

DEVELOPMENT ADVISORY COMMITTEE
August 2, 2018

ROUND BARN VILLAGE

Project Description

The Round Barn Village (Subdivision) project proposes the subdivision of a 40.48-acre site into three lots to accommodate a 237-unit townhouse development project. The project entitlements include a Hillside Development Permit and a Tentative Map for the Subdivision, and a Minor Use Permit for the construction of attached units.

LOCATION 0 Round Barn Boulevard

APNS 173-020-30 through 173-020-036

GENERAL PLAN LAND USE.....Medium Low Residential (8 -13 units/acre)

ZONE CLASSIFICATION R-1-6

OWNER/APPLICANT City Ventures
ADDRESS 444 Spear Street, Suite 200
San Francisco, CA 94105

ENGINEER/SURVEYOR..... C&V Consulting
ADDRESS 6 Orchard Suite 200
Lake Forest, CA 92630

REPRESENTATIVE Charity Wagner
ADDRESS 444 Spear Street, Suite 200
San Francisco, CA 94105

FILE NUMBER..... PRJ18-015

CASE PLANNER..... Gary Broad *GB*

PROJECT ENGINEER Larry Lackie *Larry Lackie*

Background

The Round Barn Village project proposes the subdivision of a 40.48-acre site into three lots to accommodate a 237-unit townhouse development project. The project entitlements include a Hillside Development Permit and a Tentative Map for the Subdivision, and a Minor Use Permit for the construction of attached units. Tentative Map and Hillside Development Permit approvals are required to allow the proposed subdivision on slopes exceeding an average of 10 percent. A Minor Use Permit has been filed to allow attached units.

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. Any work in wetlands or creeks will require a permit from the North Coast Water Quality Control Board. Mitigation measures required by the Board 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 the plans stamped received June 5, 2018:

Planning Conditions

1. Compliance with all mitigation measures as indicated in the Round Barn Mitigated Negative Declaration Mitigation Monitoring and Reporting Program.
2. Prior to the issuance of a building permit, plans shall be submitted for review and approval demonstrating compliance with Zoning Code Table 2-4 requirements that "a garage facing a public or private alley or driveway shall be setback 3 to 5 feet from the alley, property line, back of curb, sidewalk, or pavement edge."

3. Plans submitted for Design Review shall demonstrate compliance with Zoning Code Section 20-30-070(D) Height requiring that only architectural features totaling less than 15% of building footprint area exceed the 35-foot height limit.
4. Consistent with the Santa Rosa Creek Master Plan, final landscape plans shall include habitat replacement along Nagasawa Creek on the project site involving the removal of any invasive species and replacement with native vegetation.
5. Final on-site grading shall limit the importation or exportation of cut/fill to less than 10,000 cubic yards in order to achieve consistency with the approved IS/MND for the site related to air quality, subject to Planning and Economic Development staff review and approval.
6. A preliminary landscape plan shall be submitted for Design Review and approval. The plan shall include the show the type and design of project retaining walls and provide landscape screening to visually soften retaining wall appearance.

Recreation and Parks Conditions

1. Street trees will be required and planted by the developer. Selection will be made from the city's approved master plan list and inspected by the Parks Division. Planting shall be done in accordance with the city *Standards and Specifications for Planting Parkway Trees*. Copies of the master street tree list and the standards are available at the Parks Division Office (707) 543-3770. This declaration shall be added to the General Notes of the improvement plans.
2. 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 effect at the time.
3. All landscaping shall be privately maintained and irrigated. Property owners and/or homeowners association shall be responsible for the irrigation of the street trees and the maintenance of the planter strips, pedestrian paths, common parcels, open space parcels Lots A & B, and landscaping on private street traffic island(s).

Housing Conditions

1. The developer shall designate 12 units for moderate-level income owners/occupants as defined by California Health and Safety Code Section 50052.5.
2. The units shall be dispersed throughout the project, subject to the Housing Authority Executive Director's review and approval.
3. The developer shall enter into an affordability agreement with the Housing Authority, ensuring the continued affordability of the designated units for a period

of 30 years. The affordability agreement shall be binding on all future owners and successors of interests of the development. The agreement shall be reviewed and approved by the Executive Director of the City's Housing Authority.

