

# DEVELOPMENT ADVISORY COMMITTEE

February 19, 2019  
(Revised March 26, 2019)

## BELLEVUE RANCH 7

### Project Description

The Bellevue Ranch 7 project (Project) is a proposal to subdivide an approximately 5.74-acre parcel into 30 individual residential lots. The Project includes a Rezoning from the PD (Planned Development) zoning district to the R-1-6 (Single-family Residential) zoning district; a Conditional Use Permit for a small lot subdivision; and a Tentative Map.

LOCATION ..... 2903 Dutton Meadow

APN ..... 043-111-007

GENERAL PLAN LAND USE ..... Low Density Residential/Open Space  
and Low Density Residential

#### ZONE CLASSIFICATION

EXISTING ..... PD (Planned Development, #0432)

PROPOSED ..... R-1-6 (Single-family Residential)

OWNER/APPLICANT ..... Jay Ryder, Ryder Homes of California

ADDRESS ..... 1425 Treat Boulevard  
Walnut Creek, CA 94597

ENGINEER/SURVEYOR ..... Spike Godfrey, Godfrey Engineering

ADDRESS ..... P.O. Box 2171  
Windsor, CA 95492

REPRESENTATIVE ..... Jay Ryder

ADDRESS ..... 1425 Treat Boulevard  
Walnut Creek, CA 95497

FILE NUMBER ..... MJP13-009

CASE PLANNER ..... Susie Murray

PROJECT ENGINEER ..... Jesus McKeag

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## **BACKGROUND**

On November 19, 2013, the Project applications were originally submitted.

In March 2015, the Project was deemed complete. Project review was delayed while easements along Common Way could be negotiated.

On August 30, 2018, the final version of the Initial Study/Mitigated Negative Declaration was received.

On February 22, 2019, a Mitigated Negative Declaration for the Project was circulated.

## **CONDITIONS OF APPROVAL**

The following summary constitutes the recommended conditions of approval on the subject application/development based on the plans stamped received on July 17, 2018:

1. Developer's engineer shall obtain the current City Design and Construction Standards and the Engineering Development Services Standard Conditions of Approval dated August 27, 2008 and comply with all requirements therein unless specifically waived or altered by written variance by the City Engineer.
2. Developer's engineer shall comply with all requirements of the current Municipal Separate Storm Sewer System (MS4) and City Standard Urban Storm Water Mitigation Plan Low Impact Development Guidelines. Final Plans shall address the storm water quality and quantity along with a maintenance agreement or comparable document to assure continuous maintenance of the source and treatment.
3. The tentative map shows wetlands which shall require a permit from the North Coast Water Quality Control Board. Mitigation measures required by the Board shall be consistent with the approval of this map, which would require a re-application of the tentative map for approval with the new configuration. It is recommended that the applicant work closely with the Board and the City to achieve a mutually acceptable project.
4. This project is dependent on another project to construct a portion of its downstream city infrastructure including but not limited to, roadway, sanitary sewer and storm drain outfall improvements. It is anticipated that "Southwest Estates Subdivision", located to the west property line of this project (CUP15-024 and EXT16-0014), shall construct and dedicate Common Way, (an adjacent street) and all other necessary public improvements within Common Way, including but not limited to, the sanitary sewer, water and storm drain facilities under separate permits. The public improvement plans

for Southwest are currently approved by the City Engineer for construction. The infrastructure of Common Way shall be approved, installed, dedicated and accepted for public use by the City Engineer prior to any public utility connections being made by this project. Building Occupancy permits shall not be granted until all approved sanitary sewer, water, fire and storm drain facilities within Common Way are constructed to city standards and obtained final acceptance by the City Engineer. If for some reason Southwest Estates fails to complete the required improvements necessary for Bellevue Ranch 7 to function to City or State code, then this project shall be required to complete all required public improvements, in full or in part, as necessary to stand independently from Southwest Estates, with completely functioning infrastructure prior to the issuance of occupancy and all per the review and approval of the City Engineer. All Right of Way and easement dedications for and along Common Way shall be accepted by the City Engineer prior to project final acceptance.

5. This project shall be required to Bond for those offsite improvements upon which they are dependent if they have not been constructed and accepted by the City Engineer and enter into a Subdivision Improvement agreement with the City or as reviewed and approved by the City Engineer.

