

RESOLUTION NO. 11814

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ROSA GRANTING A ONE YEAR EXTENSION OF TIME FOR THE TENTATIVE MAP FOR THE VILLAS SUBDIVISION LOCATED AT 1755 SEBASTOPOL ROAD AND 1700 HAMPTON WAY; ASSESSOR'S PARCEL NUMBERS 125-071-014, 125-031-022, 010-311-028; FILE NUMBER EXT16-0029

WHEREAS, on December 10, 2015, the Planning Commission adopted Resolution No. 11741, approving the request to extend the period for filing the Final Map for The Villas Subdivision from November 9, 2015, to November 9, 2016, for which a Tentative Map was approved by the Planning Commission on November 9, 2006, pursuant to Planning Commission Resolution No. 11029; and

WHEREAS, on February 9, 2017, at a duly noticed public hearing, the Planning Commission has considered the request to extend the period for filing the Final Map for The Villas Subdivision from November 9, 2016 to November 9, 2017; and

WHEREAS, there is no change of conditions that would preclude an extension of The Villas Subdivision; and

WHEREAS, on November 9, 2006, the Planning Commission approved Resolution No. 11026, adopting a Mitigated Negative Declaration for the Villas project, and the scope of the project remains unchanged and consistent with the analysis of the environmental document, and there are no new circumstances that would require further environmental review under CEQA; and

WHEREAS, Section 15162 of the Guidelines for California Environmental Quality Act (CEQA Guidelines) provides that once an Environmental Impact Report or Negative Declaration has been adopted for a project, the lead agency may require additional environmental review only if one or more of the three following conditions are met:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the

previous EIR was certified or the negative declaration was adopted, shows that the project will have significant or more severe effects not discussed in the previous EIR or negative declaration or that newly identified feasible mitigation measures could substantially reduce one or more significant effects of the project; and

WHEREAS, the record reveals no significant changes in the project, no significant changes in the circumstances of the project, and no new information that would require further environmental review under Section 15162. Therefore, additional environmental review is not required for the Tentative Map extension.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Santa Rosa grants a one year extension of time on the filing of the final map for The Villas Subdivision, subject to the following conditions:

1. The project is subject to all conditions of Planning Commission Resolution No. 11029 dated November 9, 2006, which initially approved the Tentative Map.
2. Comply with all Conditions of Approval recommended in the Updated Development Advisory Committee (DAC) Report, dated February 7, 2017, attached hereto and incorporated here as Exhibit A. This DAC Report supersedes all previous DAC Reports that have been prepared for this project. Compliance with all Conditions is required except where specifically identified in this Resolution.
3. If the connection between Street "A" and Roseland Avenue is operating as an Emergency Vehicle Access (EVA) only and until such time that public access and egress is provided through that corridor, a Fire Department-approved cul-de-sac shall be installed at the eastern terminus of Street "A", substantially conforming to the schematic incorporated herein and attached here as Exhibit D.
4. Comply with all mitigation measures identified in The Villas Initial Study/Mitigated Negative Declaration, dated September 21, 2006, and incorporated into the Villas Mitigation Monitoring and Reporting Program dated September 21, 2006, attached hereto and incorporated here as Exhibit B. For reference purposes, applicable mitigation measures sourced from the Southwest Area Specific Plan Environmental Impact Report are attached to this Resolution as Exhibit C.
5. Comply with all applicable federal, state, and local codes. Failure to comply may result in issuance of a citation and/or revocation of approval.
6. Comply with the latest adopted ordinances, resolutions, policies, and fees adopted by the City Council at the time of building permit review and approval.
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.

8. Condition 7 of Planning Commission Resolution No. 11029, which requires compliance with the Housing Allocation Plan, is hereby rescinded and replaced with the following:

The developer of the Villas subdivision, which was approved via Resolution No. 11029 shall comply with City Code section 21-02, Housing Allocation Plan, through (a) provision of the appropriate number of on-site affordable units, (b) payment of housing impact fees, or (c) an alternative compliance proposed in accordance with City Code section 21-02.070 and approved by the Director of Planning and Economic Development. For purposes of this condition, the Director of Planning and Economic Development is designated as the review authority for review and acceptance of innovative Housing Allocation Plan compliance strategies under City Code section 21-02.070(D).

REGULARLY PASSED AND ADOPTED by the Planning Commission of the City of Santa Rosa on this 9th day of February, 2017, by the following vote:

AYES: (7) Chair Cisco, Vice Chair Crocker, Commissioners Duggan, Edmondson, Groninga, Rumble and Stanley

NOES: (0)

ABSTAIN: (0)

ABSENT: (0)

APPROVED: 
Chair

ATTEST: 
Executive Secretary

Attachments:

Exhibit A – Updated DAC Report, February 7, 2017

Exhibit B – Mitigation Monitoring and Reporting Program, September 21, 2006

Exhibit C – Applicable mitigation measures from the Southwest Area Plan EIR

Exhibit D – Temporary Turn-around Schematic

FINAL

UPDATED DEVELOPMENT ADVISORY COMMITTEE REPORT FEBRUARY 7, 2017

THE VILLAS

Project Description

Time Extension for Tentative Map to develop the 14.28-acre site with a 0.52-acre commercial parcel and 197 single-family attached homes with common parcels.

LOCATION 1755 Sebastopol Road/1700 Hampton Way

APN 125-071-014, 010-311-028 & 125-031-022

GENERAL PLAN LAND USE Retail and Business Services
Medium Density Residential

ZONE CLASSIFICATION

EXISTING R-3-18 & CG

PROPOSED R-3-18 & CG

OWNER/APPLICANT OSL Properties, LLC

ADDRESS 9240 Old Redwood Hwy, Ste 200
Windsor, CA 95492

ENGINEER/SURVEYOR Brelje & Race Consulting Engineers

ADDRESS 475 Aviation Blvd., Ste 120
Santa Rosa, CA 95403

REPRESENTATIVE Steve McCullagh

ADDRESS 9240 Old Redwood Hwy
Windsor, CA 95492

FILE NUMBER MJP05-020; EXT16-0029

CASE PLANNER Patrick Streeter 

PROJECT ENGINEER Carol Clark 

Background

Request for Time Extension of Tentative Map for a subdivision of approximately 14.28 acres into one general commercial lot, 197 townhome lots and 38 common parcels, located in southwest Santa Rosa in a Medium Density Residential designated area. The site is predominately vacant, and was previously occupied by a golf driving range and single family residence. The site is bordered by State Highway 12, Joe Rodota trail, commercial and industrial development and a county island.

Conditions of Approval

- I. This project is for subdivision of approximately 14.28 acres into one general commercial lot, 198 townhome lots and 39 common parcels.
- II. Pursuant to an existing document presented as a ROW easement on the previously approved tentative map which is an 50 foot wide, offsite easement, recorded in document No. 2818 OR 319, of Sonoma County records, the developer has represented that they have in hand or will provide to the City, all offsite easements as needed to construct a private roadway; said roadway shall be built and exclusively maintained by the projects' Home Owners Association to City of Santa Rosa Minor Street Standards; said road shall provide non-gated, secondary road access for public use, including emergency vehicular access and public utility construction and maintenance rights for the roadway and underground public utilities.

Alternatively, the owner applicant shall provide an irrevocable offer of dedication to the County of Sonoma for a 50 foot wide - Public Road, Right of Way and Utilities easement over previous said easement. These documents shall be provided by the developer, reviewed and approved by the City of Santa Rosa and /or the County of Sonoma and recorded at Sonoma County Recorder's Office prior to the Map recordation.

As a further alternative, the owner shall provide a recorded Emergency Vehicle Access easement over the existing 50-foot wide off-site easement to the east of the development. If this option is pursued, an opticom-controlled EVA gate shall be installed at the easterly boundary of the subdivision.

- III. Developer's engineer shall obtain the current City Design and Construction Standards and the Planning and Economic Development Department's Standard Conditions of Approval dated August 27, 2008 and comply with all requirements therein unless specifically waived or altered by written variance by the City Engineer.

- IV. Entitlement action requires that the project comply with all current codes and regulations. The proposed design shall comply with all applicable requirements of the current NPDES permit jointly issued for the City of Santa Rosa and County of Sonoma, CA. by The Northern California State Water Board. This project shall be designed to comply with the SUSMP technical design manual for Low Impact Development.
- V. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on the plans stamped received August 18, 2006:

Planning Conditions

1. The following Growth Management Allotments are available for the development:

RESERVE "A"	197				
RESERVE "B"					
	2017	2018	2019	2020	2021

2. Growth management allotments are not guaranteed and shall be adjusted according to the number of units approved and the availability of allocations in the given year at the time of project approval. Following project approval, staff shall send the applicant a letter indicating the year and number of units allocated to the project.
3. Approval of the Tentative Map Time Extension as proposed is contingent upon concurrent approval of a Time Extension for a variance for exterior yard setbacks. If the variance is not granted, the project shall be revised to comply with the Zoning Code setbacks.
4. A privately owned and maintained common recreational parcel shall be provided for residents and visitors, as indicated on the Tentative Map.
5. Prior to recordation of a Final Map, the applicant shall obtain all related approvals required to develop the property as a cluster residential townhouse development as indicated on the Tentative Map and development plans, including Zoning Variance and Design Review approvals.
6. Setbacks from exterior property boundaries shall be indicated on a Supplemental Sheet to be recorded with the Final Map.

7. Final Map and improvement plans shall address all applicable CEQA mitigation measures in conformance with the adopted Mitigation Monitoring and Reporting Program.
8. A soundwall shall be designed and installed as specified by the project acoustical engineer prior to occupancy of any homes on the property.
9. Fencing shall be subject to Design Review and approval. Solid fencing shall not be permitted along parks and open space trail boundaries.
10. Units along Joe Rodota trail shall be designed to integrate with the trail and avoid creating "dead-spaces" between homes and the trail.

Engineering Conditions

PARCEL AND EASEMENT DEDICATION

11. A Homeowner's Association shall be formed, responsible for ownership and maintenance of Common Parcels (i.e., Parcels lettered A through W, and Parcels lettered AA through PP). The Homeowners Association shall maintain these parcels, together with the planter strip areas on Sebastopol Road and the planter strip areas on both sides of Street "A" and Street "B". The documents creating the Homeowner's Association and the Covenants, Conditions and Restrictions governing the Homeowner's Association shall be submitted to the City Attorney's Office and the Department of Community Development for review.
12. An Encroachment Permit shall be obtained from the Department of Community Development prior to beginning any work within the public Right-of-Way or for any work on utilities located within public easements.
13. An Encroachment Permit from Sonoma County, CA. shall be obtained from Sonoma County prior to any encroachment into their property surrounding the Joe Rodota Trail or beginning any work within their Public Right-of-Way or for any work on utilities located within their easements.
14. An Encroachment Permit from Cal TRANS who operates Route 12 Right of Way shall be obtained from Caltrans prior to any encroachment into their property surrounding Route 12 that fronts along this projects' entire north property line.
15. Emergency Vehicular Access easements shall be dedicated to the City of Santa Rosa over all private streets and private common driveways, except for the easement road which is located in the County.
16. An emergency vehicular access, 20 feet wide, shall be dedicated, by separate instrument, to the City from Parcel W southerly across the Joe Rodota Trail to connect to Hampton Way. This temporary EVA was approved under FD06-0568 and shall be

closed upon the road way extension of Street A to Roseland Avenue as an open secondary access.

17. Parcel PP shall be a private park parcel owned and maintained by the Home owners Association.
18. Prior to recordation of the final Map and acceptance of the improvement plans, the applicant shall obtain necessary permits and approvals from the City and County Departments for an extension of a road from the site to Roseland Avenue.