4. The affordability agreement shall be recorded prior to or concurrent with recording any final map or prior to the issuance of any building permits for the residential development, whichever comes first.
5. The project shall comply with City Code section 21-02, Housing Allocation Plan (HAP), through (a) provision of the appropriate number of on-site affordable units, (b) payment of housing impact fees, or (c) an alternative compliance proposed in accordance with City Code section 21-02.070 and approved by the Director of Planning and Economic Development. For purposes of this condition, the Director of Planning and Economic Development is designated as the review authority for review and acceptance of innovative Housing Allocation Plan compliance strategies under City Code section 21-02.070(D). The 12 on-site units identified in Housing Condition No. 1, above, may count towards or completely satisfy HAP compliance through the provisions outlined in City Code section 21-02.070(D).

Building Conditions

1. The project needs to be designed so that the attached dwelling units are structurally independent of each other or the dwelling units need to be designed to comply with State accessibility criteria (CBC Chapter 11A) for multi-level dwellings. The Building Division has a policy and guidelines for what constitutes structurally independent dwelling units.
2. The upper floors have projections beyond the building footprint that may encroach over proposed alleys and some of the private drives. It is not clear, based on the typical sections shown on Sheet C-7, if there will be easements for those alleys and drives. Sheet SP-4 indicates that it is 30' from face of garage to face of garage, 24' curb to curb and 23' clear to sky. The maximum projection (23' clear to sky) is along about 40% of the row of townhouses length. That 23' distance assumes that the dwelling unit types on each side of the alley will be staggered not have the same maximum projection.

Engineering Conditions

PARCEL AND EASEMENT DEDICATION

1. This is a common interest subdivision and private improvements shall be reviewed and approved by the City Engineer together with public improvements. Recording of the Final Map will be subject to bonding for public and common improvements and the execution of a Subdivision Improvement Agreement with the City.

2. Emergency Vehicle Access Easements are to be dedicated to the City over Private Streets, drives, and alleys used for Fire Department access.
3. Existing public Sewer and Water Easements in Lot A (Centrum Place) of the Fountaingrove Center Subdivision shall be vacated but retain the Public Utility Easement.
4. Lots A and B shall be shown as Landscape Parcel's "A" and "B" on the Final Map and noted to be owned and maintained by the Round Barn Village Home Owners Association on the information sheet of the Final Map. Maintenance of Landscape Parcels may be done others upon approval by the City Engineer with ownership retained by the Home Owners Association for responsibility of slope stability and creek bank areas.
5. This is a Major Subdivision creating 237 Air Space Condominiums on 1 common parcel with 2 landscape parcels. The formation of a Homeowners Association responsible for ownership and maintenance of the common parcel, common area and site improvements, is required for this subdivision. The documents creating the Association and the Covenants, Conditions and Restrictions (CC&R's) governing the Association shall be required to be submitted with the first plan check for review by the City Attorney. The approved CC&R's shall be recorded contemporaneously with the Final Map.

PUBLIC STREET IMPROVEMENTS

6. An Encroachment Permit must be obtained from Engineering Development Services 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.
7. Constructed Intersections of Round Barn Boulevard and Street "A" and Street "B"/Unocal Place shall be retained. The pedestrian bike path street crossing shall be revised to provide an ADA compliant pedestrian crossing through the intersections and be signed and striped reflecting a combined bike ped crossing per CAMUTCD standards. The public sidewalk and bike path at the intersection shall be modified as necessary to provide for the mixed-use pathway crossing. Sidewalk and bike path transitions shall be through minimum 20 foot reverse curves. The pavement section at subdivision intersections with Round Barn Boulevard shall incorporate use of dissimilar pavement type to differentiate between public and private street boundaries a suggested use for demarcation purposes would be replacement of the bicycle-pedestrian asphalt path crossing with a concrete pathway.
8. Combined sidewalk and bike paths shall be a minimum 12-feet wide at the driveway intersections with pavement markings separating 4-foot walk lanes from the 8-foot 2-way bike lane. Removable bollards shall be installed to prevent

vehicle traffic other than for maintenance purposes on the pathway. The private street shall be striped and signed per CAMUTCD for at grade pedestrian and bike crossing designating pedestrian traffic to one side. The structural section for new combined bike-walk pathway shall be 2-inches of AC on 4-inches of Class II Aggregate Base on 95% relative compacted subgrade. The public sidewalk and bike path shall be contained within a public sidewalk bike path easement crossing private streets at Round Barn Boulevard driveway intersections.

