWA) criteria and City of Santa Rosa Design and Construction Standards. 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 two copies of the preliminary and final approved storm drainage design report for plan review and the City file.
78. Private drainage systems are to be connected to a public system from a private field inlet located behind the sidewalk and through a minimum 15-inch storm drain pipe through the public right-of-way to a public drainage structure. No blind connections are permitted into the public storm drain system. Install a 4-foot manhole, manhole ring and cover per City Standard #400 at all connections points to pipe that does not have a junction structure at the connection point. Private storm drain systems shall be separated from the public storm drain systems at the Property line by a city standard manhole.
79. 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.
80. 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 unless a storm drainage easement is recorded in the upstream lots-favor over the drainage way or a lot to lot reciprocal drainage easement is recorded. 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.

PRIVATE ALLEY/DRIVEWAY IMPROVEMENTS

81. Street D is a private road and shall be built to City Collector Street improvement standards. Half width street section shall be 18 feet with travel way and parking lane or 12 feet without parking. The roadway shall be bordered with curb, gutter and sidewalk. Any individual driveway connections to the private street shall be through City Standard driveway curb cuts. 5-foot sidewalk behind a 6-foot planter shall be constructed on Lot 1 along the Street D Right of Way line.
82. The driveways for Lots 1 and 2 shall access through a 24-foot minimum width curb cut per City Standard Detail No. 250A from Street D, West Avenue and Street C and then shall widen to a width of 26-feet at a point 20-feet past the back of sidewalk. Minimum width of the private drive aisle area is 20-feet wide if not required for Fire Department Aerial Access and/ or necessary for minimum aisle width for clear backup from parking stalls.
83. Turn around capability for right angled parking on the unit driveways shall be provided with clear backup of 26-feet aisle width from curb face to opposing face of curb or between parking stalls.
84. Private driveways shall be constructed under observation by the project soils engineer in compliance with City Design and Construction Standards.
85. A public access easement and cross parking lot easement shall be granted over all private driveways and parking stalls on the interior of lots 1, 2, 3 and 4 for all parking to be shared and kept accessible to the public/patrons /residents of lots 1, 2, 3, and 4 and the public at all times. An Emergency vehicular access easement (EVA) easement shall be dedicated over the private driveways of lots 1 and 2 to the City of Santa Rosa.

GRADING

86. Final Building pad certifications shall be signed and sealed by a registered land surveyor, geotechnical engineer and/or Civil Engineer certifying each building pad. Certifications shall be submitted to the building official for review prior to building permit issuance. Final Building pad certifications shall be signed and sealed by a Land Surveyor certifying each building pad. Certifications shall be submitted to EDS for filing and review prior to building permit issuance.

87. 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.
88. Easterly subdivision North South boundary shall be bordered with a City Standard 242 Type A Median Curb from Sebastopol Road to Lot 2. Project boundary curb shall conform to back of sidewalk grade on Sebastopol Avenue through a 3 foot long taper.
89. Prior to signature of public improvement plans the Developer shall have obtained all agreements and permits from all other State and Federal regulatory agencies whose jurisdiction is affected. 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.
90. Maximum grade difference at project boundary to offsite property shall be less than 2 feet and 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 BMP's shall not be in the rear yards. If applicable, walls and wall heights shall be shown in the plan cross sections. Wood retaining walls shall not be allowed.
91. Grading and drainage plans 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.
92. Retaining wall footings shall be completely contained within the downside parcels with subdrains daylighting to graded swales. Subdivision plans shall include structural drawings for all required 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.
93. Fences along the Joe Rodota Trail shall not exceed 8-feet in height.
94. A building permit shall be required for the installation of private improvements on Parcel "A". The "Parcel A" Improvement plans are to be submitted for review with the first phase of subdivision improvement plans and shall be fully developed and constructed with the first phase of the

subdivision. Parcel "A" shall be fully developed and landscaped prior to occupancy issuance. The phased subdivision improvements shall not be accepted by the City without Parcel "A" improvements being completed. If a phased development occurs, then each phase shall be self-sufficient to stand fully on its own including the necessary private SWLID features and BMPs to service each phase of development.