PUBLIC STREET IMPROVEMENTS

19. This shall be a tentative map with phases in regards to the final map process as provided under City Ordinance and the State Subdivision Map Act.
20. The Phase line for construction purposes shall be as follows: Phase 1 shall include all improvements, both public and private to support units 1 through 91 and units 189 through 198. Phase 2 shall include all improvements, both public and private to support units 92 to 188.
21. At such time that it is opened to public traffic, the work required on the Street "A" offsite to Roseland Avenue and the work required on Roseland Avenue shall be completed and accepted by Sonoma County Public Works and the City of Santa Rosa.
22. Each proposed separate final map phase shall stand on its own, with regard to availability of necessary infrastructure to serve it, and with regard to vehicular accessibility for service by the Fire Department and Santa Rosa Water. If necessary, the installation of street and utility improvements outside of the proposed phase may be required along with the phase improvements to provide such necessary infrastructure and access.
23. Public Improvement plans shall be submitted to the City for review for all public improvements in the Public Right of Way for final approval by the City Engineer. All driveway aprons shall be constructed per City Standard 250C. The public sidewalk shall maintain a continuous ADA accessible surface.
24. Lettered street names, as shown on the tentative map, for this project are not acceptable street names but are used for reference only within this conditional approval. The applicant shall submit revised street names to the Building Division of Community Development Department as soon possible for review and acceptance by all concerned agencies prior to approval of improvement plans. Contact the Permit Intake Manager at 707-543-3249 for assistance.
25. The subdivision name shall be verified as a unique name within the County of Sonoma. Contact the County of Sonoma Records Office online to verify the

subdivision name is unique.

26. Street "A" shall be dedicated and improved as a Minor Street. Half-width street improvements for the west side of the street from Sebastopol Road to the north curb face of Street "B" shall consist of a travel lane, with a parking lane, and a planter strip with a sidewalk. See the Standard Conditions of Approval for dimensions.

Street "A": Half-width street improvements for the east side of the street shall consist of a travel lane only with curb and gutter for the first 160 feet from Sebastopol Road.

Half-width street improvements for the east side of the street from 160 feet north of Sebastopol Road to the southerly edge of the Joe Rodota Trail shall consist of a travel lane and a parking lane with curb and gutter.

Half-width street improvements for the west side of the street from the north curb face of Street "B" to the southerly edge of the Joe Rodota Trail shall consist of a travel lane, with a parking lane, and a planter strip, with sidewalk curb and gutter.

Half width street improvements for both sides of the street from the northerly edge of the Joe Rodota Trail to the easterly boundary of the project shall consist of a travel lane, parking lane, planter strip, with sidewalk, curb and gutter. See the Standard Conditions of Approval for dimensions.

The dedicated right-of-way for all sections of Street "A" shall be per Minor Street Standards or at a minimum width to accommodate all the public improvements including the proposed planter strip.

A Fire Department approved opticom controlled EVA gate shall be installed at the southerly subdivision boundary at Hampton Way prior to occupation of Phase 1. All the above noted improvements to Street "A", shall be installed prior to occupancy of any unit within Phase 2.

At such time that public egress and ingress occur along the connection from Street "A" to Roseland Avenue, Street "A" shall be improved within the existing 50-foot wide right-of-way easement as a Minor Street from the easterly subdivision boundary to Roseland Avenue. Half-width street improvements for the north side of the street shall consist of a travel lane with a parking lane and curb and gutter. Half-width street improvements for the south side of the street shall consist of a 10.5-foot wide travel lane with a 4-foot wide valley gutter.

Until such time that public egress and ingress occur along the connection from Street "A" to Roseland Avenue, an opticom-controlled gate shall be installed at the easterly subdivision boundary.

Until such time that the easement area between the eastern terminus of Street A and Roseland Avenue is improved and open to the public, a path of travel shall be kept clear and maintained to accommodate emergency vehicle access, to the standards and satisfaction of the Santa Rosa Fire Department.

27. Street "B" shall be dedicated and improved as a Minor Street with parking on one side from Street "A" to the westerly subdivision boundary. Half-width street improvements for north side of the street shall consist of a travel lane with a parking lane and a planter strip, with a sidewalk. Half-width street improvements for south side of the street shall consist of a travel lane and a planter strip, with a sidewalk. The terminus shall accommodate a passenger vehicle turn around. See the Standard Conditions of Approval for dimensions.
28. Sebastopol Road shall be dedicated and reconstructed as a Boulevard along the entire project frontage. Half-width street improvements shall consist of removal of the existing contiguous sidewalk and replacement with a planter strip and sidewalk. See the Standard Conditions of Approval for dimensions.
29. Improvement plans shall include a complete street lighting, signing, and striping plan. Decorative Luminaire Street lighting shall be installed per City Standard 615D. Required street light spacing and locations shall be determined at the time of Public Improvement Plan review.
30. Roseland Avenue shall be improved with a geotextile fabric and asphalt cement overlay and bordered with an asphalt cement dike and a 5-foot wide pedestrian path. The pedestrian path shall extend from the intersection of the Joe Rodota Trail and Roseland Avenue to Sebastopol Road. The pedestrian path shall connect to existing sidewalk and provide one continuous pathway from the Joe Rodota Trail to Sebastopol Road.
31. Improvements in the County, which include City utilities, shall be jointly reviewed and approved by the City and County with one set of originally approved plans becoming the property of the City of Santa Rosa unless otherwise agreed to in writing. The applicant shall obtain an encroachment permit from the County of Sonoma for the construction of the improvements in the County and an encroachment permit from the City for the Connection and construction of City Utilities in the County area, if working on City water or sanitary sewer facilities.

TRAFFIC

32. Conduit and pull boxes shall be installed per City Standard for future traffic signal interconnect along Sebastopol Road.
33. No Parking (R26 (CA)) signs shall be installed for the first 160 feet from Sebastopol Road on the east side of Street A.
34. Speed Limit 25, (R2-1 (25)) sign shall be installed on the east side of Street A, north of Sebastopol Road.
35. STOP (R1-1) sign on the west side of Street A at Sebastopol Road.
36. Advance street name signs shall be installed on Sebastopol Road.

37. Bicycle (W11-1) and Pedestrian (W11-2) signs shall be installed on Street A in advance of the crossings of Joe Rodota Trail. If the crossing is a speed hump or speed table, a SPEED HUMP (W17-1) sign should also be installed in advance of the crossing. Also, if the crossing is a speed hump or speed table, the Fire Department shall approve the installation.
38. STOP(R-1) signs at the Joe Rodota Trail on each side giving the Right of way to the Bicyclists.
39. A traffic control plan is required for this project. The plan shall be in conformance with the latest edition of the State of California Department of Transportation Manual of Uniform Traffic Control Devices, latest edition. The plan shall detail all methods, equipment and devices to be implemented for traffic control upon City streets within the work zone and other impacted areas. The plan shall be included as part of the Encroachment Permit application.
40. A letter that addresses the adequacy of the project's traffic impact studies shall be provided. Address recommendations from the traffic study.
41. Install a "No Thru Traffic" or "Dead end" sign at Parcel F common driveway.
42. The proposed Emergency vehicular access gate located on Hampton Way will be removed once the road to Roseland Avenue is installed and accepted by the County of Sonoma and the City of Santa Rosa.
43. Minimum parking requirements shall be maintained along the project frontage to meet the City parking standards per the Mitigation measures.

PRIVATE STREET/DRIVEWAY IMPROVEMENTS

44. When the distance from garage-face to garage-face is 28 feet, the garage openings shall be no less than 16 feet wide.
45. The common driveways shall be improved to Minor Street structural standards the full length of the driveway. Private driveway improvements shall be no less than 20 feet wide and shall have a concrete valley gutter no less than 2 feet wide at the center of the asphalt driveway.
46. Access to Lot 1 shall be through a City Standard 250 C curb cut with a minimum width at the back of sidewalk of 24 feet. The centerline of the curb cut shall be located no closer than 105 feet from the proposed curb face along Sebastopol Road.
47. No access for APN 125-082-025 shall be allowed along Street A for the first 160 feet north of Sebastopol Road.

48. Access to Parcel F shall be through a City Standard 250 a curb cut with a minimum width of 24 feet at the back of sidewalk. This width shall be maintained for 20 feet then it may taper to a width of 20 feet with 5-foot contiguous walkways on both sides up to the easterly edge of Lots 47 and 61. The contiguous walkways shall be designed to support the outriggers of fire apparatus. The remaining length of the Parcel F driveway up to the hammerhead turnaround shall be a minimum width of 27 feet. The minimum width between garage doors of Lots 47-51 and Lots 58-61 shall be 30 feet. Parcel F shall terminate with a City Standard 206 Hammer head and shall extend each leg to 40 feet.
49. Driveways shall be covered by joint access, BMP maintenance easements and utility easements. A separate joint maintenance agreement shall be provided for each group of lots served by a common driveway. Note: the California Department of Real Estate may require the formation of a homeowners association for maintenance of common facilities. 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.

GRADING

50. 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.
51. Obtain a grading permit from the City of Santa Rosa – Building Department prior to clearing and grubbing.
52. Final Building pad certifications shall be signed and sealed by a registered geotechnical engineer and/or Civil Engineer certifying each buildable pad. Certifications shall be submitted to Engineering Development Services for review prior to building permit issuance on each lot.

STORM DRAIN AND EROSION CONTROL

53. Drainage facilities shall be designed per the Flood Control Design Criteria manual of the Sonoma County Water Agency. Prior to approval of improvement plans, an approval letter shall be obtained from the Sonoma County Water Agency for storm drainage review approving the storm drain design report and its date. If flows exceed street capacity, flows shall be conducted via an underground drainage system (with minimum 15" diameter and maximum 72" diameter pipe sizes) to the nearest approved downstream facility possessing adequate capacity to accept the runoff, per the City's design requirements. Such runoff systems shall be placed within public street right-of-way wherever possible. The City of Santa Rosa shall be provided a

preliminary design report and final approved storm drainage design report that is certified by the County reviewer and signed and sealed by the engineer of record. The storm drainage system shall be sufficiently deep to accommodate upstream regional flows within the water shed to the east that historically drain into the project.

54. 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.
55. An adequate drainage system shall be required to drain rear yards and patio areas. Private underground storm drain systems and drainage easements are required for any lot-to-lot drainage.
56. The developer's engineer shall comply with all requirements of the latest edition of the City of Santa Rosa and County of Sonoma's Standard Urban Storm Water Low Impact Development Manual. 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 city approved maintenance declaration or maintenance agreement signed by the property owner to assure continuous maintenance in perpetuity of the SUSMP BMP's, and shall include a maintenance schedule. This requirement may be met by offsite storm water mitigation as approved by the California Regional Water Quality Control Board. If offsite storm water mitigation is to be implemented, a formal agreement between the applicant, the owner of the offsite property to be used for offsite mitigation, and the California Regional Water Quality Control Board shall be executed prior to scheduling this project for the City Council or Planning Commission agenda.
57. Perpetual maintenance of SUSMP Best Management Practices (BMP's) shall be the responsibility of one or more of the following:
 - a. The Home Owners Association (HOA) shall be responsible for performing and documenting an annual inspection of the BMP's on their respective properties. A Homeowner's Association or Property Owners Association. The annual reports shall be retained by the HOA for a period of the latest five years, and shall be made available to the City upon request. If perpetual maintenance of these BMP's is through a Homeowner's Association or Property Owner's Association, two copies of the documents creating the Association and the Covenants, Conditions and Restrictions governing the Association shall be submitted to the Planning & Economic Development Department and Engineering Development Services Division for review.
 - b. An alternate means acceptable to the City of Santa Rosa.

58. 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 by the approved plans. Written certification of SUSMP BMP's is to be received by the City prior to acceptance of improvements.
59. Under 40 CFR, construction activity including clearing, grading, and excavation activities is required to obtain an NPDES Permit from the State Water resources Control Board prior to the commencement of construction activity. The project shall comply with the State General Construction Permit.
60. Storm Water Pollution Protection Plans shall be submitted for review and approval with the public improvement plans to the EDS Department.
61. A BMP will be allowed in the private driveways and shall be constructed per City BMP detail P2-06 for permeable pavement as acceptable to the soils engineer. This BMP shall meet 100% capture using structural soils and the project shall account for all utility crossings or other obstacles within the BMP area.
62. Building Foundations shall be designed to account for the location of adjacent BMP facilities that store water. Designs shall be supported by the soils engineering report and address saturated soil conditions. If the BMP locations cannot be supported, the BMPs shall be relocated.
63. Obstacles shall be kept out of BMP planter areas including Mailboxes, fire hydrants, transformers, utility crossings etc. and BMP trenches shall be lengthened to accommodate all conflicts.

