

RESOLUTION NO. 11730

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ROSA
APPROVING THE SHOPS AT AUSTIN CREEK TENTATIVE PARCEL MAP LOCATED
AT 5171 AND 5173 SONOMA HIGHWAY; APN: 183-410-058 AND 183-410-060 - FILE
NUMBER MJP13-006

WHEREAS, an application has been submitted by One Calistoga Road Associates, LLC requesting approval of a tentative parcel map of the Shops at Austin Creek, more particularly described as Assessor's Parcel Number(s) 183-410-058 and 183-410-060, dated received September 10, 2015, and on file in the Office of the Department of Community Development; and

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

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

NOW BE IT RESOLVED, the Planning Commission does hereby determine that said subdivision of 4 lots and no more is in compliance with the requirements of the Subdivision Ordinance of the City of Santa Rosa, (Title 19, City Code), and the Subdivision Map Act (Government Code Section 66410, et seq.) based upon the following findings:

- A. That the proposed map is consistent with the General Plan and any applicable specific plans as specified in Government Code Sections 65451 and 66473.5.
- B. That the proposed subdivision meets the housing needs of the City and that the public service needs of the subdivision's residents are within the available fiscal and environmental resources of the City in that, while this is a commercial subdivision which proposes no additional housing, the commercial needs of surrounding residential neighborhoods will be better met with the introduction of new service-providing commercial and retail businesses.
- C. That the design of the proposed subdivision has, to the extent feasible, provided for future passive or natural heating or cooling opportunities in the subdivision.
- D. That the proposed subdivision would not discharge waste into the City's sewer system that would result in violation of the requirements prescribed by the California Regional Water Quality Control Board.
- E. That the proposed subdivision is consistent with the City of Santa Rosa Design Guidelines and is determined to be of Superior Design in that the project has been reviewed by City staff

for consistency and will be subject to Design Review before the Santa Rosa Design Review Board.

- F. The Shops at Austin Creek has been reviewed pursuant to the California Environmental Quality Act.

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 approves and adopts the mitigation measures set forth in the Mitigation Monitoring and Reporting Program dated received July 29, 2015, and directs staff, as therein identified, to implement and complete the program.

BE IT FURTHER RESOLVED that the Planning Commission, pursuant to City Code section 17-32, finds and determines that the proposed Project has been found exempt from the provisions of the California Surface Mining and Reclamation Act of 1975 because all proposed excavation and earthmoving activities, which total fewer than 40,000 cubic yards, can be identified as a necessary and integral part of a construction project.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Santa Rosa approves the Shops at Austin Creek, Tentative Parcel Map dated received April 20, 2015, and on file in the Department of Community Development, subject to the following conditions:

1. Compliance with Development Advisory Committee (DAC) Report, dated September 28, 2015, attached hereto and incorporated herein.
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. 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.
6. Bicycle parking shall be provided, and shown on plans, consistent with the requirements in place in the Santa Rosa Zoning Code at the time of Building Permit application.
7. Applicant shall consider the addition of pedestrian access to the site near the southwest corner of Building #4.

REGULARLY PASSED AND ADOPTED by the Planning Commission of the City of Santa Rosa on the 8th day of October, 2015, by the following vote:

AYES: (5) Chair Cisco, Vice-Chair Stanley, Commissioners Crocker, Duggan and Groninga

NOES: (0)

ABSENT: (2) Commissioners DeRezendes-Claiche and Dippel

ABSTAIN: (0)

APPROVED: 

CHAIR

ATTEST: 
EXECUTIVE SECRETARY

EXHIBIT: DAC Report dated September 28, 2015

DEVELOPMENT ADVISORY COMMITTEE REPORT

SEPTEMBER 28, 2015

SHOPS AT AUSTIN CREEK

Project Description

The Shops at Austin Creek project proposes to subdivide 5.32 acres into four commercial parcels to accommodate a retail center with on-site parking, pedestrian paths, public art elements, preservation of on-site natural resources, and landscaping throughout. The project is bounded by Calistoga Road to the east, State Highway 12, a scenic corridor, to the south, residential development on the west, and the Austin Creek corridor to the north. The proposed project includes improvements to Calistoga Road and State Highway 12 in the form of new turn lanes, bike lanes, reconfigured intersection, and a bus turnout.