9. Existing onsite public bike-walk pathway pavement shall be repaired with crack sealing and slurry sealed. Existing Pathway bridge shall be repaired by replacing all fire damaged bridge decking and shall be included with the Subdivision Improvements. Upheaved pavement sections shall be removed and replaced with a full structural section of 2-inches of AC pavement on 4-inches of Class 2 Aggregate Base with joint sealing at conform. The finished grade of the repair section shall match and conform to the finished grade of the 1-inch pavement overlay.
10. On site Round Barn Boulevard intersections not being used shall be removed and replaced with new curb, gutter and 12 foot wide walkway conforming to line and grade of existing improvements. Existing pathway approaches to abandoned intersections shall be removed as necessary to provide transitions for new pathway alignment while maintaining a minimum 5 foot setback to curb. Pathway shall be constructed with a maximum 2% cross fall over pavement section and structural section of 2-inches of AC on 4-inches of Aggregate Base on 95% relative compacted subgrade. Pathway widening may include use of cut off retaining walls to minimize need for additional grading necessary for pathway widening.
11. 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.

TRAFFIC

12. The intersection of Round Barn Boulevard West and Fountaingrove Parkway is to be signalized. The Project Traffic Engineer shall provide a preliminary intersection design based on the design parameters determined by the City Traffic Engineer prior to submittal of the Subdivision Improvement Plans. The design shall include but not be limited to a 6-phased traffic signal design with interconnect to the Intersection of Mendocino Avenue and Fountaingrove Parkway, any street modifications for the median islands on both intersections of Round Barn Boulevard East and West at Fountaingrove Parkway. The proposed intersection design shall be included in the Subdivision Improvement Plans approved and signed by City Engineer. The Developer shall construct the signal approved for Round Barn West and Fountaingrove Parkway.

13. The Applicant shall be responsible to extend the left turn median queue lengths; 65 feet to the south for Round Barn Boulevard East on Fountaingrove Parkway, and 100 feet to the west for Round Barn Boulevard West on Fountaingrove Parkway, and related median modifications. No planting will be required in the modified medians.
14. The traffic signal design, left turn median modifications with left turn extensions on Fountaingrove Parkway at Round Barn Boulevard East and West, shall be included with the subdivision improvement plan review submittal with a cost estimate for review by the City Transportation and Public Works Public Works Traffic Department.
15. The traffic signal and left turn lane extensions and median modifications are eligible for credit of impact fees and/or reimbursement for the public improvements built by the applicant. The amount of the credit/reimbursement is subject to approval of the cost estimate and contribution allowed by the City Engineer. It is the Developer's responsibility to follow the City's procedures for entering into reimbursement/credit agreements.
16. Driveways shall maintain a clear vision triangle to Round Barn Boulevard per street intersections and be clear of obstructions and monument signs as determined by the Project Traffic Engineer. Vegetation within the vision triangle shall be restricted to a 3-foot maximum height.
17. Street lights installed for signalized intersections shall be per City Standard 611 Cobra style street lights using LEOTEK LED fixtures.
18. 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."

PRIVATE STREET/DRIVEWAY IMPROVEMENTS

19. The formation of a Homeowner's Association, responsible for ownership and maintenance of the common area and common site improvements, is required for this subdivision. 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.
20. Intersections of Round Barn Boulevard and Street "A" and "B" shall be signed as private streets at the City Right of Way line. The existing public sidewalk

easement shall be enlarged as necessary to include any sidewalk widening resulting from the intersection modifications.