UTILITIES

64. The combined existing credit to be applied to the new project is 18,000 gallons of sewer capacity and 40,000 gallons of water capacity. The applicant may determine how the capacity credits will be applied to the project.
65. The 12" water stub from Sebastopol Road shall be abandoned at the main per City Standards. The new 12" main shall make a direct connection to the 12" water main in Sebastopol Road. The existing hydrant shall be relocated to the corner of Street "A" and Sebastopol Road with the lateral connection to the water main in Street "A".
66. A turnaround per current City Standards shall be provided at the end of Parcel F (as shown).
67. Design the water parallel to the sewer. The radius shown on the water mains do not meet the minimum standard radius. The minimum allowable radius of curvature for

an 8" water main is 250' and for a 12", 350'. In situation such as streets that have smaller radius curves, the water system will be designed in straight segments parallel to the sewer so that future locating is simplified.

68. Public water main shall be extended (looped) through parcel "W" and connected to the existing water main in Hampton Way. The sewer main in Hampton Way is a South Park Sanitation District main, no connections to the main will be allowed. Obtain an easement or Right of Way for the public water main crossing the Joe Rodota Trail as needed.
69. Sewer mains in the private driveways, off of Streets "A" & "B" will be public, if adequate clearances and separations can be met, otherwise they will be private mains maintained by the Home Owners Association. Decorative paving is shown on the plans and the responsibility of replacement will be the HOA. No reinforced concrete may be placed over public water or sewer mains. If the sewer main is determined to be private within the private driveways that serve Lots 2 to 198, then the private sewer main shall be all of the sewer main, upstream of the public sewer manhole in the private driveway. A two way clean shall be installed on each lateral before connection to the 8" main. The common sewer lateral shall have a minimum pipe size of 6". A Private Sewer Joint Maintenance Declaration shall be provided for each set of lots served by a common sewer main.
70. Access maintenance roads and private driveways that have public sewer mains shall be a minimum of 12' width of pavement. The design of the access road shall include drainage measures required to prevent damage from water. Refer to XIV of the Sewer System Design Standards and III.D of the Water Design Standards. No other facility, public or private, may be aligned within 5' horizontally of the sewer mains, except a BMP. If the BMP is supported by the soils engineer report, then a BMP can be placed at the Center line of the private driveway.
71. An easement shall be provided over public sewer mains where applicable. The easements shall be a minimum of 15' wide if containing only sewer. See Section 315 (c) of the Uniform Plumbing Code. Easements shall be centered over the facility. Easements shall be configured to encompass all publicly maintained appurtenances, sewer laterals, public cleanouts and manholes. No structures may encroach on any Public 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 Department will not be responsible for repairs or replacement of landscaping in public sewer main easements (and shall be so noted on the Final Map).
72. If any gates will cross public water and or sewer mains, then no footings shall be installed within 5 feet of the public water or sewer mains. 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. Details shall be included on the Improvement Plans.

73. Water services shall be provided per Section X of the Water System Design Standards. Each lot shall be separately metered. Minimally, residential fire sprinklers are required in all 3 story residential units, therefore, structures with residential sprinklers and all 3 story buildings shall have double check backflow devices installed per City Standard #875. There is limited space for the water laterals, meters and backflow devices, therefore, the applicant shall install multi-service manifolds on the frontages of Street "A" and Street "B" per City Standard #887. Meters and backflow devices shall be installed outside of any traffic areas. Any non- standard water services shall be detailed on the Improvement Plans. All laterals and meters shall be sized according to the fire flow calculations. Submit the fire flow calculations during the plan check process of the Improvement Plans to allow Utilities to approve size and location of meters and backflow devices. The commercial lot shall be metered separately and have its own irrigation meter. If there are any residential units planned for lot #1, the commercial and residential uses shall be metered separately. An irrigation service with reduced pressure backflow device per City Standard #863 & #876 shall be installed for any common area needing irrigation.
74. Any existing water or sewer services that will not be used shall be abandoned at the main per City Standards under an encroachment permit. The existing meter shall be collected by the City Meter Shop. Call Utilities Engineering at 543-3950 to arrange pick up. Indicate which lots will receive the credit.
75. An Industrial Waste Discharge Permit may be required for the commercial lot depending on the tenant. If required it may be obtained from the City's Utilities Environmental Services Section. Contact Environmental Services at 543-3393.
76. A fire flow analysis shall be provided to indicate that fire flows required can be met. Submit the analysis to both the Utilities and Fire Departments. 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. The fee to have the test performed shall be paid to Santa Rosa Water prior to the test being performed. Fire access for 3 story buildings shall be a minimum of 28'. The applicant should be aware that the number of fire hydrants being required for the project will necessitate a reduction in parking places. Hydrants shall be located a minimum of 5' from any driveway entrance. Final locations of fire hydrants will be determined during the plan check phase of the Improvement Plans.
77. For the commercial lot #1- Water and sewer services shall be installed per current City Standards. Water and sewer laterals shall be a minimum of 5' apart. Applicant shall install a combination service per City Standard 870 for fire sprinklers and domestic and irrigation meters. Meters shall be located at the street frontage, or in a public easement as close to the public street frontage as possible, to allow for convenient City access.
78. For SFR lots 2 to 198 - Separate water and sewer services shall be provided for each

lot. A 1-1/2 inch service per City Standard 863C is required for all lots. Lots with single family homes and Granny Flats shall provide a separate meter for each unit Per City Standard #864 (2 meters per lot). Water and sewer services shall be installed per current City Standards. Water and sewer laterals shall be a minimum of 5-feet apart. All meters shall have touch read lids on the meter boxes.

79. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance adopted by the Santa Rosa City Council, Resolution No. 4051 on October, 27, 2015. Plans shall be submitted with the Building Permit application.
80. The water services to Lots 2 to 198 shall be separate independent private water services served from a multi-meter manifold with the manifold and meter boxes in the public right of way on either side of the common private driveway apron. No public water main will be allowed in the common private driveways including Parcels A through Parcel P; and Parcel Q to Parcel W.
81. The Final or Parcel 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.
82. Submit the square footage of each lot to determine demand fees. The lot sizes should be listed on the information sheet of the Final Map.
83. Utilities engineering provides mapping of private onsite water mains and fire hydrants for the Fire Department and processes the fee collection and meter installation for the fire line. Provide two copies of the approved onsite plans showing private fire lines and private fire hydrant locations to the Utilities Engineering Division 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.
84. If wells exist on the property, one of the following conditions apply:
 - i. 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.
 - ii. Abandonment of wells requires a permit from the Sonoma County Permit and Resource Management Department.
 - iii. Add a note to construction drawings. Provide a copy of the Permit or a letter from Sonoma County indicating either the compliance or the abandonment of the well is completed.

85. Any septic systems within the project boundaries shall be abandoned per Sonoma County Environmental Health standards and City of Santa Rosa Building Division requirements.

Fire Conditions

The Fire Department has the following **Specific Conditions** regarding this proposed project:

86. Fire Department access roads shall be provided to within 150 feet path-of-travel distance of all portions of first floor exterior walls of all structures. Architect shall modify design of proposed nine-townhome clusters so that access to rear yards is through a 1-hour rated passageway which is readily apparent from the street. If passageway is gated, gates shall have Fire Department approved (Knox) locks.

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

87. If any part of the site is to be permanently fenced for security purposes, at least one man-gate (minimum 3 feet wide) with Fire Department approved lock shall be installed in a location approved by the Fire Department. Permanent fences limiting vehicle access shall be approved by the Fire Department and shall be equipped with strobe-actuated electric operators on both the ingress and egress sides. Egress actuator may be replaced with a magnetic detection loop.
88. Access roads and water supplies for fire protection shall be installed and made serviceable prior to storage or construction of any combustible materials.
89. Two copies of the Phase 1 Environmental Site Assessment shall be provided for review, concurrent with initial Engineering Plan Check submittal. One copy is to be submitted directly to the Fire Department, 2373 Circadian Way, and review fee paid, a copy of the receipt shall be submitted with the remaining copy to Engineering Development Services located in Room 5, Main City Hall. Grading, demolition or construction permits shall not be issued until the Fire Department has reviewed and cleared the Phase 1 Study.
90. Site address signage per current Fire Department Standards shall be established and maintained during and after any combustible construction or intensification of site use. See SRFD Information Bulletin 015 for details.
91. Fire protection must meet City standards for fire flow delivered to all parcels

Recreation and Parks Conditions

92. Street trees will be required and planted by the developer. Selection will be made

from the city's approved master plan list and approved by the city's Tree 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 plan 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.

93. Park acquisition and/or park development fees shall be paid at the time of building permit issuance, and the amount shall be determined by the resolution in affect at the time.
94. The irrigation for the street trees (*Acer rubrum* 'October Glory') and the maintenance of the planter strips on Sebastopol Road shall be provided by developer and continued in perpetuity by the private homeowners association.
95. Public and/or common area landscaping improvements, required as part of a subdivision, shall be bonded as approved by the City Engineer. All such landscaping, walkways, irrigations, street trees, and fencing improvements shall be installed prior to final City acceptance of all projects.

Transit Conditions

96. A bus stop shall be provided on Sebastopol Road, west of Street "A" (plan designation) with a handicap accessible path of travel from the sidewalk provided across the landscape planter strip. Room for provision of a bus shelter on-site behind the sidewalk shall be considered in the final site plan.

Building Division Conditions

97. Obtain a demolition permit for the removal of the existing structures. An Air Quality district J# is required before the demolition permit can be issued.
98. Provide a geotechnical investigation and soils report as required by the subdivision map act. The investigation shall include subsurface exploration and the report shall include grading, paving and foundation design recommendations.
99. Obtain a building / grading permit for the subdivision improvements and individual lot grading.
100. Obtain building permits for each new structure. Any retaining wall and any fence or soundwall higher than 6' requires a building permit.
101. Obtain septic system and well abandonment permits from Sonoma County PRMD.

Police Conditions

102. All residential buildings shall display a street number in a prominent location on the street side in such a position that the number is easily visible to approaching emergency vehicles. The numerals shall be of contrasting color to the background to which they are attached.
103. The numerals shall be no less than three- to four inches in height and shall be of a contrasting color to the background to which they are attached.
104. The numerals shall be lighted at night.
105. There shall be positioned at each entrance dwelling an illustrated diagrammatic representation of the units which shows unit designations. The illuminated diagrammatic representation shall be protected by the use of vandal-resistant covers.
106. Primary living areas of individual units should be focused for observation of common use areas, adjacent units, recreational areas, common ground areas and outside vehicles parking to provide for self-policing and a sense of community.
107. Child play, teen and adult areas are encouraged in locations with maximum observation from adjacent units.
108. Recreational areas should be positioned in the complexes to allow observation of the area by adjacent units, while at the same time allow area users to monitor activity around units as well.
109. Each entry and exit door shall be equipped with a light source of sufficient wattage to illuminate the door, porch, and stairway. Area lights, which controlled from inside the residence, are encouraged to illuminate the rear or side yard.
110. Adequate lighting of parking spaces, driveways, circulation areas, aisles, passageways, recesses, and grounds contiguous to buildings shall be provided with enough lighting of sufficient wattage to provide adequate illumination to make clearly visible the presence of any person on or about the premises during the hours of darkness and provide a safe secure environment for all persons, property, and vehicles on site.
111. All lighting devices shall provide a minimum maintained one-foot candle of light during the hours of darkness around all exterior doors, aisles, passageways, walkways, parking lots, carports, storage areas, and recesses within the complex. Lighting shall be protected with vandal and weather resistant covers. Lighting levels shall be shown on project construction drawings.
112. Trees should not be located near lighting devices if they will inhibit the disbursement of light as the tree matures.
113. Wide-angled peepholes should be incorporated into all dwelling front doors and to all solid doors where visual scrutiny to the door from public or private space is compromised.