WATER

95. This project is in the South Park Sewer District. All sewer fees will be determined by the Southpark Sanitation District and collected by City of Santa Rosa Water based the South Park Fee Schedules. Schedules prior to issuance of a Building Permit. Applicant may receive fee credits for any structures connected to the public sewer system prior to development.
96. City of Santa Rosa will provide water service for this project. Domestic water and irrigation water demand fees will be determined in during Building Permit Plan review and shall be due prior to issuance of Building Permits. The applicant shall contact Water Engineering Services to determine estimated sewer and water demand, processing and meter fees. Applicant may receive fee credits for any structures connected to the public water system prior to development.
97. Water laterals and meters shall be sized to meet domestic, irrigation and fire protection uses. 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.
98. Water services shall be provided per Section X of the Water System Design Standards. Commercial and irrigation uses shall be metered separately.
99. Separate water meters shall be provided for each unit, each building or a master meter for a cluster of buildings. Each lot shall have its own separate water and sewer services. Utilities suggests more than one meter for the entire project. A separate irrigation service and meter shall be provided for each lot and Parcel A.
100. City Standards require that the project install a 12" combination water service per City Standard #870 for fire sprinkler, public and/or private fire hydrant, domestic and irrigation meters, one for each lot and Parcel A.
101. If fire pressure requires it, then this project shall install a private fire line main in the center of the private driveway for lots 1 and 2 and loop the service from West Avenue to both Street D and Street B. A fireline double

detector Check valve (DDC) shall be installed at each connection point to the public system and their locations shall be determined with the plan check phase of the Improvement Plans. Submit flow calculations to the Engineering Development Services Division during the Public Improvement plans review phase.

102. Any existing water main in Street D or onsite shall be reviewed by the City for adequacy and construction and if fails to meet current fire flow requirements shall be removed and replaced by this subdivision.
103. The South Park 6-inch sanitary sewer main extension in Street D shall be designed and improved by the applicant to meet minimum future design flows for area build out north of project.
104. Install one onsite private sewer lateral with a sewer clean out per City Standard Detail No. 513 to serve each Lot. Private laterals shall be separated from public service mains at the property line, by a city standard manhole for an 8-inch pipe or larger; or a 6-inch cleanout for a 6-inch pipe.
105. Irrigation piping shall not cross property lines. 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.
106. Any existing water or sewer services not being used shall be abandoned at the main per City Standard Detail No. 850 and 507.
107. 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. Landscape plans for planter strips shall be included with the Public Improvement Plans.
108. The public water shall be extended and stubbed to the north property lines of Street D and West Avenue with full size blow offs per City standard 862 for through street conditions.
109. A fire flow test shall be completed at the time of the tie in of the project to the City 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 Department prior to the test being performed. 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.

110. Fire protection is to be provided in accordance with City Fire Department requirements. Submit a Fire Flow Analysis to both Utilities and Fire Departments to show fire flow requirements can be met. The engineer should contact Utilities Engineering prior to submittal of improvement plans to determine hydrant locations. Fire Department access shall meet City Fire Department standards.
111. For purposes of leak detection and maintenance access, no reinforced concrete shall be designed over publicly maintained sewer, water or storm water drain pipe facilities, such as located along the southern property line. Unreinforced concrete shall be allowed under special circumstances such as crosswalks.
112. 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.
113. This project is required to design and construct a 12-inch minimum public water main connecting to the existing water main in Sebastopol Road for all the public streets. The water 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.
114. This project shall design and construct a minimum 8-inch public sanitary sewer main through the site from the existing sewer main in Sebastopol Road to northerly end of West Avenue. The sewer main extensions shall be designed, 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 over flows at the street stub outs for future development in the planned upstream tributary area.
115. 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.

116. Connection to the public water main for the main in Sebastopol Road at West Avenue; Sebastopol Road at Street B; Sebastopol Road at Street D shall require a cut in tee(s) and mainline valves. Valving shall be reviewed at the plan check stage. Connection of the 8-inch water main to the existing main shall require a shutdown for a tie-in inspection. Call Santa Rosa Water for fees and scheduling. Advanced notice is required.
117. City Operational Locks shall be placed on all gates that are to be locked.
118. Root barriers shall be installed around the trees. Utilities shall not run through tree root zones as defined in City Code Chapter 17-24.
119. This project involves the extension of mains for public benefit outside this project the developer shall contact Santa Rosa Water Utilities Engineering for information regarding a possible Reimbursement Agreement. This Project may be eligible for reimbursement for public improvements to be built by the applicant. It is the Developer's responsibility to coordinate that reimbursement consistent with the City's procedures for reimbursement.
120. 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 Sonoma County Permit and Resource Management 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 Sonoma County Permit and Resource Management Department. Provide a county permit for the city file.
121. Any septic systems within the project boundaries shall be abandoned per Sonoma County Environmental Health standards and City of Santa Rosa Building Division requirements.