21. Intersection of Round Barn Boulevard and Street "B" shall be maintained as a public right of way up to the curb return onto site. Street "B" shall connect at the existing Right of Way limit.
22. Street "A" and "B" shall be built to City minor street structural standards with crowned section and full width street section consisting of 2 travel lanes, providing 10 foot travelway with 8 foot parking and 12 foot travelway with no parking, together with city standard curb gutter and 4-foot minimum contiguous sidewalk where shown on the approved Tentative Map. Sidewalk shall maintain a clear 4-foot width around all obstructions including but not limited to streetlights, fire hydrants, tree wells and mailboxes using 5-foot reverse curve transitions to clear any obstructions.
23. Private Drives shall be built to Minor Street structural standards with cross sections sloped to fall away from 6 inch high curb on upslope of street section to curb and gutter on downslope side of street. Parking bays developed perpendicular to the street section shall be graded to fall away from a raised curb line sloping to a 4 foot valley gutter in line with gutter flow line. Garage access shall be over a rolled curb line with 2 foot taper from a 6 inch high curb. Contiguous garage access may be separated along the garage driveways by raised curb islands extended from the building face to valley gutter with a 2 foot curb return radius adjacent to the flow line of the gutter. Sidewalks shall have a 6 inch vertical grade separation from travelways behind a concrete curb line. Minimum street improvements shall provide for 2 travel lanes, 10-foot wide with 8-foot parking and 12-foot wide without parking, and contiguous sidewalk. Drives to be used for fire access to 3 story buildings need a minimum 26 foot unobstructed width. Drives adjacent to perpendicular parking and garage access need to be a minimum 26 feet wide to provide clear back up distance
24. Alleys are to be improved to a full width City minor street structural standard and consist of 2 travel lanes each way and provide a 26-foot unobstructed roadway width for Fire Access to the 3 Story units. Alley street section shall be graded with cross fall from flush curb line on upslope side to roll over curb and gutter line on downslope side of travel lanes. No tandem parking to the garage will be allowed where setback to curb line is less than 19 feet. Alleys shall be signed for no parking and marked as fire lanes as required by the Fire Department. Garage Access on alleys shall be treated similarly as on Drives.
25. Soils report indicates highly expansive soils exist on site. Moisture barriers shall be constructed where directed by the Project Soils Engineer along the roadway pavements. Pavement requiring moisture barriers shall be constructed with a City Standard moisture barrier at the curb line.
26. Street lights on private streets, drives, and alleys shall be owned and maintained by the Round Barn Village Home Owners Association. Street lights are not required on private streets but if installed shall be per public street standards as

recommended by the Round Barn Village Traffic Consultant.

27. Alleys and Drives required to provide 26-foot unobstructed Fire Department access shall be signed to restrict parking to marked parking bays or defined parking areas.
28. Turn around capability on the common driveways and alleys shall be provided with clear backup of 46 feet from garage face to opposing face of curb and with a continuation of the common driveway 5 feet beyond the last driveway access point. If there is no parking in front of the garage, the 46-foot clear backup space can be reduced to 26 feet.
29. All intersections between Private Streets, Drives and Alleys shall be designed with City Standard 243 Valley Gutters with minimum 20-foot radius curb returns. Fire lanes shall have minimum 20 foot inside and 40 foot outside turning radii for fire access.
30. Streets "A" and "B" connections to Round Barn Boulevard shall maintain a vision triangle clear of obstructions as determined by the Project Traffic Engineer. Vegetation within the vision triangle shall be restricted to a 3-foot maximum height.
31. Private sidewalk street crossings shall meet current Caltrans RSP A88A curb ramp details. Curb ramps shall be located at all intersections unless alley access is through City Standard 250A curb cuts.

STORM DRAINAGE

32. Any work in Nagasawa Creek shall require permits from the State Regional Water Quality Control Board and Army Corps of Engineers together with Stream Modifications Agreement from the State Fish and Game Department. Review and approval of subdivision plans by the City shall not be delayed due to obtaining necessary permits from outside Agencies. City Permits are to be issued for work within the City's jurisdiction and City Approved plans shall be revised as necessary to reflect any changes in design required in obtaining outside Agency approvals. The Developers Contractor will be responsible to provide a construction phasing plan before the City will allow work to proceed in advance of obtained any Agency Permits.
33. A public storm drain shall be extended in Round Barn Boulevard from the Nagasawa Creek Culvert to the project site. No blind connections to public storm drain pipe are allowed all connections are to be through drainage structures. Changes in pipe size alignment and grade are to be done at drainage structures. Structures in street sections shall be City Standard Manholes and City Standard curb inlets shall be used to collect gutter flows. Public storm drain pipe shall be designed at minimum grade.
34. The private storm drain system in Street "B" shall be removed to the public manhole retaining the public curb inlets at the intersection of Street "B" and

Round Barn Boulevard constructed with Fountaingrove Center, City File No 1985-0195. Storm drain pipe was stubbed from the curb inlets and private field inlets shall be installed at the end of the existing storm drain stubs for connection points for proposed rain garden LID drainage system.