114. Windows shall be constructed so that when the window is locked it cannot be lifted from the frame. The vertical play shall be taken up to prevent lifting of the movable section to defeat the locking mechanism.
115. Landscaping shall be of the type and situated in locations to maximize observation while providing the desired degree of aesthetics. Security planting materials are encouraged along fence and property lines and under vulnerable windows.
116. Landscaping berms, plants, and shrubs should not exceed 2- 3 feet in height throughout the common areas of the complex. This allows a clear view of the grounds and acts as a deterrent from person(s) attempting to hide in the area.
117. "No Trespassing/Loitering" SJMC 10.20.140 (A) and 10.20.140 (D) posted at the entrances of parking areas and located in other appropriate places. Signs shall be at least 2 feet x1 feet in overall size, with white background and black 2" lettering.
118. Roof access to the buildings shall be internal only, with locking devices provided. Air-conditioning/heating ducts to the building should be barred to prevent unauthorized access to the building interiors.
119. Decks should be of an open design whenever structurally possible.
120. Exterior architectural and landscape features shall not be designed in a manner that allows access to the roof areas.
121. The project developer, owner, or general contractor shall provide the Police Department Records and Communications Manager a list of at least 2 persons who will be able to respond to this construction site after normal business or construction hours in the event of an emergency.
122. The construction site and all open storage of materials, supplies, and equipment should be secured by use of fencing and a lockable access gate. Any building or trailer used as storage or as an office should be within the fenced portion of the construction site.
123. Or, the developer should provide on-site security during the hours that construction personnel are not present. This would help eliminate potential thefts of building materials and vandalism of the construction site.
124. A copy of these conditions of approval shall be kept on the premises of the establishment (e.g. construction trailer) and be presented to any peace officer or any authorized official upon request.

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 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.

☐ Denial - Major Reasons:

☐ Continuance.

☐ Final Action Referred to the Planning Commission.



CLARE HARTMAN

Deputy Director of Planning and Economic Development
Planning Division

September 21, 2006

MITIGATION MONITORING PROGRAMThe Villas
Project Name

The following environmental mitigation measures were incorporated into the Conditions of Approval for this project in order to reduce identified significant environmental impacts to a level of insignificance. A completed and signed report for each mitigation measure indicates that this mitigation measure has been complied with and implemented.

Mitigation Measure	Monitoring Agency	Shown on Plans	Constructed/ Installed	Remarks
1. Earth The project shall be designed using the standards of CBC Seismic Zone 4, including Near-Source Factors for Seismic Source A, as the minimum seismic-resistant design.	City of Santa Rosa, Building Division			
Implement Air and Water section mitigation measures to address erosion and dust abatement controls during construction.	City of Santa Rosa, Building and Engineering Division			
2. Air Quality Dust abatement practices as contained in the CEQA Handbook of the Bay Area Air Quality Management District shall be implemented during construction. The specific abatement practices required shall be specified in construction notes on grading and building plans.	City of Santa Rosa, Planning, Building and Engineering Division			
SWAP MEIR Mitigation Measures 3.2.4-1 through -4 shall be implemented as required prior to recordation of final maps and during construction. Appropriate construction notes shall be indicated on project improvement plans and grading plans to demonstrate compliance.	City of Santa Rosa, Planning, Building and Engineering Division			
3. Water The improvement plans for the project shall incorporate	City of Santa Rosa,			

SUSMP measures to the extent feasible to reduce rate and amount of surface runoff and pollution from the site entering stormdrains.

**Planning, Building
and Engineering
Division**

Best Management Practices shall be employed during construction. BMP's shall be specified in the notes and details on grading and construction plans.

**City of Santa Rosa,
Planning, Building
and Engineering
Division**

Implement SWAP Mitigation Measure 3.2.2-2.

**City of Santa Rosa,
Planning, Building
and Engineering
Division**

4. Plant/Animal Life

None Required.

5. Noise

Prior to occupancy of residences, a noise barrier shall be constructed along the northern side of the Hampton Way parcels to mitigate the noise impacts caused by traffic noise generated along State Route 12. The noise barrier shall be constructed airtight at the face and base, have a surface density of at least 3 pounds per square foot, and be at least 8 feet tall. The barrier shall extend the entire northern boundary of the Hampton Way parcels. Such a barrier would provide about 9 decibels of noise attenuation to ground level units as well as outdoor activity areas.

**City of Santa Rosa,
Planning, Building
and Engineering
Division**

To reduce the potential of existing older residential uses of experiencing an increase in noise due to reflection, the noise barrier shall be sound absorbing to the extent feasible.

**City of Santa Rosa,
Planning, Building
and Engineering
Division**

Plans and specifications for the soundwall shall be included on improvement plans submitted with the tentative map, and certified by an acoustical engineer and geotechnical engineer (to verify suitable foundation construction) to ensure sound wall noise attenuation would be achieved and maintained for the duration of the project.

**City of Santa Rosa,
Planning, Building
and Engineering
Division**

A solid wall, not exceeding 8-feet in height, shall be constructed along the west and south boundary of the Sebastopol Road parcel (i.e., around the two-story townhome parcels).

**City of Santa Rosa,
Planning, Building
and Engineering
Division**

The ongoing maintenance of exterior noise barriers in sound condition and appearance shall be specified in CC&R's as the responsibility of the Homeowners Association.

**City of Santa Rosa,
Planning, Building
and Engineering
Division**

Sound insulation features shall be indicated on building plans in the design of the upper levels of some of the Hampton Way units. A detailed analysis of noise exposure that identifies these features for all units shall be conducted before building plans are submitted. The State of California Building Code (enforced by the City for all housing) requires that interior noise levels not exceed 45 L_{dn} in all habitable rooms. In accordance with State Building Code requirements, the acoustical analysis should indicate the noise control treatments necessary to maintain indoor noise levels at or below 45 dB L_{dn} . Appropriate building design would be necessary to maintain indoor noise levels to meet City and State requirements.

**City of Santa Rosa,
Planning and Building
Division**

All residences shall be provided with forced air mechanical ventilation satisfactory to the City of Santa Rosa so windows may be kept closed at the discretion of the occupants to control noise intrusion.

**City of Santa Rosa,
Planning and Building
Division**

Sound insulation features shall include Sound Transmission Class (STC) rated windows, with STC ratings that are higher than “standard” units, in upper floors of walls facing or perpendicular to State Route 12.

**City of Santa Rosa,
Planning and Building
Division**

Building plans and detail specifications shall be certified by a registered acoustical engineer as compliant with applicable standards.

**City of Santa Rosa,
Planning and Building
Division**

SWAP EIR Mitigation Measure 3.2.5-1 shall be implemented and included in construction notes on project improvement plans, grading plans and construction plans.

**City of Santa Rosa,
Planning, Building
and Engineering
Division**

6. Natural Resources

No project specific mitigation measures required.

7. Utilities

Implement SWAP EIR Mitigation Measure 3.1.6-1. (“Incorporate drought-tolerant landscaping, and low flow plumbing fixtures to minimize water use.”) Compliance shall be demonstrated with a signed certification of compliance on landscape and building plans.

**City of Santa Rosa,
Planning, Engineering
and Utilities Division**

Implement SWAP EIR Mitigation Measure 3.2.2-2 (Water Quality-Grading). Required measures shall be indicated in construction notes on improvement plans, grading and construction plans.

**City of Santa Rosa,
Planning, Building
and Engineering
Division**

Submit all final landscape plan(s), e.g., final Improvement Plan planting, etc., to the City of Santa Rosa Utilities Division to review and approve for compliance with the City Landscape Policy prior to issuance of grading and building permits.

**City of Santa Rosa
Planning and Utilities
Division**

8. Public Services

Implement SWAP EIR Mitigation Measure 3.1.7-4 (School Facilities – required City Council findings). The applicant shall provide a response to the required findings prior to project approval by the City Council.

**City of Santa Rosa,
Planning Division**

Prior to recordation of a final map the applicant shall meet with the Parks Department to calculate park impact fees required for the subdivision.

**City of Santa Rosa,
Planning and Parks &
Recreation Division**

Park and landscape improvements and amenities shall be installed by the developer as indicated on project plans. Project CC&R's shall specify that the project's common park and landscape amenities shall maintained by the homeowners association.

**City of Santa Rosa,
Planning, Engineering
and Parks &
Recreation Division**

9. Transportation/Circulation

Minimum parking requirements shall be maintained along the project frontage to meet the City parking standards (i.e., numbers, locations and dimensions). If necessary, adjustments shall be made to reduce the size or number of units, or approval of an appropriate adjustment to the parking standards shall be obtained to maintain compliance.

**City of Santa Rosa,
Planning Division**

The applicant shall indicate an Emergency Vehicle Access from the site to Hampton Way on improvement plans and install the EVA prior to construction and occupancy of residences in Phase 2 of development. This mitigation shall be superceded upon a secondary public street connection made to Roseland Avenue.

**City of Santa Rosa,
Planning and
Engineering Division**

County Public Works

To mitigate potential adverse impacts on users of Joe Rodota trail, improvement plans shall specify the appropriate traffic controls at the trail/road intersections during and post construction, such as a raised road crossing across the trail. This shall include appropriate traffic control signs and traffic control personnel during construction. The Improvement Plans shall be approved by the City of Santa Rosa Engineering Division and County Regional Parks Department.

**City of Santa Rosa,
Planning and
Engineering Division**

**County Regional
Parks Dept.**

All traffic signalization improvements proposed along Sebastopol road in conjunction with this project shall be reviewed and approved by the City Department of Public Works, Traffic Division prior to acceptance of final project improvement plans.

**City of Santa Rosa
Planning Division**

**Department of Public
Works, Traffic**

Traffic mitigation impact fees shall be paid in accordance with the City Fee Schedule prior to issuance of permits.

**City of Santa Rosa,
Planning, Building
and Engineering
Division**

10. Land Use

None required.

11. Aesthetics

To the extent feasible, and to the extent allowed or required as a condition of project approval, the applicant shall plant vines to grow along the face of the soundwall adjacent to Hwy 12, and/or pursue an encroachment permit approval from Caltrans to place landscape planting in the right-of-way, or provide similar landscape or architectural treatments provided in the design of the wall as required by the City of

Planning Division

Santa Rosa Design Review Board to minimize its appearance.

12. Recreation

Prior to recording the final map, the developer shall contact the Department of Parks and Recreation to calculate the project's park fees.

**Parks and Recreation
Division**

13 Cultural Resources

Implementation of SWAP measure 3.1.9-1 is recommended in the event evidence of human remains or artifacts of a prehistoric, cultural or archeological significance are encountered. The county coroner and a qualified archaeological/cultural resource professional shall be contacted to inspect the find and make recommendations prior to proceeding with site work in the area. This requirement shall be included in construction notes on all plans.

Building Division

Improvement plans for Street B shall be designed to maintain minimum yard areas for properties and residences at 439 Roseland and 377 Roseland Avenue.

Planning Division

14. Hazards

In the event hazards are encountered during construction, all work shall halt until the Fire Department and appropriate state regulatory agency has been contacted to evaluate the site and provide its recommendations. This requirement shall be included in construction notes on all site improvement, grading and construction plans.

Building Division

Fire Department

Orient development to have eyes on parks and trails to minimize potential safety issues. Building windows shall

Planning Division

and patios shall orient toward the park and Jo Rodota trail. Patio and property fencing shall be unobstructed and visually open. Small, enclosed private patio areas may be provided next to the residences.

The project subdivision map and structures shall be designed to comply with building code standards for rowhouse development. Alternatively, the project subdivision and structures may be modified and designed as an airspace condominium project or similar development.

**Building and Planning
Division**

15. Other

None Required.

NOTE: The first two columns will be completed prior to adoption of the Monitoring Program. The second two columns will be initialed and dated by the individual responsible for monitoring when the mitigation measure is shown on the plans and implemented.