LOCATION 5171, 5173 Sonoma Highway

APN 183-410-058, 183-410-060

GENERAL PLAN LAND USE Retail & Business Services

ZONE CLASSIFICATION

EXISTING CG (General Commercial)

PROPOSED CG (General Commercial)


APPLICANT One Calistoga Road Associates, LLC

ADDRESS 3575 Altruria Heights
Santa Rosa, CA 95403

OWNER One Calistoga Road Associates, LLC

ADDRESS 3575 Altruria Heights
Santa Rosa, CA 95403

FILE NUMBER MJP13-006

PROJECT PLANNER Patrick Streeter PROJECT ENGINEER Larry Lackie 

Background

On January 24, 2012, following recommendation by the Planning Commission, the City Council approved a rezoning of the subject property from PD (Planned Development) to CG (General Commercial). The purpose of the rezoning was to clarify the development process and the allowable uses for the property.

On January 24, 2013, conceptual design for the Shops at Austin Creek went before the Waterways Advisory Committee (WAC). Suggestions that were made at this meeting were incorporated into the design of the project.

On January 30, 2013, a Neighborhood Meeting was held to introduce the proposed project and the applicant to the neighborhood and gather community feedback.

On September 27, 2013, applications were filed with the Department of Community Development for a Parcel Map Subdivision, Conditional Use Permit, Hillside Development Permit, and Design Review to accommodate development of the proposed project.

On August 27, 2015, the Shops at Austin Creek Initial Study/Mitigated Negative Declaration was circulated to relevant agencies and posted for public comment.

Conditions of Approval

- I. Developer's engineer shall obtain the current city Design and Construction Standards and the Community Development Department's Standard Conditions of Approval dated August 27, 2008 and comply with all requirements therein unless specifically waived or altered by written variance by the City Engineer.
- II. Developer's engineer shall comply with all requirements of the current Municipal Separate Storm Sewer System (MS4) and City Standard Urban Storm Water Mitigation Plan Low Impact Development Guidelines. Final Plans shall address the storm water quality and quantity along with a maintenance agreement or comparable document to assure continuous maintenance of the source and treatment.
- III. The tentative map shows stream outfalls which will require a permit from the North Coast Water Quality Control Board, Army Corp of Engineers and Stream Bed alteration agreement with Department of Fish and Game. Mitigation measures required by the Board or Army Corps may not be consistent with the approval of this map, which would require a re-application of the tentative map for approval with the new configuration. It is recommended that the applicant

work closely with the Board and the City to achieve a mutually acceptable project.

- IV. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on plans stamped received April 20, 2015.

Planning Conditions

1. The site shall be developed consistent with the action of the City of Santa Rosa Design Review Board. All removed trees shall be mitigated in accordance with the City of Santa Rosa Tree Protection Ordinance, which requires the planting of 381 15-gallon trees on-site or on public property, an in-lieu payment of \$100.00 per tree, or a combination of both.
2. Implement Bay Area Air Quality Management District construction management standards during all on-site construction activities, as directed in the Shops at Austin Creek Mitigation Monitoring and Reporting Program, dated July 2015.
3. Prior to issuance of any building or grading permit of any type, obtain all wetlands clearances, approvals, and/or permits. Permits will be required from the Army Corps of Engineers, the Regional Water Quality Control Board, and the California Department of Fish and Wildlife (CDFW); mitigation for .20-acre to .22-acres of wetland impact will be established through the 404 permitting process. The following conditions apply:
 - a) Advisement. The applicant, its successors, heirs, assigns or transferees are advised in writing that this approval or permit prior to the start of any construction may be subject to certain other clearances, approvals, permits, or authorizations by state and/or federal agencies. The applicant shall acknowledge in writing receipt of the above advisement.
 - b) Mitigation requirement. The City's approval or permit is valid only if the applicant, its successors, heirs, assigns or transferees, comply with the terms, conditions and mitigations set forth in any clearance, permit or approval except that any permit condition or mitigation that requires project redesign shall trigger a review by the City of Santa Rosa Director of Community Development to determine if the project as redesigned is consistent with the original approval. A project that the City determines is not consistent with the City approval shall not be granted subsequent entitlements, such as approval of improvement plans and final maps, but excluding grading or building permits of any type. Such a project would have to be resubmitted to the City and reviewed by the City as a new project, including the submittal of a new application and fees.