## PLANNING DIVISION

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

RESERVE "A"	4		
RESERVE "B"	30		
	2019	2020	2021

7. Comply with all applicable federal, state, and local codes. Failure to comply may result in issuance of a citation and/or revocation of approval.
8. Compliance with the City's Graffiti Abatement Program Standards for Graffiti Removal (City Code 10-17.080).
9. No private signs are approved as part of the project.
10. A qualified Archaeologist or tribal monitor shall be on-site to monitor all initial ground disturbing activities.
11. The following note shall be printed under the heading of "General Notes" on all plan sets submitted for grading or building permits: Hours of Construction shall be limited to 7:00 a.m. to 6:00 p.m. Monday through

Friday, and 9:00 a.m. to 5:00 p.m. on Saturday. No construction activities shall occur on Sunday or holidays.

12. During periods of construction a sign shall be posted that provides a contact name and number for all construction-related inquiries and/or complaints.

## **ENGINEERING DEVELOPMENT SERVICES**

### **PARCEL AND EASEMENT DEDICATION**

13. Vehicular access rights shall be dedicated to the City along the Dutton Meadow frontage of the site except at the planned driveways and street entrances to the project and any emergency access points that shall be required but do not appear on the present plan in order to prohibit additional access points along Dutton Meadow.
14. An Emergency Vehicle Access Easement (EVA) shall be dedicated over the private driveway for Lots 12 and 22 to provide unimpeded access to the temporary Fire Department turnaround over each.
15. Once each public road is extended to the north providing acceptable Fire access and the road improvements are accepted by the City Engineer the EVA may sunset according to City procedures in effect at that time.
16. A Home Owners Association or a tax district or other means acceptable to city shall be responsible to replace and repair the Best Management Practices (BMP) features within these parcels and those BMPs adjacent to the public street including; the flush bio swale under the sidewalk or landscape strips in public utility easements that are damaged or removed through City Utility maintenance operations. This shall be noted on the utility plans of the subdivision improvement plans.
17. If a Home Owners Association is opted for, two copies of the documents creating the Association and the Covenants, Conditions and Restrictions governing the Association shall be submitted to the Department of Planning & Economic Development – Engineering for review.
18. In the event the developer chooses a method of assuring perpetual maintenance which is subject to revocation by the property owners by an election or other means of termination, Developers shall establish a backup alternative which will be capable of automatically assuming the maintenance funding obligation in the event the primary method is no longer available. The documents creating the method for permanent maintenance and any necessary backup alternative(s) shall be subject to and have been approved by the City Attorney and the City Engineer and in place prior to approval of the final map. The SUSMP plans and standards for maintenance shall be subject to approval by the City Engineer.

19. Property line fences shall not encroach into the Public Access and Public Utility Easement.
20. A 13-foot wide maximum Public Utility Easement containing a 5.0 to 6.0-foot wide public sidewalk access easement shall be dedicated to the City from the Right of Way (ROW) at the back of planter strip along all public streets on the project. The public utility easement (PUE) shall be reduced for obstructions and then widen out to the full approved width after the obstructions are cleared. See the specific PUE widths as approved on the roadway width variances.

## **MAPPING**

21. All dedication costs shall be borne by the property owner, including preparation of any maps, legal descriptions, plats, title reports, and deeds necessary. Civil improvement plans shall be prepared by a Registered Civil Engineer licensed to practice in the State of California for approval by the City Engineer.
22. A Final Map, as defined by the applicable provisions of the State of California Subdivision Map Act, shall be required for this development. If the map is phased, then each proposed separate Final Map phase shall stand on its own with regard to availability of necessary infrastructure to serve it. If necessary, street and utility improvements outside of the proposed phase shall be required to be installed along with the phase to provide such necessary infrastructure.
23. All existing onsite access, general roadway and PUE easements shown in the title report over the site shall be quitclaimed or vacated by the owner if no longer viable or in use; or are located under the existing or proposed building envelope or are discharged. Show the disposition of each easement on the final plans. Buildings cannot be built over easements of record. Quitclaims shall be recorded in the County Recorder's office prior to building permit issuance. If the easements cannot be released, then the building permit cannot be issued.
24. The Final Map shall show private storm drain easements over all downstream lots in favor of all associated upstream lots.