ENVIRONMENTAL CONDITIONS OF APPROVAL FOR THE VILLAS SUBDIVISION
FROM THE SOUTHWEST AREA PLAN
MITIGATION MONITORING PROGRAM

3.1.4 TRAFFIC AND CIRCULATION

3.1.4-1 Vehicle Circulation Improvements: The following improvement projects, or portions thereof, may be appropriate as conditions of approval for various projects. Alternatively, they may be implemented through the Basic Infrastructure Program (Capital Improvement Plan for southwest area projects). See EIR Table 3.1.4-7 for intersection LOS with and without mitigation. See EIR Table 3.1.4-8 for mitigated LOS, and EIR Figure 3.1.4-10 for intersection diagrams.

- (a) Northpoint Parkway/Stony Point Road: Add NBT, SBT and SBL, EBT lanes. Convert existing EBR lane to shared through/right movements. Two WBT lanes on Northpoint Parkway extension. This improves the LOS from "F" with the existing lane configuration, to "D" (39 seconds).
- (b) Sebastopol Road/Stony Point Road: Add NBT, WBR, SBT, SBR, and EBL lanes to this intersection. There is room at this intersection (with right of way acquisition) to make this substantial improvement to the intersection. This improves the LOS from "F" (unmitigated) to "E" (42 seconds)-- actually very close to the "D/E" range threshold (40 seconds).
- (c) Hearn Avenue/Stony Point Road: Signalize the present two-way stop intersection. Add NBL, NBT, NBR, WBL, SBL, SBT/R lanes to the intersection. This makes a substantial improvement in the intersection LOS, from "F" to "C" (15 seconds).
- (d) Bellevue Avenue/Stony Point Road: Convert traffic control from existing two-way stop to signalized. Add NBL, NBT, WBT/L, WBR, SBL, SBT lanes; to the Ludwig Avenue approach (with realignment of the intersection), add an EBR lane. This improves the intersection LOS from "F" to "E" (42 seconds).
- (e) Highway 12/Dutton Avenue Eastbound ramps: Signalize. No change to existing lane configuration. Improves the sidestreet LOS from "F" to "B" (7 seconds).
- (f) Highway 12/Dutton Avenue Westbound ramps: Signalize. No change to existing lane configuration, although existing NBL turn pocket may require lengthening. Improves LOS from "F" to "C" (18 seconds).
- (g) Dutton Avenue/Sebastopol Road: Add NBT, WBT, SBT/R, EBL, and EBT lanes to this intersection. There are heavy turning volumes to and from Highway 12 at this location. This improvement causes LOS to go from "F" to "D/E" (40 seconds).
- (h) Hearn Avenue/Dutton Avenue: Signalize this presently two-way STOP controlled intersection. New approach on Dutton Extension shall have a NBT/L lane, NBT, NBR lanes; Hearn will need

to have added WBL, WBT, and WBR lanes; the existing southbound Dutton approach widened by adding a SBT lane, and the existing Hearn eastbound approach widened by including an EBL lane. This improves the LOS from "F" to "D" (26 seconds).

- (i) Dutton Avenue/Bellevue Avenue: Signalize this two-way STOP controlled intersection. Add NBL, NBT, NBR, WBL, WBT, WBR, SBL, SBT, and EBL and EBT lanes. This improves intersection LOS from "F" to "D" (36 seconds).
- (j) Hearn Avenue/Corby Avenue: Add NBL, WBT, WBR, SBL, SBR, EBL, and EBT lanes. This improves the LOS from "F" to "D" (39 seconds).
- (k) Todd Road/Stony Point Road: The County of Sonoma has begun a project to improve this intersection by signalizing it, adding a WBL turn lane (on Todd Road), and adding shoulders and lane channelization. The additional lanes required after this improvement will be: NBL, NBT, SBL and SBT lanes. This improves the LOS from "F" to "C" (20 seconds).
- (l) Wright Road/Sebastopol Road: Signalize this presently all-way STOP controlled intersection. Add a NBT, two WBR, a SBL, and a SBT lane to the intersection. This improves the LOS from "F" to "B" (14 seconds).
- (m) Highway 12/Wright-Fulton Roads: Construct full freeway type interchange, with signalized ramp junctions. The exact configuration of the ramps will need to be determined in order to minimize environmental impacts and cost. Tentatively, a diamond type interchange has been used for analysis, which would have PM peak LOS of C (22 seconds) in the eastbound direction, and "D" (30 seconds) in the westbound direction. This project is part of the Southwest Area Plan, so is actually not a mitigation (it was originally proposed in 1958).
- (n) Corporate Center Parkway/Sebastopol Road: Add a NBT/L, WBL, and EBT lanes to the existing streets. Add a southbound approach to serve land development north of this intersection, which will have a SBT and SBL lane. Intersection LOS would be "E" (42 seconds) in the future, compared to "F" without mitigation.
- (o) Corporate Center Parkway/Northpoint Parkway: Convert existing flashing red (effectively, all way STOP) operation to normal signal operation. No additional physical improvements required. Future LOS improves from "F" to "A" (3 seconds).
- (p) Baker Avenue/Corby Avenue: Add NBR and SBL lanes to accommodate increased traffic travelling to and from US 101 (and the east side of the freeway). Signalize intersection and provide appropriate turn lane lengths. This improves LOS from "F" to "C" (24 seconds).
- (q) Bellevue Avenue Interchange at US 101: This interchange is included in the Southwest and Southeast plans, so is not actually a mitigation. By providing the intersection lane configurations shown in Figure 3.1.4-10, the future intersection LOS will be "D" or better during peak hours.
- (r) Northpoint Parkway/Dutton Avenue: This future intersection warrants signalization and should have the intersection geometrics shown in Figure 3.1.4-10c.

3.1.4-3 Transit Service improvements could include:

- (a) Bus turnouts along major (arterial) streets with existing/potential bus service in the Southwest Area. Bus stop locations shall be coordinated with CityBus and SCT staff.
- (b) Reasonable and justified reductions in parking requirements where an aggressive transit or TSM program is agreed to by the developer.
- (c) Implementation of the City's Long Range Transit Plan.
- (d) Encourage use of shared parking facilities where multi-use sites are developed.
- (e) Encourage site plans with buildings located close to streets (and thus bus stops), rather than traditional developments where buildings are set back many hundreds of feet and surrounding by a "sea" of parking.
- (f) Encourage site plans that provide clear and convenient pedestrian access between major activity centers and nearby bus stops. Discourage artificial barriers to pedestrian circulation, such as walls or fences. These barriers inhibit both walking and transit travel.

3.1.4-4 Improved Residential Street Environment: Several techniques are available for improving the residential street environment.

- (a) Street Design. Incorporation of good street designs is by far the best way to reduce traffic speeds on local streets and improve the residential environment. This can be done by avoiding long, straight streets that encourage high speeds; liberal use of "T" intersections (to reduce speeds and the number of conflicts at intersections); and providing a street system that encourages people to use collector and arterial streets, rather than local streets, for longer trips. Other techniques (usually involving a traffic control device, or road undulations or "chokers") can be used to mitigate problems on *existing* streets, but are often not as effective. Good transportation planning makes it unattractive for pass-through traffic to enter a neighborhood.
- (b) Neighborhood Traffic Management. Techniques that can be used on both existing and proposed streets include:
 - ✧ Traffic chokers at intersections. These create a "bulbed" effect at intersections, and so reduces pedestrian crossing distance of streets, and tend to reduce vehicle speeds. These should be used primarily on residential and minor collector streets.
 - ✧ Speed humps, or "undulations." These differ from more traditional "speed bumps" in that they have a longer cross-section (typically 12-14 feet). They have been proven to be more effective in slowing traffic than speed bumps, and also create less noise. Modest reductions in average speed can sometimes be achieved with speed humps, typically 5 MPH. Advanced signage shall be placed in conjunction with the humps. The cross-section length can be adjusted to accommodate different speeds of traffic (longer cross-sections for higher speeds).

- The use of all-way STOP signs for speed control shall only be used as a last resort. Numerous studies have indicated that these devices are ineffective at controlling overall speeds, and may actually cause people to speed up between intersections (although they reduce speeds near the intersection). Where not required to stop by traffic, studies have shown that 40-60% of all vehicles will only come to a rolling stop (below 5 MPH), and 20-40% will pass through at higher speeds. STOP signs shall be used where warranted by high traffic volumes, or where sight lines are restricted enough to create a potential safety hazard.

3.1.4-5 Bicycle and Pedestrian Travel

The pedestrian needs have been addressed through the policies of the Area Plan including:

- ✧ A well connected internal circulation system, that, to the extent possible, minimizes pedestrian crossings at major streets.
- ✧ Mixed land uses that minimize distances for daily trip activities, and thus promote walking and cycling as alternatives to the auto.
- ✧ Providing sidewalks on streets.

Traffic and Circulation project specific mitigations

3.1.4-6 Mitigation measures shall include:

- ✧ Preparation of project specific (site) traffic impact studies in accordance with the City's current guidelines. These studies can assess in greater detail what *local* improvements (on and off site) are needed to accommodate increased vehicular, pedestrian, and bicycle trip generation.
- ✧ Following policies in the Area Plan that deal with methods of reducing trips and traffic congestion.

3.1.4-7 Mitigation measures shall include:

- ✧ Implementation of the financial plan to assure that there will be adequate and timely funding of all of the projects proposed in the plan.
- ✧ Periodic data collection programs (such as traffic counts, delay and travel time studies) conducted by the City and by project applicants as part of the monitoring program to assess traffic conditions, and suggest necessary changes to the timing of projects. It is recommended that property owners pay an annual fee to allow the City to recoup the costs of the monitoring program.
- ✧ Building traffic improvements sooner than the phasing program calls for, whenever opportunities appear for additional public and/or private funding, and demand at present or in the near future warrants.

3.1.5 VISUAL QUALITY AND COMMUNITY CHARACTER

3.1.5-1 Overall Project Design: Comply with the Goals, Objectives and Policies for Community Design in the Community Design Chapter of the Southwest Area Plan. Conformance review shall occur with each development decision utilizing the General Plan Urban Design Element, the Community Design Program of the Southwest Area Plan, and the City's Subdivision Design Guidelines to make decisions regarding proposed developments. Conformance review shall also occur during the City's Design Review process prior to the issuance of grading and construction permits.

3.1.5-2 Construction Phase:

- (a) Minimize the stockpiling of sewer and water supply equipment the extent practicable prior to installation of the infrastructure. Only materials required for several days of construction should be stockpiled at any given site at one time.
- (b) Compensate for the removal of trees necessary to install infrastructure consistent with the Street Design Standard Policies contained in the Community Design Program Chapter of the Southwest Area Plan.

3.1.6 UTILITIES

3.1.6-1 Water Conservation:

Incorporate drought-tolerant landscaping, and low-flow plumbing fixtures to minimize water use.

3.1.6-2 Wastewater Collection and Treatment

Current and future project sponsors would be required to pay the wastewater connection fee prior to issuance of an occupancy permit.

3.1.7 PUBLIC SERVICES

3.1.7-4 School Facilities:

To the extent allowed by State law, the City Council shall not adopt a legislative act which allows residential development within the boundaries of the Southwest Area Plan unless the City Council first finds (1) that the impact of the development on the elementary school and middle school facilities which will serve the development has been mitigated, or (2) that there is no feasible method to reduce such impact and the benefits of the development outweigh its impact on the affected school facilities. A letter to the City from an affected school district stating that the impact of the development on the district's facilities has been mitigated shall be conclusive evidence that the impact has been mitigated as to that district's facilities.

3.1.7-5 Parks:

Prior to issuance of a building permit, require that each project sponsor in the Southwest area provide adequate park land dedication in their project proposals or the pay in-lieu Land Dedication Fees, and pay the Park Development Fees.