- c) Power to stop work if violation occurs. Nothing in this approval shall prevent the City of Santa Rosa from exercising its power to stop work in instances where a violation of state or federal law is brought to the City's attention.
 - d) No building or grading permit of any type shall be issued by the City until a required federal or state, as applicable, clearance or authorization, with or without conditions, has been filed with the City.
- 4. All work shall be performed in compliance with the Santa Rosa Climate Action Plan.
 - 5. Protocol for mitigating impacts to nesting birds and roosting bats, as outlined in mitigation measures BR-2 and BR-3 in the Shops at Austin Creek Mitigation Monitoring and Reporting Program, dated July 2015, shall be followed.
 - 6. Project grading, improvement, and building plans shall adhere to the recommendations of the Bauer Associates Geological Investigation dated November 20, 2008, as amended on July 18, 2013.
 - 7. If archaeological remains are uncovered, work at the place of discovery should be halted immediately until a qualified archaeologist can evaluate the finds.
 - 8. If human remains are encountered, all activities in the immediate vicinity of the find and with an adequate buffer zone will be halted and, in accordance with California Health and Safety Code Section 7050.5, the County Coroner will be notified and permitted to assess the remains. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.
 - 9. Mitigations for noise impacts to sensitive receptors shall be incorporated into this project. These mitigations include:
 - a) Nighttime (10pm to 7am) deliveries shall be prohibited at the Building 3 loading dock.
 - b) Noise barrier with a height of 8 ft. above the grade of the loading dock shall be built in the footprint of indicated "screen wall" around the Building 3 loading dock as shown in Figure 2 of the Illingworth & Rodkin Noise & Vibration Assessment The Shops at Austin Creek Dated August 12, 2014. Identification of compliance with this requirement shall be indicated on all plans submitted for planning and building review.

- c) To allow for nighttime parking lot sweepers/vacuum truck cleaning a noise barrier with a height of 6 ft. above grade should be built along the Sonoma Highway entry drive as shown in Figure 2 of the above referenced report. Identification of compliance with this requirement shall be indicated on all plans submitted for planning and building review.
- d) Rooftop mechanical equipment shall be located behind noise barrier parapet walls capable of blocking line of sight from surrounding residential uses to the top of the equipment by a minimum of one foot. Identification of compliance with this requirement shall be indicated on all plans submitted for planning and building review
- 10. All mitigation measures identified in the Shops at Austin Creek Initial Study/Mitigated Negative Declaration, dated received by the City of Santa Rosa September 1, 2015, shall be implemented.
- 11. Design Review is required for commercial development. Final Design Review shall be obtained prior to issuance of building permits.
- 12. Approval of the Tentative Parcel Map is subject to approval of a Conditional Use Permit for alcohol sales, extended hours of operation, drive-through service, and parking reduction as well as approval of a Hillside Development Permit.

Engineering Conditions

PARCEL AND EASEMENT DEDICATION

- 13. A minimum 15 foot wide public water easement shall be dedicated to the City of Santa Rosa centered on the alignment of Public Water Main.
- 14. Existing Storm Drain Easement, Doc No.81035242 is to be vacated prior to recording of the Parcel Map.