ENVIRONMENTAL COMPLIANCE

122. Submit Food Service/Restaurant Wastewater Discharge Permit Application including plumbing plans to Environmental Services Section, 4300 Llano Road, Santa Rosa, CA 95407. The application requires no permit fee and it can be accessed online at www.srcity.org/foodapp
123. Any restaurant and/or related Food Service Establishments kitchen sinks, and or floor sinks excluding hand wash and sanitary waste shall be plumbed to a minimum 2 stage 1500-gallon capacity as per City Standard #519.

124. The grease Interceptor shall be equipped with a downstream sampling manhole as per City Standard #521.
125. All grease interceptor and sampling manhole covers shall be fitted as per City Standard #512 frame & cover.
126. The trash enclosure shall be covered as per City of Santa Rosa Building Codes to prevent any storm water contact with waste trash bins and receptacles. Any enclosure drain shall be plumbed direct to the grease interceptor and have no direct connection to City sanitary sewer or storm drain systems.

FIRE

127. Twelve-inch (12) inch illuminated premise identification shall be provided per Fire Department standards. An illuminated monument sign may be provided at the main entrance.
128. Fire Department access is required to be provided to within 150 feet of all-sides of the building along an approved path on a minimum 20-foot-wide unobstructed roadway. Aerial access roadways are required to be a minimum of 26-feet in width to one long-side of each building more than 30-feet or three stories or more in height, not less than 15-feet and not greater than 30 feet from each building.
129. A minimum fire flow in accordance with CFC, Chapter 5 and Appendixes B & C is required for this project. A fire hydrant shall be provided within 400 feet of all-sides of the structures along an approved path. Fire Hydrants shall be installed per City Standard 857.
130. All buildings shall be protected by automatic fire sprinklers in accordance with NFPA 13. All buildings three or more stories in height are required to be provided with standpipe systems.
131. Provide a fire department key box (Knox box) for access to all access gates.
132. Traffic calming measures on private property are not approved as a part of this review. (i.e. speed bumps, humps, speed tables or undulations.)

133. Access roads and water supplies for fire protection shall be installed and made serviceable prior to storage or construction of any combustible materials.

RECREATION AND PARKS

134. Parks acquisition and/or park development fees for Lots 1 and 2 shall be paid by the applicant at the time of building permit issuance or as agreed in writing through a Fee Deferral Agreement. The fee amount shall be determined by the resolution in effect at the time. If the Owner is able to obtain a fee credit agreement for the Development of the Plaza, the Agreement shall be executed and the credits assigned prior to issuance of any Building Permit. The execution of any Park Fee Agreement will be at the discretion of the Recreation and Parks Department.
135. Street trees shall be required and planted by the developer. Selection shall be made by the city's approved master plan list and approved by the City's Parks Department. Planting shall be completed in accordance with the city "Standards and Specifications for Planting Parkway Trees" available at the recreation and Parks Department at 707-543-3770. This declaration shall be added to the General Notes of the improvement plans.
136. The Owners of each Lot or Parcel shall be responsible for all landscape maintenance within the planter area adjacent to the lot/parcel, including all irrigation and the street trees.

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


CLARE HARTMAN

Deputy Director - Planning and Economic Development

centerline. The north bound travel and bike lane of West Avenue between Sebastopol Road and Street C shall transition westerly with a 6:1 taper beginning opposite of the southerly curb return of Street A to a 2-10 foot travelways with 2-5 foot bikelanes and 10 foot loading lane starting transition at the northerly curb return of Street A and continuing to the northerly curb return of Street C maintaining the full 5-foot bike lane and required left turn queue capacity for Sebastopol Road.