3.1.8 HAZARDOUS MATERIAL

3.1.8-1 Construction in areas of Contamination or Potential Contamination:

- (a) Develop a Site Safety Plan in accordance with OSHA regulations, outlining procedures for worker safety, personnel protective equipment, and handling of materials.
- (b) Conduct a site specific investigation prior to start of work in the potential problem areas (Figure 3.1.8-4 of EIR). The site investigation, funded and implemented by the respective project sponsor shall include reviewing agency files and reports to determine the current status of the project in terms of cleanup and remediation. If the investigation reveals contamination on the site under investigation, and if construction work is to start prior to the completion of cleanup and remediation under the oversight of lead regulatory agencies, NCRWQCB, SCPHD or DTSC, the respective project sponsor shall initiate measures to speed up the remediation process on the project site. Those measures shall be developed and evaluated in collaboration with the lead regulatory agencies on a case by case basis, and will need to be in conformance with the requirements of the lead regulatory agencies. Such measures may include identifying the responsible parties, negotiating for immediate cleanup and remediation, or installing a remediation system and getting reimbursed by the responsible parties.
- (c) A plan to manage and handle contaminated soil and groundwater shall be developed. The Plan shall contain provisions for removal of contaminated materials (soil and groundwater), transport, and treatment or disposal.
- (d) The NCRWQCB, DTSC, SCDEH and SRFD shall be contacted immediately if contamination is encountered during construction activities.

3.1.8-2 Handling/Disposal of Hazardous Wastes

Comply with all applicable laws and regulations for proper handling and disposal of hazardous wastes.

3.1.9 CULTURAL RESOURCES

3.1.9-1 Studies for projects prior to approval:

- (a) For those portions of the Plan area for which no development proposal has been submitted that have not been subjected to archaeological field investigations shall be studied as part of the development plan and environmental review processes. Based on what is already known about

the region, it is reasonable to assume that prehistoric cultural deposits can be found anywhere in the Plan area. No part of the Plan area be exempt from comprehensive archaeological study.

If field reconnaissance results in the recording of prehistoric archaeological sites that can not be avoided and preserved, and the importance of the cultural deposits can not be determined from surface evidence, then subsurface testing programs shall take place. Testing procedures shall be designed to specifically determine the boundaries of sites, the depositional integrity and the cultural importance of the resources, as per CEQA Appendix K criteria. These investigations shall be conducted by qualified professionals knowledgeable in regional prehistory. The testing programs shall be conducted within the context of appropriate research considerations and shall result in detailed technical reports that define the exact project impacts to important resources and present comprehensive mitigation programs for addressing those impacts as explained further below.

3.1.9-1 Archaeological Resources: Development-related impacts to important prehistoric archaeological sites could be mitigated by the following alternatives.

- (b) Avoidance of archaeological sites through modification of development plans that shall allow for the preservation of the resources. Incorporation of site locations into protected open space or parklands would serve this purpose.
- (c) Covering or "capping" sites with a protective layer of fill. This could be a very good way of mitigating potential impacts in situations where public access may be increased as a result of development. Archaeological monitoring during the filling process is recommended.
- (d) In circumstances where archaeological deposits cannot be preserved through avoidance or capping, data recovery through excavation is recommended. This measure shall consist of excavating those portions of the sites that will be adversely impacted. The work shall be accomplished within the context of a detailed research design and in accordance with current professional standards. The program shall result in the extraction of sufficient volumes of archaeological data so that important regional research considerations can be addressed. The excavations shall be accomplished by qualified professionals and detailed technical reports shall be prepared.

3.1.9-2 Historical/Cultural Resources:

- (a) For those portions of the Plan area that have not been subject to site-specific cultural resources evaluation shall undergo a similar historic architectural review based on the existing inventories (Praetzellis et al. 1989; DCD 1990; Harris and Clark 1991). No part of the Plan area shall be exempt from the process of determining if structures meet CEQA criteria as important historic resources.

If development-related impacts to important historic structures are identified, significant impacts could be mitigated by the following alternatives.

- (b) Avoidance of historic properties through modification of development plans that shall allow for the preservation of the resources at their present locations. This management program could also include restoration of structures to a specific period or theme, particularly within historic districts, and preservation with adaptive re-use.

- (c) Relocation of historic structures to places where they can be preserved. Community parks and open space provide opportunities in this regard.
- (d) If other mitigation alternatives can not be implemented and historic properties may be damaged or destroyed, it is recommended that an "Historic American Building Survey" be accomplished for the structures. Such a procedure involves the precise recording of the structures through measurements, drawings and photographs. The documentation of the resources is on standardized forms and is accurate in detail to such an extent that after demolition, the historic structures could be reconstructed from the survey data. Copies of the documents shall be filed with all appropriate State and local repositories. This mitigation program could include salvage and selective re-use of building features once the survey is completed.

3.2.1 SOILS, GEOLOGY AND SEISMICITY

3.2.1-1 Properties along the Fault Trace

- (a) Require the recommendations of site-specific fault trace location and activity level investigations, conducted by a California Certified Engineering Geologist, Registered Geologist or Geotechnical Engineer, to be incorporated in the land use design for portions of projects along the trace of the possible splinter fault that crosses the Plan Area (as shown in EIR Figure 3.1.2-3).
- (b) If an active fault trace is found, the minimum setback from the trace shall be 50 feet, unless the site-specific fault investigation can demonstrate satisfactory safety conditions closer to the trace.
- (c) Additional seismic-resistant earthwork and construction design criteria shall be incorporated in the project as necessary, based on the site-specific recommendations of a California Certified Engineering Geologist in cooperation with California-registered geotechnical and structural engineering professionals (see also 3.2.1-2 below).

3.2.1-2 Seismic Requirements: Incorporate seismic-restraint criteria in the design of slopes, foundations and structures for projects within the Plan Area as outlined in the measures listed below:

- (a) The minimum seismic-resistant design standards for all proposed facilities shall conform to the CUBC Seismic Zone 4 Standards.
- (b) Additional seismic-resistant earthwork and construction design criteria shall be incorporated as necessary, based on the site-specific recommendations of California-registered geotechnical and structural engineering professionals, recommended to be in cooperation with a California Certified Engineering Geologist.
- (c) During site preparation, the registered geotechnical professional shall be on the site to supervise implementation of the recommended criteria.

- (e) The California-registered Geotechnical Engineer consultant shall prepare an "as built" map/report, to be filed with the City, showing details of the site geology, the location and type of seismic-restraint facilities, and documenting the following requirements, as appropriate.
1. Engineering analyses shall demonstrate satisfactory performance of alluvium and fill where they form part or all of the support for structures.
 2. Analysis of soil expansion potential and appropriate remediation (compaction, removal, etc.) shall be completed prior to using expansive soils for foundation support.
 3. Roads, foundations and underground utilities in fill or alluvium shall be designed to accommodate settlement or compaction estimated by the site-specific investigations of the geotechnical consultant.

3.2.1-3 Erosion Control - Grading during Wet Season:

If grading or construction are to occur during the wet season, require an erosion and sediment transport control plan, designed by an erosion control professional, or landscape architect or civil engineer specializing in erosion control, that shall meet the following objectives for the grading and construction period of projects proposed for the Southwest Plan Area.

- (a) The erosion and sediment transport control plan shall be submitted, reviewed, implemented and inspected as part of the approval process for the grading plans for each project.
- (b) The plan shall be designed by the developers' erosion control consultant, using concepts similar to those developed by the Association of Bay Area Governments, as appropriate, based on the specific erosion and sediment transport control needs of each area in which grading and construction is to occur. Those concepts include some which apply generally to the Southwest Plan Area (see bullet items on list below), and some that would be appropriate only for specific sites. The possible methods are not necessarily limited to the following items.
- × Confine grading and activities related to grading (demolition, construction, preparation and use of equipment and material storage areas (staging areas), preparation of access roads,) to the dry season, whenever possible.
 - × If grading or activities related to grading need to be scheduled for the wet season, ensure that structural erosion and sediment transport control measures are ready for implementation prior to the onset of the first major storm of the season.
 - × Locate staging areas outside major streams and drainage ways.
 - Keep the lengths and gradients of constructed slopes (cut or fill) as low as possible.
 - Discharge grading and construction runoff into small drainages at frequent intervals to avoid buildup of large potentially erosive flows.
 - Prevent runoff from flowing over unprotected slopes.

- ✧ Keep disturbed areas (areas of grading and related activities) to the minimum necessary for demolition or construction.

- ✧ Keep runoff away from disturbed areas during grading and related activities.

Stabilize disturbed areas as quickly as possible, either by vegetative or mechanical methods.

- ✧ Direct runoff over vegetated areas prior to discharge into public storm drainage systems, whenever possible.

- ✧ Trap sediment before it leaves the site with such techniques as check dams, sediment ponds, or siltation fences.

- ✧ Make the contractor responsible for the removal and disposal of all sedimentation in off-site retention ponds, that is generated by grading and related activities of the project.

Use landscaping and grading methods that lower the potential for down-stream sedimentation. Modified drainage patterns, longer flow paths, encouraging infiltration into the ground, and slower storm-water conveyance velocities are examples of effective methods.

- ✧ Control landscaping activities carefully with regard to the application of fertilizers, herbicides, pesticides or other hazardous substances. Provide proper instruction to all landscaping personnel on the construction team.

- (c) During the installation of the erosion and sediment transport control structures, the erosion control professional shall be on the site to supervise the implementation of the designs, and the maintenance of the facilities throughout the demolition, grading and construction period.
- (d) The erosion control professional shall prepare an "as built" erosion and sediment control facility map, to be filed with the City, showing details of the structural elements of the plan and providing an operating and maintenance schedule throughout the operational period of the project.

3.2.1-4 Construction where soil suitability is in question:

Require site-specific soil suitability analysis and stabilization procedures, and design criteria for foundations, as recommended by a California-registered soil engineer during the design phase for each site where the existence of unsuitable soil conditions is known or suspected.

- (a) During the design phase for each site where the existence of unsuitable soil conditions is known or suspected, the developer's registered soil engineering consultant shall provide documentation to the City that:

1. site-specific soil suitability analyses has been conducted in the area of the proposed foundation to establish the design criteria for appropriate foundation type and support, and
 2. the recommended criteria have been incorporated in the design of foundation.
- (b) During grading for these sites, the registered soils professional shall be on the site:
1. to observe areas of potential soil unsuitability,
 2. to supervise the implementation of soil remediation programs, and
 3. to verify final soil conditions prior to setting the foundations.
- (c) The registered soils engineering consultant shall prepare an "as built" map, to be filed with the City, showing details of the site soils, the location of foundations, sub-drains and clean-outs, the results of suitability analyses and compaction tests.

3.2.2 HYDROLOGY AND WATER QUALITY

3.2.2-1 Drainage Improvements:

- (a) The Colgan Creek channel west of U.S. 101 shall be enlarged and modified if necessary for a length of 2,450 feet so that it can convey the design storm runoff from the Southeast and Southwest Plan Areas. This improvement shall be undertaken under the direction of the Sonoma County Water Agency.
- (b) The Roseland Creek channel, and portions of the Naval Creek channel in the vicinity of the Air Center, shall be widened and reconfigured to accommodate the design storm runoff, under the direction of the Sonoma County Water Agency.
- (c) Improvements which may be necessary to the natural drainages which cross or are downstream from the Southwest Plan Area shall be undertaken with the approval of the Sonoma County Water Agency and to the design standards specified in the Sonoma County Flood Control Design Manual. These improvements shall take the form of a naturalized channel to the specifications of the City of Santa Rosa. (See also Section 3.2.3, Vegetation and Wildlife, for additional information regarding stream modification.)

3.2.2-2 Water Quality - Grading:

- (a) Construction shall be scheduled for the dry season.
- (b) Any projects that result in grading of an area greater 5 acres shall be subject to an NPDES permit from the RWQCB. This permit requires that the applicant develop a Storm Water Pollution Prevention Plan. The permit requirements of the RWQCB shall be satisfied prior to granting of a building permit by the City of Santa Rosa.