PUBLIC STREET IMPROVEMENTS

- 15. Calistoga Road shall be dedicated and improved to Boulevard standards along the entire project frontage. Half width street improvement shall consist of 2 travel lanes, right turn curb lane for Sonoma Highway intersection, bike lane, a left turn lane to the St. Francis Shopping Center, left turn pocket for the intersection with Sonoma Highway and left turn pocket into the site, a planter strip, with a 6 foot sidewalk behind an 8 foot planter sidewalk. The dedicated north/south left turn lanes on Calistoga Road for the Sonoma Highway intersection and site entrance driveway shall be separated with a continuous 4 foot raised median extending from the intersection with Sonoma Highway to the main driveway location. The pavement section shall conform to the existing pavement grade for a full width

travel lane street section. Curb, gutter, and sidewalk, transitions to offsite roadway improvements shall be through 20 foot radius reverse curves. See the Standard Conditions of Approval for dimensions.

16. A bus pull out per City Standard 220 with shelter pad shall be constructed at the south of the driveway connection to Calistoga Road.
17. Sonoma Highway shall be improved with curb gutter and sidewalk and provide a deceleration right turn curb lane, and 8 foot shoulder/Class II bike lane adjacent to curb, and contiguous 7 foot sidewalk. Sidewalk falling outside of existing State Right of way shall be contained in a Public Access and Utility Easement dedicated to the City. The Sonoma Highway widening and improvements are to transition offsite through a 15:1 taper from the westerly driveway flare on Sonoma Highway and conform to line of grade of existing offsite curb gutter and sidewalk. All work on Sonoma Highway is to be per Caltrans Standards and Details.
18. Curb return radius for the intersection of Calistoga Road and Sonoma Highway shall be 35 feet with a Caltrans Standard RSP A88A curb ramps for two ramp corner installation.
19. Street lighting shall be installed per City Standard 610D for Major Streets. The street light spacing shall be as approved by the City Engineer during the improvement plan review process.
20. An Encroachment Permit must be obtained from Engineering Development Services of the Transportation and Public Works Department prior to beginning any work within the public Right-of-Way or for any work on utilities located within public easements. A Caltrans Encroachment Permit shall be obtained prior to signature of Subdivision Improvement plans.

TRAFFIC

21. The existing signal installation at Sonoma Highway and Calistoga Road is to be removed and new signal pole and longer mast arm, and all signal appurtenances installed behind the new curb return. Traffic control heads on the mast arm are to reflect the new lane configuration at the intersection. New advance and presence detector loops and camera shall be installed for the revised lane configurations on Calistoga Road. The Traffic signal is owned and maintained by Caltrans and modifications and designs are required to be reviewed and approved by the State prior to signature of improvements plans by the City. The existing intersection shall be maintained in full operation mode through the new construction. No conductor splicing is allowed in the conduit or pull boxes.
22. A CAMUTCD R4-4, "Right turn only" sign shall be installed for the right turn curb lane on Calistoga Road at the Sonoma Highway intersection. The sign shall be

posted at the start of the bus pull out location.