## **PUBLIC STREET IMPROVEMENTS**

25. All public and private improvements, both on-site and off-site; all rights-of-way and easement acquisitions, be they on-site or off-site; and all removal, relocation, or undergrounding of existing public utilities and any coordination thereof required or necessitated as a result of the review and approval of the project and the cost thereof shall be the obligation of the subdivider unless express written provision to the contrary is agreed to by the City. The full installation of all such required improvements to the satisfaction of the City Engineer shall be completed prior to the acceptance of the improvements by the City.

26. Civil improvement plans shall be prepared by a Registered Civil Engineer licensed to practice in the State of California for approval by the City Engineer.
27. Dutton Meadow Road shall be dedicated and improved to City Transitional Street Standards along the entire project frontage. Right-of-Way for a half street section shall be 34-feet from centerline to property line. Half width street improvements shall consist of a 28-foot-wide structural pavement section from centerline to face of curb, to accommodate 4-feet of the opposite 11-foot wide travel lane, one 11-foot wide travel lane, with an 8-foot wide parking lane, a 5-foot wide class II bike lane, and a 6-foot wide planter strip (reduced from 8-foot wide through an Engineering Variance granted for this street cross section per ENGV13-006) and a 5-foot wide sidewalk, and a 13-foot wide public utility easement and 5.5-foot-wide sidewalk easement behind the property line.
28. Common Way is currently offered for dedication to the City of Santa Rosa and pending improvement by Southwest Estates Subdivision per their approved Public Improvement plans dated 9/12/17, City Project No. 2017-0039 as approved by the City Engineer per City Detail No. 200E.

The proposed Right-of-Way for the eastern half-street section shall be 24-feet wide from centerline to property line with a 13-foot public utility easement behind the property line. Half width street improvements shall consist of an 18-foot wide structural pavement section from centerline to face of curb, to accommodate a 10-foot wide travel way and an 8-foot wide parking lane, and a 6-foot wide planter strip and a 5-foot wide sidewalk, and a 13-foot wide Public Utility easement that contains a 5.5-foot wide sidewalk access easement. See the Design and constructions standards. This project shall be obligated to complete the improvements behind the frontage curb (which was planned to be installed by Southwest Estates Subdivision); and install the planter strip landscaping and irrigation, the public sidewalk and dedicate the 13-foot wide PUE and 6-foot wide access easement to the City of Santa Rosa on the eastside of Common Way.

Right-of-Way for the western half street section shall vary in width from centerline to property line as approved by Southwest Subdivision under separate plans and permits and shown on this Tentative Map. Half width street improvements shall consist of a 12-foot wide structural pavement section from center line to the face of standard 6" concrete curb and gutter for a travel lane and a 6-foot wide minimum planter strip and an 8-foot wide Class I concrete pedestrian and bike path (similar to Chapter 1000 of the Caltrans Highway Design Manual) as approved by the City Engineer. No parking is permitted on this side of the street.

29. Vintana Drive shall be dedicated and improved to City Minor Street Standards per City standard detail No. 200E as described below.

Right-of-Way for the south half street section shall be 21-feet wide from centerline to property line. Half width street improvements shall consist of a

10-foot wide travel lane and an 8-foot wide parking lane, a concrete curb and gutter with structural pavement section from centerline to face of curb. No planter strip or sidewalk is required to be constructed on the south side of the street.

Right-of-Way for the north half street section shall be 24-feet wide from centerline to property line. Half width street improvements shall consist of a 10-foot wide travel lane, an 8-foot wide parking lane, a concrete curb and gutter, a 6-foot wide planter strip and a 5-foot wide sidewalk with a 13-foot wide Public Utility easement which shall encompass a 6-foot wide Public Access easement.

30. Crosswinds Way shall be dedicated and improved to modified Minor Street standards per City standard detail No. 200E with an approved variance ENGV18-008 as described below.

Right-of-Way for both sides of the street shall be 21-feet from centerline to property line. Half width street improvements shall consist of an 18-foot wide structural pavement section from centerline to face of curb, to accommodate a 10-foot wide travel lane, an 8-foot wide parking lane, a concrete curb and gutter.

On the west side of the street the dimensions behind the curb shall be a 4 feet-wide planter strip and a 4-feet wide sidewalk with a 13-foot wide Public Utility easement which shall encompass a 5-foot wide public access easement adjacent to the back of property line.

On the east side of the street the dimensions shall be a 0-foot wide planter strip (per Improvement Variance ENGV18-008 which has superseded ENGV13-007) and a 4.0-foot wide contiguous sidewalk with an 8-foot wide Public Utility easement which shall encompass a 1-foot to 6-foot wide public access easement adjacent to the back of property line. A minimum 4-foot wide, continuous ADA accessible sidewalk shall be installed behind each residential driveway apron.