- (c) A soil erosion and sedimentation control plan shall be submitted to the City of Santa Rosa by the applicant for individual projects proposed under the Southwest Area Plan prior to grading. This plan may include, but not limited to, the following erosion control methods:
1. During construction, soil on graded areas shall be revegetated as soon as possible following disruption
 2. Use of interceptor ditches or drainage swales to intercept storm runoff from transporting sediment into drainages and to prevent sediment-laden runoff from leaving the disturbed area.
 3. Construction shall be restricted in the months of November through April.
 4. Silt fences shall be constructed to prevent sheet flow across adjacent areas and down gradient into drainages. These and further measures shall be designed through the use of the Universal Soil Loss Equation to calculate the proper storage capacity required of silt fences or gravel bags, and shall be implemented by the contractor prior to mass grading and other soil disturbing construction activities on-site.
- (d) Disturbed areas, that have been graded for construction, shall be replanted as soon as feasible after the completion of construction. Plantings shall be used on surfaces of cut and fill areas to collect surface runoff and reduce erosion.

3.2.2-3 Water Quality:

Easily cleanable catch-basins, debris screens, and grease separators or similar water quality protection devices shall be installed in the channels and drainage facilities serving the Plan area. Maintenance of the facilities shall be ensured through in-lieu fees paid to the City, or the establishment of homeowner associations.

3.2.2-4 Construction Standards for areas with High Groundwater:

Projects proposed within the Southwest Santa Rosa Plan within areas of high groundwater shall submit a geotechnical report which designates specific groundwater conditions and subdrain requirements and incorporates them in the project design.

3.2.2-5 Groundwater Recharge:

The City shall encourage the use of detention ponds to partially offset the loss of groundwater recharge area within the Plan Area. Such artificial recharge programs shall be coordinated through the Sonoma County Water Agency to ensure a rational, consistent and systematic approach. Maintenance of the detention ponds and potential for long-term accumulation of pollutants in the ponds shall be considered in the design of mitigation programs that includes ponds.

3.2.3 VEGETATION AND WILDLIFE

3.2.3-1 Valley Oaks:

- (a) Impacts to oaks shall be avoided and groups of mature Valley Oaks shall be preserved wherever possible. To ensure long-term preservation of oaks within the Southwest Area Plan, areas of natural oak regeneration (north of Roseland Creek and the intersection of West Robles Ave. and Moorland Ave.) shall be protected.
- (b) The City of Santa Rosa will require application of best management practices during construction within the Southwest Area Plan area to reduce impacts to Valley Oaks. The trees that shall be avoided and protected during construction include the oaks along Stony Point and South Wright Roads, Oak Woodland north of Roseland Creek in the vicinity of Burbank Avenue, and any isolated oak tree that has a diameter six inches or greater as measured 4.5 feet above the ground.
- (c) The City of Santa Rosa will require replacement of all lost Valley Oak trees (tree for tree) at the ratio of prescribed in the Tree Ordinance.

3.2.3-2a Valley-Foothill Riparian Woodland:

Impacts to Valley-Foothill Riparian Woodland shall be avoided. To ensure long-term preservation of this habitat and the valuable wildlife corridors it provides within the Southwest Area Plan, the following avoidance, compensation, and enhancement measures are designed to reduce this impact to insignificant.

- (a) Conduct pre-construction consultations between the applicant, the City of Santa Rosa with the DFG and the USFWS regarding design, siting, and construction measures which will avoid impacts to Valley-Foothill Riparian Woodland and the development and implementation of a mitigation and monitoring plan.
- (b) Conduct a tree survey utilizing a qualified biologist or arborist which quantifies the number of trees to be removed. The survey shall identify the number of heritage trees to be removed. Understory area shall be listed in square footage. The exact size and number of replacement trees and understory shall be determined by the DFG and the reviewing City body.
- (c) When riparian vegetation is lost as a result of project work, the DFG recommends a 5:1 replacement ratio for all trees lost, using appropriately sized trees. For riparian understory vegetation a 1:1 replacement rate is generally required by area.
- (d) A comprehensive mitigation and monitoring plan shall be developed in consultation with a biologist. The revegetation plan shall specify that replacement trees and understory plants originate from local sources.
- (e) To further protect riparian habitat, the DFG recommends that project design observe a 100 foot setback from creek banks or the outer limit of existing riparian woodland for all construction. The final design width of the setback will need to be negotiated with the DFG.
- (f) Where oaks or other protected or heritage trees are present in riparian woodland, mitigation measures outlined in the City of Santa Rosa Tree Ordinance, discussed above, shall be followed.

- (g) A qualified biologist shall monitor trees during construction and the following spring, and shall monitor the growth and survival of the newly planted trees. Revegetation plans shall require monitoring newly transplanted trees for at least five years, and the replacement of all transplanted trees that die during the period. There shall be a 90 percent success rate at the end of the five-year period.
- (h) The City of Santa Rosa will require application of best management practices during construction within the Southwest Area Plan area to reduce impacts to Valley-Foothill Riparian Habitat. The areas that shall be avoided and protected during construction include the riparian vegetation along the un-named drainage channel south of Highway 12 and along Roseland and Naval Creeks. Strict adherence to best management practices and successful implementation of a comprehensive mitigation and monitoring plan (3.2.3-2a) could reduce this impact to insignificant.

3.2.3-3a Wetland Resources

Impacts to wetland resources shall be avoided or minimized by:

1. Relocation of all site improvements from wetlands subject to the jurisdiction of the U.S. Army Corps of Engineers to portions of the property without such wetlands;
2. Minimizing or reducing the size and area of site improvements within such wetland areas;
3. Restricting the size and areas of construction sites within such wetland areas; or
4. Using Best Management Practices.

3.2.3-3b For wetland impacts that cannot be avoided or minimized, project developers will:

1. Prepare a mitigation and monitoring plan in consultation with USFWS and CDFG to replace or restore lost wetland according to Corps guidelines, and either obtain
 - i. A 1603 Streambed Alteration Agreement from the CDFG or
 - ii. A Section 404 permit to place fill in wetlands from the U.S. Army Corps of Engineers.

3.2.3-3c For wetland impacts that cannot be avoided or minimized, the City of Santa Rosa will prepare a mitigation and monitoring plan for City-sponsored infrastructure projects to conserve, replace and restore wetlands within or near the Southwest Plan Area. The City will also insure that a mitigation and monitoring plan be prepared for independently sponsored development projects to conserve, replace and restore wetlands within or near the Southwest Plan Area.

3.2.3-4 Implement the NPDES permit requirements regarding the implementation of non-point pollution source control of stormwater runoff through the application of Best Management Practices would reduce vernal pool/wetland pollution and sedimentation impacts to a level of insignificance.

3.2.3-5 Minimize the expansion of exotic plants or animals into wetlands adjacent to proposed residential development, native plant species shall be used for reseeding. Landscaping using native plant species near appropriate buffer areas, and control measures for domestic cats shall be

implemented in accordance with wetlands mitigation and management plans or the Conceptual Habitat Management Plan.

3.2.3-7a Implement Mitigation Measures 3.2.3-3a, 3.2.3-3b, and 3.2.3-3c. If sensitive species (California Linderella, Vernal Pool Fairy Shrimp) are officially listed by the state or federal agencies as endangered, threatened, or rare in the future, and if avoidance is not feasible: initiate a species recovery plan in conjunction with a wetlands compensation plan involving wetland creation. This will include removal of the topsoil, along with invertebrate eggs or cysts, in areas to be impacted, and transporting the soil to newly created pools or seasonal wetlands.

3.2.3-7b

- ✧ A portion of land shall be set aside for the protection and preservation of the California Tiger salamander. This may coincide with vernal pools set aside for protection and preservation of sensitive plant species.
- ✧ Vernal pools which are in the direct line of new roads or new road alignments shall be relocated as near their original position and condition as possible.
- ✧ Solid road dividers which would hinder salamander migration shall not be used to divide roadways located within one mile of pools or the Known Migration Area.
- ✧ Under-road culverts for salamanders shall be incorporated into the design of new or improved roadways adjacent to all known wetlands.

3.2.3-8 Policy OSC-2b requires City review for conservation of vernal pools and compliance with the federal policy of no net loss of wetlands using the mitigation measures of avoidance, minimization, and compensation replacement. Completion of the Vernal Pool Preservation Plan, currently underway, will result in an improved factual base for clear, specific restrictions on development near vernal pools, and will give the City greater legal basis for protecting these unique sensitive resources.

3.2.4 AIR QUALITY

3.2.4-1 Each project proponent is responsible for ensuring that the contractor reduces particulate, ROC, NO_x, and CO emissions by complying with the air pollution control strategies developed by the Bay Area AQMD. The developer shall include in construction contracts the following requirements:

- (a) The contractor shall water on a continuous as-needed basis all earth surfaces during clearing, grading, earthmoving, and other site preparation activities.
- (b) The contractor shall use tarpaulins or other effective covers for haul trucks that travel on public streets.

- (c) The contractor shall sweep streets adjacent to the project at the end of the day.
- (d) The contractor shall schedule clearing, grading, and earthmoving activities during periods of low wind speeds and restrict those construction activities during high wind conditions with wind speeds greater than 20 mph average during an hour.
- (e) The contractor shall control construction and site vehicle speed to 15 mph on unpaved roads.
- (f) The contractor shall minimize open burning of wood/vegetative waste materials from both construction and operation of the project. No open burning shall occur unless it can be demonstrated to the Bay Area AQMD that alternatives have been explored. These alternatives may include, but are not limited to, chipping, mulching, and conversion to biomass fuel. For any open burning, an AQMD permit must be obtained and done in conformance with AQMD regulations.

3.2.4-3 Each developer is responsible prior to Final Map approval for developing tree planting programs, improving the thermal integrity of buildings, and reducing the thermal load with automated time clocks or occupant sensors, and landscaping with native drought-resistant species to reduce water consumption and to provide passive solar benefits. Developers shall only install gas-burning (or any other clean fuel burning) fireplaces in new Southwest Area Plan residential dwellings. New fireplaces for existing residential dwellings in the Southwest Area shall only be gas-burning (or any other clean fuel burning) fireplaces.

3.2.4-4 The potential air quality impacts from toxic air containments emissions from construction equipment and operations will be reduced with compliance with the Bay Area Air Quality Management District air pollution control strategies. Construction firms shall be contracted to post signs of possible health risk during construction. The developer is responsible for compliance with the Bay Area AQMD rule regarding cutback and emulsified asphalt paving materials.

3.2.5 NOISE

3.2.5-1

- (a) To minimize construction noise impacts of nearby residents, limit construction hours to between 7:00 a.m. and 7:00 p.m. on weekdays and between 9:00 a.m. and 6:00 p.m. on weekends for projects within 1,600 feet of inhabited dwelling unit(s). Any work outside of these hours shall require a special permit from the City of Santa Rosa. There shall be compelling reasons for permitting construction outside of the designated hours.
- (b) Construction equipment shall be properly outfitted and maintained with noise reduction devices to minimize construction-generated noise.
- (c) The contractor shall locate stationary noise sources away from residents and developed areas, and require use of acoustic shielding with such equipment when feasible and appropriate.

3.2.5-2

Project developers shall propose noise mitigation consistent with General Plan Noise and Area Plan Community Design Policies to reduce year 2010 exterior noise levels on proposed residential and school land uses to 60 L_{dn} or below, on proposed playgrounds and neighborhood park land uses to 70 L_{dn} or below, and on proposed office buildings and commercial areas to 65 L_{dn} or below.

3.2.5-3

- ✧ Retrofit existing residential land uses with acoustical attenuation materials, or relocate residences, to reduce interior noise levels for the year 2010 to below 45 Ldn.
- ✧ Construct sound walls with moveable sound attenuating gates, or berms to reduce exterior noise levels of existing residential land uses for the year 2010 to 60 Ldn or below.
- ✧ Construct soundwalls or berms at playgrounds and neighborhood parks to reduce noise levels for the year 2010 to 70 Ldn or below.
- ✧ Construct soundwalls or berms at office buildings and commercial areas to reduce noise levels for the year 2010 to 65 Ldn or below.

CHECKLIST II
SOUTHWEST SANTA ROSA PROPOSED PROJECTS
DRAFT MITIGATION MONITORING AND REPORTING PROGRAM

3.1.4 TRAFFIC AND CIRCULATION

3.1.4-6 Mitigation measures shall include:

- ✧ Preparation of project specific (site) traffic impact studies in accordance with the City's current guidelines. These studies can assess in greater detail what *local* improvements (on and off site) are needed to accommodate increased vehicular, pedestrian, and bicycle trip generation.
- ✧ Following policies in the Area Plan that deal with methods of reducing trips and traffic congestion.