23. Calistoga Road is to be restriped together with directional arrows and bike lane legends. Calistoga Road northbound lanes shall consist of a dedicated left turn pocket into the project, a through lane, a combined through/right turn lane to St. Francis Shopping Center, and bike lane. Calistoga Road southbound lanes shall consist of a through lane, right turn curb lane into project, left turn lane to St. Francis Shopping Center, and bike lane. The southbound right turn curb lane shall continue to the intersection of Highway 12. A "KEEP CLEAR" area shall be established on Calistoga Road with limit lines and pavement markings establishing a zone encompassing the driveway curb cuts of the for both the Shops at Austin Creek and St. Francis Shopping Centers.
24. The northerly leg of the Calistoga Road intersection with Highway 12 shall be restriped to provide a dedicated southbound right turn curb lane, bike lane, a combined through/left turn lane, dedicated left turn lane, northbound through lane, and northbound bike lane.
25. The striping and signage on Calistoga Road for bike lane and right turn curb lane at the Sonoma Highway intersection shall meet CaMUTCD figure 9C-101, Detail 39A and figure 9C-1. The bike lane striping shall be solid stripe 70 feet back from crosswalk location then dotted to end of the bus pull out location.
26. Sonoma Highway is to be restriped for the new deceleration/right turn curb lane into the project driveway and bike lane along the project frontage. A CaMUTCD "Right Turn Only" sign shall be installed in the raised median opposite the driveway location and a "No U Turn" sign installed per Caltrans Standard at the nose together with Caltrans delineator posts in the transition striping from median nose to the striped centerline for the intersection. All striping, lane markings, and signage in Caltrans Right of Way shall be installed per Caltrans standard.
27. The driveway onto Sonoma Highway shall be signed and marked for right turn only on site with a "Right Turn Only" directional sign per Caltrans Standard installed in in the raised median opposite the driveway location.
28. Transition striping and pavement markings for the lane modifications on Calistoga Road shall conform to the existing lane configurations north of project site. The length of the northbound lane merger north of St. Francis driveway shall meet CAMUTCD requirements per posted speed limit.
29. The proposed raised median on Calistoga Road at Highway 12 (Sonoma Highway) shall end 10 feet back form the crosswalk and be striped from there to the crosswalk line.

PRIVATE - COMMON - ACCESS IMPROVEMENTS

30. A common access way for lots 1, 2, 3, and 4 shall be covered by a Joint Access Easement and Maintenance Agreement, and shown on the Final Map as a joint access easement. The common access way is to be posted as a Fire Lane, built to City minor street structural standards, and bordered with concrete curb and gutter. Access to Calistoga Road shall be through 24 foot minimum width City Standard 250D curb cut with 10 foot radius return.
31. Fire Department turnaround is required in the parking area and shall be per City Standard 206 and signed "No Parking – Fire Lane" per current Fire Department standards and the pavement cross-hatched and delineated "No Parking" and "Turnaround Area" with thermoplastic striping material. These improvements shall be included on the public improvement plans.
32. Access to Sonoma Highway shall be through a Caltrans Standard Plan RSP A87A Driveway, 26 feet wide.
33. Pedestrian access to all lots from Calistoga Road is to be provided in the parking area and covered in a Joint Access Easement and Maintenance Agreement and developed with the Building permits issued for the individual Lot development.
34. The common travelway through the site containing public utilities shall be constructed with the subdivision improvements. The common travelway shall include the curb and gutter curve returns of the planter islands into the individual lots area. Utility and Fire Access roads shall provide a minimum 20-foot inside and 40-foot outside turning radii and shall have a maximum 15% grade.
35. Travelways on site shall not be greater than 15% grade and shall provide turnouts that meet Fire Department and/or Utilities Department requirements.
36. No traffic calming measures are allowed in the main aisleway being used as a Fire Access Road.
37. The improvement plan submittal shall be accompanied by final irrigation and landscape plans, exterior site lighting plans, and plans for all common area site improvements.

STORM DRAINAGE

38. The developer's engineer shall comply with all requirements of the latest edition of the City Standard Urban Storm Water Mitigation Plan Guidelines. Final Public Improvement Plans shall incorporate all SUSMP Best Management Practices (BMP's) and shall be accompanied by a Final Storm Water Mitigation Plan which shall address the storm water quality and quantity. Final Public Improvement Plans shall be accompanied by a maintenance agreement or comparable

document to assure continuous maintenance in perpetuity of the SUSMP BMP's, and shall include a maintenance schedule.