31. Countryside Lane shall be dedicated and improved to modified Minor Street standards per City standard detail No. 200E with an approved variance ENGV18-008 as described below. Right-of-Way for both sides of the street shall be 21-feet wide from centerline to property line.

Right-of-Way for the entire street section shall be 42-feet from Property line to Property line. Each half width street improvement shall consist of a 10-foot wide travel lane, an 8-foot wide parking lane, a concrete curb and gutter, a 4-foot wide planter strip and a 4-foot wide sidewalk (per Improvement Variance ENGV18-008 which has superseded ENGV13-007) with a 13-foot wide Public Utility easement which shall encompass a 6-foot wide public access easement on both the east and west sides behind the property lines.

32. The standard dimension of a PUE along any newly dedicated and/or improved roadway is 13-feet behind the property line as shown in City Standards 230 A though C and E or 7-feet behind the property line as shown in City Standard

230 G. All proposed reductions or eliminations of any PUE along any project street frontage shall be requested as a variance during the review period for the Improvement Plans or before and shall be accompanied by written approval from the following companies:

- a. AT&T
- b. PG&E
- c. Comcast
- d. Integra Telecom
- e. Any other franchise agreement beneficiary not identified here, but with rights to PUEs during the coordination period and prior to the grant of PUE offered by the applicant and accepted by the City Engineer.

All coordination efforts between the developer and all affected franchise agreement utilities companies shall be the responsibility of the developer. The City shall not be held liable for any time delays or costs resulting from these efforts even though the City holds ultimate authority for approval of the dedications and Improvement Plans. The developer agrees to this by pursuing approval of this project.

- 33. The north bound sections of Countryside Lane and Crosswinds Way shall be a dead-end until such time as the street is extended. Install a regulation "dead end" street sign for each condition. Install a City Standard 236 sidewalk barricade, and City Standard 211 metal beam street barricade or as approved by the City Engineer. The project boundary fence is to be constructed behind the street barricade and a "future through street" signs per City Standard 206 posted.
- 34. All underground improvements including sewer lines, water lines, storm drain lines, storm water BMP facilities, public utility facilities and house services shall be installed, tested, and approved prior to the paving of any project streets.
- 35. Curb return radii shall be 20-feet at the intersection of Vintana Drive and Minor Streets Countryside Lane and Crosswinds Way and Common Way. The sidewalk on Street "Crosswinds Way" shall transition to be contiguous for the curb ramp location and the east side of the street per the approved variance.
- 36. Curb return radii shall be 25-feet at the intersection of Vintana Drive and Dutton Meadow.
- 37. Right-of-way shall be dedicated, if applicable so that a Caltrans Standard RSP A88A curb ramp and the 4-foot wide sidewalk landing are contained within 6-inches of the right-of-way at curb returns.
- 38. Existing streets cut by new services shall require edge grinding per City Standard 209, Trenching per Standard 215, and an A.C. overlay.



39. Provide sufficient line of sight so a vehicle exiting the project shall not impede or cause the oncoming traffic on Dutton Meadow to radically alter their speed. Based on Table 405.1A of the Caltrans' Highway Design Manual, the minimum corner sight distance is 385 feet for 35 mph in either direction. Use the current design speed for Dutton Meadow.
40. Landscaping shall be maintained to be no more than 36" in height within the line of sight and the corners of the interior streets of the project vision triangles. Trees shall be maintained at a 7-foot minimum height tree canopy.
41. Residential driveway aprons shall use City Standard 250B for the driveway curb cuts.
42. Decorative luminaire Street lighting shall be installed per City Standard 615D for Street Lights on the subdivision's interior streets. City Standard 611 cobra style street lights are to be installed along Dutton Meadow using LEOTEK LED fixtures. Street light spacing, wattages, and locations shall be determined during the improvement plan review process.
43. The street lights near the intersections should be at the intersections if there is no other light in the area. Street lighting shall meet current City Standards for spacing and foot candle requirements along all interior streets.
44. Electrical boxes for new and/or relocated street lights and signals shall be provided with grounded vandal resistant inserts, McCain Tamper Resistant Inserts or City approved equal, in street light pull boxes at locations as directed by the City. Catalog cuts shall be provided with the first plan check submittal for review and approval by the City Engineer. The street light improvement plans shall include the following note; "The contractor may use their own locks during construction for ease of access, however once the conductors in the pull box are live the contractor shall coordinate with the City Inspector to have the City lock installed. Electrical pull boxes in planter strips shall be provided with a 2-foot concrete apron around box."
45. The type and location of curbside mailboxes shall be determined through the improvement plan check process.
46. Pursuant to City Code Chapter 13-12, with the exception of existing overhead electrical main feeder lines, all existing wire-distributed utility facilities which are on the proposed or existing rights-of-way, roadways, walkways, easements, etc. within the subject subdivision or along roadways required to be improved in conjunction with the subject subdivision may be required to be removed and undergrounded prior to the construction of proposed improvements and all poles along the frontage(s) shall be removed. All existing overhead service drops which emanate from the existing poles and overhead facilities required to be removed and undergrounded, and which serve existing structures on both sides of the street within the boundaries of the road improvements of the subject subdivision shall be undergrounded to the main service switch or service entrance to such structures. Where existing