35. Private storm drain systems shall be connected to the public systems in Round Barn Boulevard from private drainage structures at the right of way line to public drainage structures in public right of way or in public easements. Private storm drain pipe connecting private drainage structures to public drainage structures shall be minimum 15-inch diameter when crossing through Public Right of Way or Public Easements.
36. Creek setback is to be shown on the grading and site plans for the project and may use a 30-foot setback to match existing development. No structural fill or grading is allowed in the setback area. Determination of setback location will be based on creek cross sections with 100-year storm supported by hydraulic calculation for tributary areas. Hydraulic flows shall reflect post construction with backwater impact from proposed storm drain pipe connection to Round Barn Boulevard culvert.
37. 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.
38. Perpetual maintenance of SUSMP Best Management Practices (BMP's) shall be the responsibility of one or more of the A Homeowner's Association or 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.
39. 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.
40. Overflow drain inlets shown in the vegetated bioretention swale shall be located at opposite end from where the storm drain inflow occurs to provide overland surface flow over the full garden length to provide required contact time for storm flow treatment. Overflow field outlets shall be connected to the private system through drainage structures.

41. All BMP's shall be shown on the civil construction plans and all dimensions and construction details shall be provided on the civil plans such that the BMPs can be replaced at a future date. Plans shall conform to the approved final SUSMP design report.
42. After the SUSMP BMP improvements have been constructed, the developers Civil Engineer shall prepare and sign a written certification that they were constructed and installed as required by the State of California and/or per the manufacturer's recommendation. Written certification of SUSMP BMP's is to be received by the City prior to acceptance of improvements.
43. Where bio swales or BMP facilities are in landscape strips, other utilities such as solar panels, transformers, irrigation meters, meter boxes, cleanouts, fire hydrants, etc. shall be located without conflict with the swales/water infiltration or collection. Each trench crossing shall extend the length of a bioswale by 5 additional linear foot. Locations of infrastructure shall be present on the plans and shall be reviewed during plan check.
44. All onsite and offsite storm drain inlets shall be labeled with the sign "DRAINS TO CREEK" per City Standard 409 or an approved equal.
45. The landscape and civil plans shall be updated to reflect the final BMP locations, shapes, sizes and construction dimensions to insure the BMP features are installed per the approved final SUSMP report. BMPs shall be preserved and not filled in with landscape material or removed.
46. The Civil Engineering plans shall show sufficient construction details and dimensions of each BMP device on the drawings so the BMP may be replaced in the future. Landscape plans and civil plans will be coordinated with the approved SUSMP report and show the BMP locations clearly to prevent them from being filled in with landscape materials.

GRADING

47. The developer has located the identified faults traces on the Tentative Map as discussed in the Geotech and Soils report, Quantum Geotechnical, Inc. dated April 2, 2018, along with the recommended setback zone (15') for locating habitable structures.
 - a. Detached garage structures, sheds, or pools may be located within a minimum distance of the fault traces as determined by the Geotechnical consultant, but a minimum distance is needed for the City Engineer approval purposes during final design and construction of the project and is to be noted on the Subdivision Grading Plans.
 - b. Any non-habitable structure to be owned by the Homeowners Association shall be constructed under a separate Building Permit from the Subdivision Improvements and may be located over the fault trace as allowed per the recommendations of the Geotech and Soils report by

Quantum Geotechnical, Inc. dated April 2, 2018.

48. Since the site is not within a State of California Earthquake Fault Zone as is designed for seismically active faults (Hart and Bryant, 1997), it is not necessary for the Geotechnical Investigation to undergo a Peer Review. The Soils Engineer is to approve the grading design for the private improvements, and foundation and building plans to ensure conformance with the Project Geotechnical and Soil Report and adherence to the recommended measures for mitigation of the effects of potential fault rupture or sympathetic movement.
49. Grading, drainage, trenching, and pavement design for subdivision improvements shall be in accordance with the recommendation contained within the Geotech and Soils report by Quantum Geotechnical, Inc. dated April 2, 2018.
50. Subdivision improvement plans shall note that additional investigation for determination of the fault trace locations shall be conducted during the grading operation with referenced survey locations shown on the subdivision grading record plans and included in Final Geotechnical Soils Report for subdivision acceptance.
51. The information sheet of the Final Map shall include the recommended setbacks contained within the April 2, 2018 Quantum Geotechnical INC, Geotechnical Report. If upon further investigation by the Soils Engineer and Engineering Geologist it is determined that the fault traces shown in the report are such that do not require setbacks then the approval letter from the Soils Engineer for the subdivision improvement plans shall be submitted to the City prior to approval of the Improvement Plans by the City Engineer.
52. No sliver fills are allowed, all fills on slopes shall be buttressed and keyed into undisturbed native material. Keyways shall be provided with subdrains daylighting to onsite drainage swales. Subdrains shall be surveyed in and mapped on the subdivision improvement record plans. Slopes shall be contour graded to existing grades at cut and fill contact locations.
53. Representative from Quantum Geotechnical Inc. or City approved representative shall be present on site during grading operations to verify fault trace location and map locations on the Record Grading Plans submitted for Subdivision Final Acceptance.
54. Private drainage system shall be connected to the public storm drain in Round Barn Boulevard through a curb inlet structure. The private storm drain shall be minimum 15 inch diameter through the public right of way from a private drainage structure at the Public Right of way.
55. Retaining walls are common improvements to be owned and maintained by the Homeowners Association. Design and structural calculations for all walls shall be submitted to Engineering Development Services for review with the subdivision improvement plans.