Perpetual maintenance of SUSMP Best Management Practices (BMP's) shall be the responsibility of one or more of the following:

- a) The individual homeowners fronting or owning 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 Property Owners Association. If perpetual maintenance of these BMP's is through a Homeowner's Association or Property Owner's Association, the documents creating the Association and the Covenants, Conditions and Restrictions governing the Association shall be submitted to the City Attorney's Office and the Department of Community Development for review.
- c) A special tax district for public BMP facilities.
- d) An alternate means acceptable to the City of Santa Rosa.

After the SUSMP BMP improvements have been constructed, the developers Civil Engineer is to prepare and sign a written certification that they were constructed and installed as required or per the manufacturer's recommendation. Written certification of SUSMP BMP's is to be received by the City prior to acceptance of subdivision improvements.

- 39. SUSMP BMP LID improvements on site are to be constructed with the individual lot developments. SUSMP BMP LID improvements adjacent to public right of way are to be constructed with the Subdivision public street improvements.
- 40. SUSMP BMP LID improvements on site are to be constructed with the individual lot developments. SUSMP BMP LID improvements adjacent to public right of way are to be constructed with the Subdivision public street improvements.
- 41. Any off-site storm water runoff shall be conveyed across the project site in a separate bypass storm drain system, or shall be fully treated. Collection points along the boundary of the project shall convey storm water to the bypass system to separate treated and untreated storm water. All storm water systems shall be sized to convey the storm water per Sonoma County Water Agency standards.
- 42. The existing storm drain culverts on Sonoma Highway and Calistoga Road shall be removed and pipes extended to new public storm drain structures at the curb. The public storm drain pipe system shall be extended through the site to Austin Creek and contained within a 15 foot Public storm drain easement centered on the pipe. Maintenance access roads to all public manholes and drainage

structures are to be provided through the site. The storm drain pipe, manholes, and creek outfall for the main storm system extended from public right of way will be publicly maintained all lateral connections to the manholes will be privately owned and maintained.

43. The public storm drain system is to discharge directly to Austin Creek through a piped culvert outfall connected to the public drainage structure on Lot 3. Culvert outfall is to be per Sonoma County Water Agency standards and details. All work in the Sonoma County Water Agency Right of Way is subject to revocable license agreement form the Sonoma County Water Agency prior to commencing any work in the channel and final approval of improvement plans by the City Engineer.

GRADING

44. Two copies of the Phase 1 Environmental Site Assessment shall be included with the submittal of the first plan check. 1 copy is to be submitted directly to the Fire Department and review fee paid, a copy of the receipt shall be submitted with the remaining copy to the Engineering Department. Grading, demolition or construction permits shall not be issued until the Fire Department has reviewed and cleared the Phase 1 Study.
45. Existing septic systems shall be removed under supervision of project Soils Engineer. Obtain Permits from the Sonoma County Permit and Resources Management Department. Locations of septic tank to be abandoned shall be shown and noted on the subdivision improvement plans.
46. Grading for the subdivision shall consist of establishing rough grades for lots, common areas, and walkways. No grading is to be done in the creek setback.
47. All private storm drain systems are to be constructed with the individual lot development and connected to the public system through public manholes. Private storm drain systems crossing lot lines shall be contained in a 10 foot private storm drain easement.
48. The retaining walls on site shall be private subject to special inspection paid for by the owner. The construction of retaining walls for the slopes supporting Sonoma Highway and Calistoga Road on Lots 3 and 4, and the driveway connection to Sonoma Highway on Lot 3 shall be included in the subdivision improvement plans with design and structural calculations submitted to Engineering Development Service's for review. The retaining walls will be included in the grading permit issued for the subdivision.
49. Pedestrian access from Calistoga Road through the site to Sonoma Highway shall be contained in a Private Access Easement common to all lots. If necessary a temporary pedestrian access contained in the easement is to be

graded and improved with the subdivision and may be asphalt, maintain a 5 foot wide clearance, meeting ADA requirements. If utilized, the temporary pedestrian connections to Calistoga Road and Sonoma Highway are to be maintained and adjusted to conform to the development of the individual properties. The finished pedestrian access through the site shall be concrete, provide minimum of 5 feet wide clearance, and included in the site plan for the building permits of the individual lots.