overhead electrical main feeder lines are left overhead, conduit shall be placed in the ground to provide for future undergrounding of the lines.

The applicant shall coordinate with all overhead wire agencies to meet all current safety standards and meet all required building setbacks to the high voltage overhead wires that remain on the overhead poles along Common Way.

47. New services (electrical, telephone, cable or conduit) to new structures shall be underground.
48. Developer shall coordinate, and where necessary, pay for the relocation of any power poles or other existing public utilities, as necessary. Joint Electrical poles shall be undergrounded along Dutton Meadow frontage. Conduit and pull boxes shall be installed if applicable per City Standard for future traffic signal interconnect along Dutton Meadow. Locations shall be reviewed as part of the public improvement plan along Dutton Meadow.
49. No fences shall be allowed with the Public Utility Easement setbacks at the front or side of the houses.

## **TRAFFIC**

50. The height of signs, vegetation or other obstructions near street intersections shall maintain clear line of sight for all vehicles approaching the intersection to the satisfaction of the City Traffic Engineer during review of (Building Permit, Encroachment Permit, Improvement Plans).
51. Vegetation over 3-feet in height shall be planted no closer than 40-feet from stop bar of stop sign controlled intersections.
52. The developer shall install striped exit lanes on Vintana Drive at Dutton Meadow exit, including a right and left turn pockets for north and south bound onto Dutton Meadow. The intersection shall be posted as "No parking" for at least 80-feet along Vintana Drive. This was not designed on the current submitted tentative map.
53. The distance between Vintana Drive and Boron Avenue centerlines shall be the 200-foot minimum distance from opposing streets along Dutton Meadow centerline.
54. Install an east-west striped pedestrian crossing of Common Way at Vintana Drive sidewalk alignment. Install ADA compliant ramps per Caltrans RSP A88A. Install an ADA compliant paved path connection from the pedestrian crossing to the Public Bike Path from the right of way of Common Way. The striping pattern shall be to the satisfaction of the City Traffic Engineer.
55. The 20-foot long City Standard parking space immediately south of the driveway curb cut for Lot 26 shall be stenciled at the northerly-most location that is demonstrated not to be in conflict with the turn geometry of the worst-case vehicle that would need to access this driveway. This location shall be determined to the satisfaction of the City Engineer during the plan check phase of Improvement Plans.

56. All signs and pavement markings shall comply with the current California MUTCD manual.
57. Install accessible compliant sidewalks and Caltrans revised standard curb ramps per detail RSP A88A for all ADA compliant corner ramps. Install a painted thermoplastic crossing north on Vintana Drive at Dutton Meadow. Install access ramps at the north legs of the intersection of Vintana Drive and Dutton Meadow to facilitate north-south pedestrian access. The 2 curb returns along the southerly side of Vintana Drive shall have a 20-foot radius and be installed with an AC berm consistent with the southerly side of Vintana Drive and the easterly side of Common Way. Install an ADA compliant sidewalks throughout the project and along the frontage of Dutton Meadow and connect the sidewalks to the north.
58. Advance street name signs for Vintana Drive shall be installed on Dutton Meadow.
59. Design and construction shall be coordinated with all Utility Companies and the City of Santa Rosa Recreation and Parks Department to minimize disruption to existing improvements.
60. Improvement plans shall include a complete street lighting, signing and striping plan. The signing and striping plan shall include all interior streets, Dutton Meadow, and as applicable on Common Way. The signing and striping plans are subject to review and approval by Traffic Engineering Section of the Transportation and Public Works Department.