18. The intersection of Street B and Street C shall be a city standard knuckle per Std. 204A or 204B or as approved by the City Engineer to allow minimum 20 foot inside and 40 foot outside turning radius for Emergency Vehicular and City Maintenance vehicle turning to be clear of parked vehicles. Clear turning lanes shall be shown on the Street signing and striping plans.
19. Street B and C shall be the same named street intersecting Sebastopol Road and West Avenue and are being identified as sperate streets for conditioning purposes only. The Final Map shall show 1 continuous public street.
20. The proposed driveway connection for the adjacent easterly offsite property Roseland Village, Doc No. 1975RE066593, to Street B shall be through a 250A Driveway Curb Cut 24 feet wide.
21. The midblock crossing is not allowed at the street knuckle of Street B/C as shown on the Tentative Map.
22. Public Utility Easements may be reduced at specific locations to accommodate buildings or other obstacles with the concurrence of the PG&E, phone and cable TV providers and the City Engineer but shall return to full width once obstructions are cleared.
23. All sidewalks, public and private, shall maintain a 4-foot minimum clearance around all obstructions and contained in a Public Sidewalk Easement when falling outside of the public right of way.
24. West Avenue curb, gutter, pavement and sidewalk section shall end at the northern subdivision boundary line and shall be posted and barricaded with City Standard Detail No. 206 "Future Road Extension" sign, and City Standard Detail No. 211 metal beam street barricade and sidewalk barricade per City Standard 236. A minimum 10 foot wide pavement section centered on the projection of the West Avenue Centerline shall continue offsite to connect with the Joe Rodota Trail conforming to existing pavement grade and is to be contained within a Public Access Easement over the Sonoma County Property.

25. Access to offsite Joe Rodota Trail from West Avenue shall be blocked with City Approved removable bollards installed to allow continuation of pedestrian and bike access and Emergency Vehicle Access while preventing vehicle access from West Avenue. West Avenue shall be fully improved and end at the northerlky property line. A cross hatched area, 10 feet wide connecting the marked bike lanes shall be marked over the roadway pavement curb to curb and adjacent to the project boundary.
26. The applicant shall obtain an encroachment permit or as required by County of Sonoma at the applicants' sole expense and install an adequately sized storm drainage culvert crossing pipe(s) under the West Avenue trail connection sized for the volume of flows at the open ditch crossing along the southside of the Joe Rodota Trail and the north side of the project. The flows shall not enter the city storm drainage system that flows south down West Avenue and the flow shall continue westerly as this is the regional drainage pattern to be upheld. The storm drain pipe shall not conflict with the sanitary sewer pipe stub to the north in West Avenue.
27. The intersections of West Avenue and Streets C and Street A shall be constructed with 20-foot radius curb returns with Caltrans Standard RSP A88A Case A curb ramps for Street C crossings and directional curb ramps Case G for Street A.
28. The intersections of West Avenue at Sebastopol Road, and Street C at Sebastopol Road, shall be constructed with 35-foot radius curb return with Caltrans RSP A88A Case A curb ramps.
29. Street Right-of-way shall be dedicated sufficient to contain Caltrans Standard RSP A88A curb ramp and the 4-foot sidewalk landing.
30. Existing streets cut by new services shall require edge grinding per City Standard 209, Trenching per Standard 215, and an A.C. overlay.
31. Provide clear line of sight based on speed limit of approaching vehicles on Sebastopol Road in either direction by limiting tree locations, landscaping, signage, lighting, and any other structures to provide safe stopping sight for vehicles on Sebastopol Road.
32. 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. Trees shall be maintained at a 7-foot minimum height tree canopy.
33. Install multi-family Residential driveway aprons per City Standard 250A for the driveway curb cuts from all public streets to private driveways for all

Lots 1 and 2 entries and the neighboring commercial driveway connection on Street B.

34. Two copies of a Level 2 Assessment are required and shall be provided with the initial improvement plans submittal for review. The report shall address all remediation required.
35. Decorative luminaire Street lighting shall be installed per City Standard 615D for Street Lights on the subdivision interior streets of Street A, B, C and West Avenue. New street lights on Sebastopol Road shall match the existing dual head decorative lights per the street light design detail in the Specific plans, City Standard 614 Railroad Square style street lights. City Standard Street Light on Signal Poles shall be per City Standard 611 using LEOTEK LED fixtures. The existing dual head decorative light standards on Sebastopol Road shall be protected in place and or relocated and as necessary, replaced "in kind" per approval of the City Engineer. New street light spacing, wattages, and locations shall be determined during the improvement plan review process.
36. The type and location of curbside mailboxes shall be determined through the improvement plan check process and be in parking restricted areas and outside of vision triangles at all intersection and driveway locations.
37. The applicant shall install a storm drainage culvert crossing for the multi-use path connection between West Avenue and the Joe Rodota Trail. The Applicant shall obtain necessary permit, design and install landscaping and irrigation along the project frontage along the Joe Rodota trail per the Specific plans. All improvements and permitting for the Landscaping and irrigation improvements along the Rodota Trail shall be at the applicant's sole expense.