50. The pedestrian sidewalk contiguous to the vehicle access to Sonoma Highway on Lot 3 shall be constructed with the driveway and retaining walls constructed with the Subdivision Improvements.
51. Parking areas, sidewalks, and plaza area development contained on the individual parcels shall not to be considered as common improvements and shall be included on the site plans for the individual lots and built with the Building Permit for those Lots.

SEWER AND WATER UTILITIES

52. Sewer and Water mains on site are to be public with connections to existing utilities in Calistoga Road. Public Easement must be provided over public water and sewer mains where applicable. The easement must be 20' wide if containing both water and sewer, or 15' wide if containing only water or sewer; or the width must be equal to twice the depth of the mains, whichever is greater. See Section 313.3 (c) of the Uniform Plumbing Code. Easements must be centered over the facility and configured to encompass all publicly maintained appurtenances, such as water services, fire hydrants and sewer laterals. No structures may encroach on any Public water or sewer easement on, above, or below the surface of the ground. This includes footings of foundations or eaves from the roof of any adjacent structure. Trees may not be planted within 10' of a public sewer main. The Santa Rosa Water will not be responsible for repairs or replacement of landscaping in public sewer main easement and shall be so noted on the Final Map.
53. For purposes of leak detection and maintenance access, no reinforced concrete may be designed over publicly maintained water or sewer facilities. Unreinforced concrete will be allowed under special circumstances such as crosswalks. Decorative concrete finishes will not be replaced by the City if removed due to maintenance work and is to be noted on the Subdivision Public Improvement Plans. Water system valves must be located outside of the concrete area.
54. Service to Lot 1 shall be from Calistoga Road with a combination service per City Standard 870 with Public Fire Hydrant, and Fire sprinkler, domestic and irrigation meters. Backflows required for the service connection are; City Standard 880 Double Detector Check with FDC is required for the fire sprinkler, City Standard 874 Double Check on the domestic, and City Standard 876 on the irrigation service.

55. Lots 2, 3, and 4 shall have independent service connections on site public main. Every service connection to the public main shall be through a combination service per City Standard #870 with Public Fire Hydrant, fire sprinkler, domestic and irrigation meters. Backflows required for all service connections to the public main are; City Standard 880 Double Detector Check with FDC, City Standard 874 Double Check on the domestic, and City Standard 876 on the irrigation service.
56. Backflow prevention devices shall be designed and installed in accordance with current City Standards, State Health code Title 17, and as required by the Director of Utilities.
57. Provide meters per Section X of the Water System Design Standards.
58. Separate sewer laterals shall be installed for each lot.
59. The proposed fence will cross public sewer mains at the project boundary. No footings shall be installed within 5 feet of the public water or sewer mains. Sections of fences that cross a public utility easements must be removable. Access to public utilities in the easement including all structures (i.e. manholes, cleanouts, mainline valves etc.) is to be provided at all times through an access gate in the fence line. City Operational Locks shall be placed on all gates that are to be locked over City Utilities Easements. Provide City Utilities Field Maintenance Operations 12 keys to the Knox locks. Access to public utilities including all structures (i.e. manholes, cleanouts, mainline valves etc.) is to be provided at all times.
60. Onsite Public Commercial Fire Hydrants shall be provided in accordance with Fire Department requirements to coincide with fire tactics and equipment, installed along both sides of divided streets and shall be identified via a reflectorized blue marker located in the center of the adjoining access drive or street. A fire hydrant shall be located within 150 feet of commercial buildings. Fire hydrant type and installation shall comply with City Water Standard 857.
61. Public Commercial Fire hydrants proposed on frontages of Calistoga Road and Sonoma Highway shall comply with City Water Standard 857.
62. Fire Protection is to be provided in accordance with City Fire Department Requirements. Generally, Fire hydrants shall be no further than 300 feet apart in commercial or business areas. For specific fire hydrant locations and flow requirements see Section XII of the Water System Design Standards.
63. Utility Access roads on Lots 3 and 4 over public mains outside of the main common aisleway shall be constructed with the subdivision improvements. Utility access road width and construction shall comply with the City Design and

Construction Standards.