#### **PRIVATE DRIVEWAY IMPROVEMENTS**

61. Turn around capability on Lots 12 and 22 shall be provided for emergency vehicles with clear backup of 26-feet from garage face to opposing face of curb and with a continuation of the common driveway 10-feet beyond the last driveway access point.
62. The driveways for Lots 12 and 22 shall be 20-feet minimum width and shall access through a Standard 250 B curb cut. No parking shall be allowed in front of either garage. The minimum width of the depression shall be dictated by the Standard 206 temporary hammerhead and shall be verified during the plan check phase of the Public Improvement Plans.

#### **STORM DRAINAGE**

63. Drainage facilities and drainage easements shall be provided to the satisfaction of the City Engineer or the Chief Engineer of the Sonoma County Water Agency at the subdivider's expense.
64. Drainage facilities shall be designed per the Flood Control Design Criteria manual of the Sonoma County Water Agency. 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.

65. 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.
66. Provide storm drain and easements for any lot to lot drainage. Lots shall be drained in a manner so as not to adversely affect the adjacent lot. No lot-to-lot overland drainage is permitted. Lot drainage and private storm drain facilities shall be approved by the Chief Building Official or designated representative. Private drainage inlets and lines shall be required and shall be privately owned and maintained.
67. All drainage flows from offsite shall be intercepted at the property line and conveyed through a private system to discharge into the public right of way.
68. Concentrated drainage flows shall not be permitted to cross sidewalks, or slope areas subject to erosion problems.
69. 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.

#### **STORM WATER COMPLIANCE (SUSMP/SWLID)**

70. The developer's engineer shall comply with all requirements of the latest edition of the City Standard Urban Storm Water Mitigation Plan Guidelines. Final Public Improvement Plans shall incorporate all SUSMP Best Management Practices (BMPs) and shall be accompanied by a Final Storm Water Mitigation Plan which shall address the storm water quality and quantity. Final Public Improvement Plans shall be accompanied by a maintenance agreement or comparable document to assure continuous maintenance in perpetuity of the SUSMP BMPs, and shall include a maintenance schedule.
71. Perpetual maintenance of SUSMP BMPs shall be the responsibility of one or more of the following as approved by the City of Santa Rosa:
  - a. The individual homeowners fronting or owning these BMPs. Individual owners shall be responsible for performing and documenting an annual inspection of the BMPs on their respective properties. The annual reports shall be retained by the private property owner for a period of the latest five years and shall be made available to the City upon request.
  - b. A Homeowner's Association or Property Owners Association. If perpetual maintenance of these BMPs is through a Homeowner's Association or Property Owner's Association, the documents creating the Association and the Covenants, Conditions and Restrictions governing the Association

shall be submitted to the City Attorney's Office and the Department of Community Development for review.

- c. A special tax district for public BMP facilities.
- d. An alternate means acceptable to the City of Santa Rosa.

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

- 72. A Final Storm Water Mitigation Plan (SWMP) using Best Management Practices (BMP) is to be included with the Improvement Plans and Final Map submitted for the First Plan Check. Private improvements required by the Final SWMP are to be contained on the individual properties and are maintained by the property owners. All SWMP details and improvements are to be included in the Subdivision Improvement Plans. The maintenance schedule and the Final SUSMP are to be included as part of the CC&Rs recorded with the Final Map. The information sheet of the Final Map shall note the maintenance schedule required by the Final SUSMP is to be followed by the property owner and all logs are to be made available for review by the City on an annual basis.
- 73. Use of vortex separators for water treatment is not allowed in Santa Rosa. In-line filters used for water treatment are limited to those tested by independent testing laboratories and approved by the California Regional Water Quality Control Board. The filter separator currently approved for use in Sonoma County is limited to the Hydro International, [www.hydro-international.biz](http://www.hydro-international.biz), "Up-Flo Filter". Filter systems other than the approved "Up-Flo Filter" will require full testing data from an independent testing laboratory be submitted for review and approval by the California Regional Water Control Board prior to approval of subdivision improvement plans.