TRAFFIC

38. Overhead utility lines along the project frontage and through the site shall be placed underground including electrical distribution lines, telephone and cable television in conformance with the City's undergrounding ordinance. The overhead lines along the project frontage of the Joe Rodota Trail shall be placed underground with riser poles at the ProJet boundary.
39. New services (electrical, telephone, cable or conduit) to new structures shall be underground. Developer shall coordinate, and where necessary, pay for the relocation of any power poles or other existing public utilities, as necessary.

40. Conduit and pull boxes shall be installed if applicable per City Standard for future traffic signal interconnect along Sebastopol Road and West Avenue. Locations shall be reviewed as part of the public improvement plan along Sebastopol Road and West Avenue.
41. Street lights should be installed at intersections and on street spacing as directed by the City Traffic Engineer.
42. The developer shall install striped exit lanes on West Avenue Exit at Sebastopol Road exit, including a combined designated right (westbound) and straight thru lane (southbound) and a left only turn pockets for eastbound onto Sebastopol Road. The intersection shall be posted as "No parking" for site distance per Caltrans standards. The intersection lights shall be adjusted by the City at the applicant's expense. Additional lights may be requested at first review.
43. Sebastopol Road west bound travel lanes shall remain relatively the same as current conditions and shall be striped for a southbound left-turn only lane; a single straight thru (west bound) travel lane and a designed right-turn only travel lane (north bound) into the project with a bike lane and be approved by the Traffic Engineering division.
44. The developer shall install striped exit lanes on Street B Exit at Sebastopol Road, including a "right-turn out only" for west bound and no left-turn pocket for east-bound onto Sebastopol Road. The intersection shall be posted as "No parking" for a minimum of 80-feet along West Avenue. Install traffic signage for "right-turn in" and "right-turn out only" at this intersection. A full median island with landscaping and vertical concrete curb shall be installed by the applicant within Sebastopol Road to comply with the Sebastopol Road Urban Vision Plan. The median shall extend up to the intersection with a two feet wide median nose and form the median edge to the west bound left turn lane.
45. The developer shall install striped exit lanes on Street D exit at Sebastopol Road, including a westbound "right-turn out only" lane and east-bound left turn lane onto east-bound Sebastopol Road. The intersection shall be posted as "No parking" for the distance as required by Caltrans site distance standards along Sebastopol Road.
46. All signs and pavement markings shall comply with the current California MUTCD manual. All traffic striping in the projects Sebastopol Rd. frontage and the interior streets shall be repainted by the applicant including the bike lanes and symbols, the turn arrows and edge striping and L/R turn lanes striping.

47. Caltrans revised standard curb ramps per detail RSP A88A are required at the North/South intersection on West Avenue at Sebastopol Road. Install access ramps at the north and south legs of the intersection of West Avenue and Sebastopol Road to facilitate north-south pedestrian access.
48. Advance street name signs for West Avenue shall be installed on Sebastopol Road. All roadway signs shall comply with the special signing with the "Rose symbol" as described in the Sebastopol Road Corridor Plan and be reviewed and approved by the Transportation Department.
49. Pedestrian cross walks shall be marked for; the north- south crossing of Street A at the intersection of West Avenue, north-south and east-west crossings at the intersection of West Avenue and Street C, and east- west crosswalks at West Avenue and Sebastopol Road and Street C and Sebastopol road.
50. The applicant shall be responsible for funding and construction of the signal modification at Sebastopol Road/West Avenue as shown on the project site plan, coordinating with the City of Santa Rosa as appropriate to maintain consistency with design standards.
51. The applicant shall restripe the offsite northbound approach of Sebastopol Road/West Avenue intersection to extend the length of the left-turn pocket to 130 feet, concurrent with the modification of the traffic signal that will be completed as part of the project. The proposed striped left turn pocket channelizing island will not be required. Extension of red curb prohibited parking will be evaluated during the Plan Review Process by the City Traffic Engineer. All required right of way to install the signal or lanes at the intersection shall be acquired at the sole cost of the applicant.
52. Bicycle racks shall be provided within the Plaza and near all the projects non-residential Buildings.
53. Interesections of Street "A" and West Avenue, and Street "C" and West Avenue, shall be stop controlled with Stop on the Street A and Street C leg of the intersection.
54. All public parking on Street A and Street B/C shall be signed with parking time limits. The parking time limits will be determined by the City Traffic Engineer during the Improvement Plan review process. Restricted Parking time limitation signs and installation shall be per CAMUTCD.
55. The project applicants shall coordinate with Santa Rosa City Bus to relocate the existing east bound bus stop on Sebastopol Road to the intersection of Sebastopol Road/West Avenue, including all amenities such as benches and shelters as consistent with City Design Standards and these conditions.