64. Applicants shall provide Fire flow calculations for projects indicating compliance with CFC Appendix III-A. The minimum adjusted fire flow available shall provide 1500 gpm in residential and commercial developments and 2500 gpm for industrial developments.
65. Demand fees and meter sizes are to be determined after review of building plans. Submit details of plumbing fixtures, including the amount of fixtures and the size of service lines (3/4", 1/2" etc.) to Utilities Engineering for review.
66. Any existing water or sewer services that will not be used must be abandoned at the main per City Standards under an encroachment permit. The existing meter must be collected by the City Meter Shop. Contractor is to coordinate through the City's Encroachment Officer for water meter removal and pick up by the City.
67. Provide a separate irrigation service. See Section X. O. of the Water System Design Standards.
68. Water laterals and meters shall be sized to meet domestic, irrigation and fire protection uses and double check back flow per City Standard 875 will be required on all water services. The flow calculations shall be submitted to the Utilities Department during the plan check phase of the Improvement Plans or Encroachment Permit to determine adequate sizing.
69. Where bio swales are required, meter boxes, cleanouts, fire hydrants, etc. must be located without conflict with the swales. Locations of infrastructure will be reviewed during plan check.
70. A Fire Flow Analysis including proposed building areas, type of construction, and calculated available fire flow at the proposed fire hydrants shall be provided to the Fire Department for review and approval concurrent with submittal of subdivision improvement plans. If adequate fire flow cannot be achieved from a single feed due to the length of main extension the applicant shall be required to extend the water main to provide a looped system through the site. Minimum required Fire Flow for this commercial project is 2500 gpm with 20 psi residual the main. Applicant shall contact City Utilities Department to have flow tests performed for existing hydrant used in the hydraulic analysis.
71. A fire flow test will be completed at the time of the tie in of the project to the City system. The fire flow must meet the requirement for the project before the project is accepted. The City will perform the fire flow test. The fee to have the test performed must be paid to the Utilities Department prior to the test being performed.

72. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance adopted by the Santa Rosa City Council, Ordinance 3925, on November 17, 2009. Plans shall be submitted with the Building Permit application. Submit the following with the above mentioned plans: Maximum Applied Water Allowance (Appendix A) and Hydrozone Table (Appendix B).

Recreation and Parks Conditions

73. Street trees will be required and planted by the developer. Selection will be made by the city's approved master plan list and approved by the city's Parks Division. Planting shall be done in accordance with the city "Standards and Specifications for Planting Parkway Trees." Tree planting locations shall be marked by the city Parks Division Tree Section personnel. Contact Parks Division Tree Section at (707) 543-3422. Copies of the master street tree list and the standards are available at the Parks Division Office, (707) 543-3770.
74. Parks acquisition and/or park development fees shall be paid at the time of building permit issuance. The fee amount shall be determined by the resolution in the effect at the time.

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 discussion. Final approval or denial rests with the Planning commission and/or City Council and may or may not be subject to terms of the report.

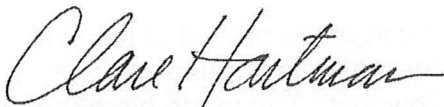
Recommendation

☒ Approval with conditions as set forth in this report.

☐ Continuance

☐ Denial – Major Reasons:

☐ Final action referred to the Planning Commission



Clare Hartman
Deputy Director - Planning
Community Development - Planning