56. The proposed retaining walls are to be structurally designed per the recommendations of the Soils Geotechnical Engineer.
57. All retaining walls are to have cut off swales constructed to intercept drainage flows and direct them to field inlets that discharge to the street or the storm drain system. The retaining walls will be included in the grading permit issued for the subdivision.
58. Any drainage swales constructed are to be graded to drain to field inlets connected to the private drainage system. Unimproved common area drainage can sheet flow over undisturbed vegetated slopes. No concentrated or erosive causing flows can cross over constructed slopes.
59. No drainage flows can flow over the sidewalk or top of curb, all flows are to be collected behind the sidewalk or curb in a rock lined or vegetated swale directed to a field inlet outletting to the street through City Standard 407 sidewalk drains or connected to the private storm drain system through a drainage structure.

WATER

60. The existing public sewer and water mains in Street "A" and Street "B" (Centrum Place), City File 1985-0195, shall be abandoned and the sewer and water mains structures, pipes, and appurtenances removed. Public hydrants and valves shall be salvaged and the Contractor shall notify City Water for review and acceptance of the materials prior to return to the City. The public sewer main in Street "B" and the existing 8-inch sewer main stubbed from Round Barn Boulevard allowed to remain in place shall become private mains and labeled on the Subdivision Improvement Plans as "Private" through the Public Right of Way to the manholes on the main in Round Barn Boulevard.
61. The water service connections for the private water mains are to be from Round Barn Boulevard. The design and locations for the service lateral connections to the main shall be reviewed and approved during the Subdivision Improvement Plan review process.
62. Sewer and Water laterals and main extensions not being used shall be abandoned at the main in the street. Abandonment of public water mains into the project site shall be performed per City Standards. Abandonment of Public Sewer Mains into the project site shall be to the closest manhole structure on the main in Round Barn Boulevard. Public sewer mains shall become private mains if no other upstream property owners are connected.
63. Existing private sewer mains may be abandoned in place per City Standard 507. Private sewer manholes shall be abandoned and removed and location backfilled and compacted.
64. Private sewer mains shall adhere to City Design Standards providing gravity flows with minimum 2 fps velocity and shall be no larger than the public main in the street. Private Sewer mains shall be connected to the public system at

manhole structures from private manhole locations behind the right of way. Private sewer mains shall be noted on the Subdivision Improvement Plans as private up to the connection to the public manhole. Changes in size, grade, or alignment in the private sewer main shall be done through manhole structures.

65. Water laterals and meters shall be sized to meet domestic, irrigation and fire protection uses. The fire flow calculations shall be submitted to the Santa Rosa Fire Department during the plan check phase for the Subdivision Improvement Plans and Encroachment Permit to determine adequate sizing to be reflected on the approved permit plans. The Encroachment Permit is required to be issued prior to release of any Building Permit.
66. Applicant shall install combination services per City Standard #870 for all fire systems, domestic and irrigation at all connections to the public main. Minimum 12-inch water combination service laterals and meters for private fire mains with private fire hydrants are required. This facility will require a looped fire system with City Standard 880 double check detector fire line backflow assemblies at all connections to the public main in Round Barn Boulevard. The size of the project will require 2 connection points to the main with reduced pressure back flow devices per City Standard 876 required for the domestic services and City Standard 876 Reduced Pressure Backflow Devices for the irrigation system connections to the public main. The flow calculations shall be submitted to Santa Rosa Water Department during the plan check phase of the Improvement Plans or Encroachment Permit to determine adequate sizing.
67. 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. Backflow Devices shall be behind the sidewalk unless otherwise allowed in writing by Water. City maintenance access shall be provided to City Standard 880 Backflow devices where outside of public right of way with a Public Water Easement.
68. This project has mapped seismic fault traces on site. The water system within fault line setbacks as determined by the Quantum Geotechnical, Inc. April 2, 2018 Geotechnical Report shall be designed for seismic conditions when crossing the fault line or in the fault setback area. Refer to section XVI of the Water Design Standards.
69. The project shall be mastered metered with 2 connection points to the public main with submeters for the individual buildings.
70. The private domestic water and fire mains shall have isolation valves for each building site to maintain domestic and fire flows in the system while allowing for service shut down for maintenance of that individual building.
71. Water and sewer demand fees and processing fees and processing fees are based on the number and type of units to be built. Water and sewer demand, processing and meter installation fees must be paid prior to the issuance of a Building Permit

72. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance adopted by the Santa Rosa City Council, Ordinance 4051, on October 27, 2015. Plans shall be submitted with the Building Permit application. Submit the following with the above-mentioned plans: Maximum Applied Water Allowance form, Hydrozone Table form, and Certificate of Completion form.

FIRE

73. This project site is in the Wildland Urban Interface Area and will be required to have enhanced fire protection measures as required by the Fire Department for the development of site.
74. Santa Rosa Water Department provides mapping of private onsite water mains and fire hydrants for the Fire Department and processes the fee collection and meter installation for the fireline. Provide two copies of the approved onsite plans showing private fire lines and private fire hydrant locations to the Santa Rosa Water Department prior to requesting meter sets and commencing service. Refer to section XI.A of the Water System Design Standards for submittal of plans for private fire systems.
75. A fire flow test will be completed at the time of the tie in of the project to the City system. The hydrant which will most likely produce the least flow will be tested. In the case of a project that has multiple dead-end systems in alleys and drives, a fire flow test will be completed at the hydrant on each separate dead-end 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 Santa Rosa Water Department prior to the test being performed.
76. Fire hydrants shall be provided along adjoining street frontage and Fire Department access roadways. Spacing shall be a maximum of 300 feet within residential areas located within the Very High Fire Severity Zone. Placement 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 250 feet of residential buildings and 150 feet of commercial buildings. Fire hydrant type and installation shall comply with Commercial City Water Standard 857.
77. CA Fire Code requires fire apparatus access roads ("Fire Lanes") to within 150 feet hose-pull distance of all first-floor exterior walls.
78. Aerial apparatus access is required for buildings over 30 feet tall as measured to the top plate of the wall or parapet, or 3- stories or more. Aerial access shall be provided along one entire side of the building: 26 feet unobstructed width, paved, at least 15 feet but not more than 30 feet from the face of building.

79. Fire flow and location of fire hydrants, fire protection appurtenances shall be in strict accordance with California Fire Code Chapter 5, Appendix B, and Appendix C as adopted by the City of Santa Rosa.
80. A Phase 1 Environmental Site Assessment shall be submitted at the Fire Department, including the review fee, and approved. Grading, demolition or construction permits shall not be issued until the Fire Department has reviewed and approved the Phase 1 study.
81. Buildings three (3) or more stories are required to provide a fire standpipe system. With fire sprinkler credit, the Class III requirement can be reduced to a Class I standpipe system per NFPA 14.
82. Fire department connections (FDC's) shall be located within 100 feet of a fire hydrant.
83. Required Fire Department access roads shall be signed "No Parking- Fire Lane" per current Fire Department standards.
84. Traffic calming measures on private property are not approved as a part of this review. (i.e. speed bumps, humps, speed tables or undulations.)
85. Provide a Fire Department Key Box (Knox box) at any gated entrance.
86. Twelve inch illuminated building address characters shall be provide per Fire Dept. standards. An illuminated address directory monument sign shall be provided at each entrance to the property.
87. Storage or use of any hazardous materials (such as pool chemicals) at the site will require a Hazardous Materials Inventory Statement to be submitted to the Fire Dept. for review. Materials in excess of the permit amounts will require a Hazardous Materials Management Plan to be submitted to the Fire Dept. for review and approval and may require payment of Hazardous Material Use or Hazardous Waste Generator fees.
88. Access roads and water supplies for fire protection shall be installed and made serviceable prior to storage or construction of any combustible materials.

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


Recommendation

 X Approval with conditions as set forth in this report

 Continuance

 Denial – Reasons:

 Final action referred to the Planning Commission



DAVID GUHIN
Director
Planning and Economic Development