56. Any new landscaping and monument signs at the project intersections along Sebastopol Road should be less than three feet in height (or 7-foot minimum height for tree limbs) to maximize clear sight lines.
57. The existing eastbound Citybus stop offsite on Sebastopol Avenue west of Avalon Street shall be removed and relocated westerly on Sebastopol Road to the far side of the intersection of Sebastopol Road and West Avenue for protected Sebastopol Road and West Avenue crossings in marked and controlled intersection crosswalks. Relocated bus stop pad is to be within the existing Public Right of Way.
58. Install "No parking signs" and red curb along Sebastopol Road for at least 30 ft. from the driveway entrances to allow for adequate sight distance in both directions.
59. Each bus stop shall be provided with at least two- 6-foot x 10-foot concrete shelter pads with additional ADA loading areas. The contiguous sidewalk is required to be 15-foot wide along the plaza frontage and will satisfy the ADA loading requirement. The bike lane shall be striped adjacent to the side curb bus stop to allow cross over stopping along the bus stop or as approved by the City Engineer. The pad is to be located to provide a clear ADA loading zoned for the bus stop as approved by Traffic Engineering Division.
60. New 5-foot wide, class 2, Bike lane shall be marked with bike lane symbols along the north side of Sebastopol Road frontage and both sides of West Avenue frontage replacing the existing markings and symbols.

TRAFFIC SIGNALS

61. The developer shall design and construct a traffic signal at the intersection of West Avenue and Sebastopol Road. The intersection design shall be for a 6-phase signal providing pedestrian crossings, protected left turn lanes, and bike lanes on Sebastopol Road and West Avenue. 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 or revised signal shall be constructed and operational prior to proposed project's occupancy. Sebastopol Road and West Avenue shall include dedicated left-turn phasing.
62. The Traffic signal design for the intersection of Sebastopol Road and West Avenue shall be included with the first improvement plan review submittal

with a cost estimate for review and approval by the City Public Works Traffic Division.

63. The developer shall be required to pay 100% of the signal revision, design and construction costs.
64. The bus stop on the northside of the street shall require reconfiguring the street curb near the intersection. This design may be done as a part of the signal design. The applicant is responsible for all costs associated with the required Right of way or easement acquisition for the bus stop.
65. All foundations for traffic signal poles shall be per Caltrans standard and shall be installed with bolt down bollards covering the foundation bolts. Design shall be approved by the City.
66. Electrical boxes for street lights and signals shall be provided with grounded vandal resistant inserts, McCain Tamper Resistant Inserts or City approved equal, in street light pull boxes at locations as directed by the City. Catalog cuts shall be provided with the first plan check submittal for review and approval by the City Engineer. The street light improvement plans shall include the following note; "The contractor may use their own locks during construction for ease of access, however once the conductors in the pull box are live the contractor shall coordinate with the City Inspector to have the City lock installed. Electrical pull boxes in planter strips shall be provided with a 2-foot concrete apron around box."

DRAINAGE

67. The developer's engineer shall comply with all requirements of the latest edition of the City's Storm Water Low Impact Development (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 property owner. 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.
68. Perpetual maintenance of SWLID BMP's shall be the responsibility of one or more of the following:
 - a. The commercial lot fronting these BMP's. Individual owners shall be responsible for performing and documenting an annual