3.1.4-7 Mitigation measures shall include:

- ✧ Implementation of the financial plan to assure that there will be adequate and timely funding of all of the projects proposed in the plan.
- ✧ Periodic data collection programs (such as traffic counts, delay and travel time studies) conducted by the City and by project applicants as part of the monitoring program to assess traffic conditions, and suggest necessary changes to the timing of projects. It is recommended that property owners pay an annual fee to allow the City to recoup the costs of the monitoring program.
- ✧ Building traffic improvements sooner than the phasing program calls for, whenever opportunities appear for additional public and/or private funding, and demand at present or in the near future warrants.

3.1.5 VISUAL QUALITY AND COMMUNITY CHARACTER

3.1.5-3 Wright-Fulton Interchange:

The Fulton/Wright Highway 12 overcrossing shall be designed in such a way as to appear pleasing to the eye. In other words, it would be preferable to avoid large I beams supporting the roadway itself from assuming visual importance. The concrete exterior of the bridge structure could be designed to wrap around and screen from view all steel support work, and receive a textured treatment that is visually interesting and reduces the perceived scale and overall mass of the structure.

3.1.8 HAZARDOUS MATERIAL

Projects #1, #4, #5, #9-12, #15, #17, #18, #24, #30, and #34

3.1.8-4

- ✧ A Site Safety Plan shall be developed in accordance with OSHA regulations, outlining procedures for worker safety, personnel protective equipment, and handling of materials.
- ✧ A site specific investigation prior to start of work in the potential problem areas (Figure 3.1.8-4) shall be conducted. The site investigation, funded and implemented by the respective project sponsor and shall include a review of agency files and reports to determine the current status of the project in terms of cleanup and remediation. If the investigation reveals contamination on the site under investigation, and if construction work is to start prior to the completion of cleanup and remediation under the oversight of lead regulatory agencies, NCRWQCB, SCPHD or DTSC, the respective project sponsor will need to initiate measures to speed up the remediation process on the project site. Those measures will be developed and evaluated in collaboration with the lead regulatory agencies on a case by case basis, and will need to be in conformance with the requirements of the lead regulatory agencies. Such measures may include identifying the responsible parties, negotiating for immediate cleanup and remediation, or installing a remediation system and getting reimbursed by the responsible parties.
- ✧ A plan to manage and handle contaminated soil and groundwater will be developed. The Plan shall contain provisions for removal of contaminated materials (soil and groundwater), transport, and treatment or disposal.
- ✧ The NCRWQCB, DTSC, SCDEH and SRFD shall be contacted immediately if contamination is encountered during construction activities.

Projects #1-3, #5-7, #9, #10, #12, #13, #16, #18-21, #24, #25, and #28

3.1.8-5

A Hazardous Waste Manifest which details the hauling of the material from the site to its disposal site must be filed, shall asbestos materials be discovered prior to disturbance and removal. The contractor and hauler of the demolition material must be registered with CAL/OSHA.

A site investigation, prior to the start of work, will need to be conducted for lead paint or polychlorinated biphenyls. If found, a Site Safety Plan shall be developed in accordance with OSHA regulations, outlining procedures for worker safety, personnel protective equipment, and handling of materials.

3.1.8-6 -- Project #18

The pH of the soils at the project site shall be adjusted to within the 6 to 8 range.

3.1.9 CULTURAL RESOURCES

3.1.9-3 Project #3, Western Gardens

It is recommended that archaeological monitoring take place during preconstruction vegetation removal and grading. Should prehistoric cultural deposits be discovered at that time, then subsurface testing procedures will likely be appropriate for determining the boundaries, integrity and importance of the cultural deposits. If important resources are present, that could be impacted by project development, then Mitigation Measure 3.1.9-1 would be recommended.

3.1.9-4 Project #5, Southcreek Village

Mitigation alternatives 3.1.9-2 are recommended for the two structures at this site.

3.1.9-5 Project #6, Baker Subdivision

Implement Mitigation Measure 3.1.9-2.

3.1.9-6 Project #9, Courtside Village

Implement Mitigation Measure 3.1.9-2.

3.1.9-7 Project #14, Lands of Kersch

It is recommended that archaeological monitoring take place during preconstruction vegetation removal and grading. Should prehistoric cultural deposits be discovered at that time, then subsurface testing procedures are recommended for purposes of determining the boundaries, integrity and importance of the site. If important resources are present, that could be impacted by project development, then recommended mitigation measures would be the same as described in Mitigation Measure 3.1.9-1.

3.1.9-8 Project #16, Lands of Wismer

It is recommended that archaeological monitoring take place during preconstruction vegetation removal and grading. Should prehistoric cultural deposits be discovered at that time, then subsurface testing procedures are recommended for purposes of determining the boundaries, integrity and importance of the site. If important resources are present, that could be impacted by project development, then recommended mitigation measures would be the same as described in Mitigation Measure 3.1.9-1.

3.1.9-9 Implement Mitigation Measure 3.1.9-2 regarding the Fitzgerald Farmstead.

3.1.9-10 Project #18, Burbank Housing

Implement Mitigation Measure 3.1.9-2 regarding the Bud J. Peter Farmstead.

3.1.9-11 Project #20, South Dutton (Weiss/Grossman)

Implement Mitigation Measure 3.1.9-2 regarding existing structures.

3.1.9-12 Project #24, Lara Subdivision

It is recommended that archaeological monitoring take place during preconstruction vegetation removal and grading. Should prehistoric cultural deposits be discovered at that time, then subsurface testing procedures are recommended for purposes of determining the boundaries, integrity and importance of the site. If important resources are present, that could be impacted by project construction, then recommended mitigation measures would be the same as described in Mitigation Measure 3.1.9-1.

3.1.9-13 Project #26 and #32, California Stony Point/Bates Investment Property

It is recommended that archaeological monitoring take place during preconstruction vegetation removal and grading. Should prehistoric cultural deposits be discovered at that time, then subsurface testing procedures are recommended for purposes of determining the boundaries, integrity and importance of the site. If important resources are present, that could be impacted by project development, then recommended mitigation measures would be the same as described in Mitigation Measure 3.1.9-1.

3.1.9-14 Project #27, Lands of Pierre

It is recommended that archaeological monitoring take place during preconstruction vegetation removal and grading. Should prehistoric cultural deposits be discovered at that time, then subsurface testing procedures are recommended for purposes of determining the boundaries, integrity and importance of the site. If important resources are present, that could be impacted by project development, then recommended mitigation measures are the same as described in Mitigation Measure 3.1.9-1.

3.1.9-15 Project #29, Bellevue Ranch

Implement Mitigation Measure 3.1.9-2 regarding the two existing structures, areas 7 and 10.

3.1.9-16 Project #30, Air Center Project

If the four archaeologic resources cannot be totally avoided in development planning, then a subsurface testing program is recommended.

Testing procedures shall be designed to specifically determine the boundaries of the sites, their depositional integrity and cultural importance as per CEQA Appendix K criteria. The investigations shall be conducted by a qualified professional and shall result in a detailed technical report.

If the sites are found to be important archaeological resources, implement Mitigation Measure 3.1.9-1.

3.1.9-17 Project #35, Bellevue Elementary School

It is recommended that archaeological monitoring take place during preconstruction vegetation removal and grading. Should prehistoric cultural deposits be discovered at that time, then subsurface testing procedures are recommended for purposes of determining the boundaries, integrity and importance of the site. If important resources are presented, that could be impacted by construction, then recommended mitigation measures are the same as described in Mitigation Measure 3.1.9-1.

3.2.1 SOILS, GEOLOGY AND SEISMICITY

3.2.1-6 Bellevue Interchange - Fault Trace Investigation:

Require site-specific fault trace location and activity level investigations, conducted by a California Certified Engineering Geologist, Registered Geologist or Geotechnical Engineer, to determine if the Bellevue Avenue interchange crosses an active Rodgers Creek fault trace.

If it is determined that the interchange crosses an active fault trace, require site-specific seismic-resistant features and techniques to be incorporated in the design and construction of the interchange and its supporting structures.

- (a) Design and construct the interchange to cross the fault trace, as nearly as possible to a right angle.
- (b) Seismic-resistant earthwork and construction design criteria shall be incorporated in the interchange foundations, aerial structures, etc., based on the site-specific recommendations of California-registered geotechnical and structural engineering professionals, recommended to be in cooperation with a California Certified Engineering Geologist.
- (c) During site preparation, the registered geotechnical professional shall be on the site to supervise implementation of the recommended criteria.
- (d) The geotechnical consultant shall prepare an "as built" map/report, to be filed with the City, showing details of the site geology, the location the fault trace, and the type and location of seismic-restraints used for the project.

3.2.1-7 Project #1 through Project #35

Implement Mitigation Measures 3.2.1-2, -3, -4, and -5 to reduce groundshaking, erosion, unsuitable foundation conditions, and seismic risk to population impacts to insignificant levels.

3.2.1-8 Projects #5, #24, and #29C

Implementation of Mitigation Measure 3.2.1-1.

3.2.2 HYDROLOGY AND WATER QUALITY

3.2.2-6 Proposed Projects #3, #4, #6, #10, #12, #13, #15, #17, #18, #21, #23, #24, #28, #33, and #35

Implement Mitigation Measures 3.2.2-1 through 3.2.2-5 with respect to drainage capacity, groundwater recharge, erosion and sedimentation.

3.2.2-7 Proposed Projects #1, #2, #5, #11, #20, #25, #27, #30, and #31

Implementation of all Mitigation Measures, with particular emphasis on Mitigation Measures 3.2.2-1, -2, and -3.

3.2.2-8 Proposed Projects #5, #6, #8, #9, #10, #11, #14, #16, #19, #22, #23, #26, #28, #29(B), #30, #31, #32, #34, and #35

Implementation of all hydrology Mitigation Measures with particular emphasis on Mitigation Measures 3.2.2-1, -2, -3, -5, and 3.2.3-3(a) and (b) (see Vegetation and Wildlife Section Checklist I).

3.2.2-9 Proposed Projects #9, #11, #22, #29, and #30

Implementation of all hydrology Mitigation Measures with particular emphasis on Mitigation Measures 3.2.2-1, -2, -3, and -5.

3.2.3 VEGETATION AND WILDLIFE

3.2.3-11 Proposed Projects #2, #5, #8, #9, #10, #11, #21, #22, #24, #25, #26, #28, #31, #32, and #35

Implement Mitigation Measures 3.2.3-1a, 3.2.3-1b, and 3.2.3-1c.

3.2.3-12 Proposed Projects #5, #9, #10, and #28

Implement Mitigation Measures 3.2.3-2a and 3.2.3-2b.

3.2.3-13 Proposed Projects #5, #6, #8, #9, #10, #11, #14, #16, #19, #20, #21, #22, #23, #26, #28, #29(B), #30, #31, #32, #34, and #35

Implement Mitigation Measures 3.2.3-3a, 3.2.3-3b, 3.2.3-3c and 3.2.3-4.

3.2.3-14 Proposed Projects #5, #6, #8, #9, #10, #11, #14, #16, #22, #23, #26, #28, #30, and #32

Implement Mitigation Measures 3.2-3a, 3.2.3-3b, and 3.2.3-3c.

3.2.4 AIR QUALITY

3.2.4-6 Project #1 through Project #35

Implement Mitigation Measure 3.2.4-1.

3.2.4-8 Implement Mitigation Measure 3.2.4-3 (excludes Bellevue interchange and Fulton-Wright/Highway 12 projects).

3.2.4-9 Implement Mitigation Measure 3.2.4-4.

3.2.5 NOISE

3.2.5-5 Project #1 through Project #35

Implement Mitigation Measures 3.2.5-1(a), 3.2.5-1(b), and 3.2.5-1(c).

3.2.5-6 Implement Mitigation Measure 3.2.5-2.