## **GRADING**

- 74. The applicant's engineer shall design the subdivision grading to meet the existing elevations of the existing improvements within 2-feet at the property lines as constructed by the subdivisions to the west, referred to as Southwest Estates Subdivision and constructed per City File 2017-0039 unless specifically approved by the City Engineer.
- 75. Prior to work in wetland areas the Developer shall have obtained all agreements and permits from those regulatory agencies whose jurisdiction is responsible for oversight and protection of wetland areas. Any construction modifications required by other Regulatory Agencies for obtaining permits or agreements shall be reflected through revisions to the City Approved Subdivision Improvement Plans.

76. The subdivision shall comply with city code 18-52 for Flood Damage Protection and 18-52.100 for standards for subdivisions. If the site is filled above the base flood elevation, the final vertical building pad elevation shall be certified by a registered professional engineer or a surveyor and provided to the Flood Plain Administrator. Final Building pad certifications shall be signed and sealed by a Land Surveyor certifying each building pad vertical elevation. Certifications shall be submitted to EDS for filing and review prior to building permit issuance.
77. All subdivisions shall provide adequate drainage to reduce exposure to flood damage.
78. The finish floors of any new structure shall be a minimum of 1-foot above the 100-yr. base flood elevation.
79. The project shall adhere to the report named "Soil Investigation – Bellevue Ranch Subdivision, Phase 7, Dutton Meadows, Santa Rosa, California" as prepared for RHCA Investment, LP; as prepared by Reese & Associates Consulting Geotechnical Engineers of Santa Rosa, California, Job No. 825.1.1 dated December 1, 2015" and all updates and addendums thereto.
80. Maximum grade difference at project boundary to offsite property shall be less than 2-feet or as approved by the City Engineer. Retaining wall structures shall not cross property lines. Combined fence and retaining wall design shall be subject to a full structural review to be constructed under the Subdivision Grading Permit issued by the City. The grading plan shall direct storm water to the BMP facilities for treatment. The BMPs shall not be located in the rear yards.

#### **RETAINING WALLS AND FENCING**

81. Any retaining wall or sound wall systems on site shall be designed by a Registered Civil Engineer, per the recommendations included in the soils report by the soils engineer.
82. Any retaining walls along property lines or within influence lines of a structure exceeding one foot in height shall be constructed with concrete, masonry, or other durable non-wood material.
83. The retaining and sound walls design shall be based on recommendations included in the soils report noise mitigation report and requirements of the latest City adopted Building Code. All retaining and sound walls shall be shown on the improvement plans with the first plan check submittal.
84. If applicable, wall footings shall be completely contained within parcels owned and maintained by the home owner. Civil plans shall include structural drawings for all required walls and retaining walls. Wall construction information shall be provided include footing construction details, footing elevations, typical cross sections and calculations, top of wall elevations and wall heights, existing and proposed ground finish surface elevations shall be shown on the civil engineering grading plans prior to approval.

## **WATER DEPARTMENT**

85. Water laterals and meters shall be sized to meet domestic, irrigation and fire protection uses and a double check back flow, per City Standard 875, shall be required on all water services. The fire flow calculations shall be submitted to the Santa Rosa Water Department during the plan check phase of the Improvement Plans or Encroachment Permit to determine adequate sizing.
86. Backflow prevention devices shall be designed and installed in accordance with current City Standards, State Health Code Title 17, and/or as required by the Director of Santa Rosa Water.
87. Where BMPs/detention basins are required, meter boxes, cleanouts, fire hydrants, etc. shall be located without conflict with the BMPs. Locations of infrastructure shall be reviewed during plan check. No bio swales or SWLID BMP LID improvements shall cross public sewer, water, or storm drain utilities. Lengths of trench treatment and volume of storage shall be extended 5 linear feet for each utility lateral trench crossing of the BMP.
88. The information sheet of the Final Map shall be annotated as follows: Water and sewer demand fees and processing fees are based on the number and type of units to be built on each lot. Water and sewer demand, processing and meter installation fees shall be paid prior to the issuance of a Building Permit for the respective lot. Submit the square footage of each lot to determine sewer and water demand fees. The lot sizes shall be listed on the information sheet of the Final Map.
89. Laterals to projects to the north and south of this subdivision, for example Cambridge Palm Investment, LLC and or Meadowwood Ranch (De Angelis Construction Company), shall only be installed if there is an approved Tentative Map for those projects.
90. This project shall require the design and construction of an 8" minimum water main in all public streets that connects to the existing main proposed in Dutton Meadow. The main extension shall be designed and installed per the City of Santa Rosa Design and Construction standards and current standard practices. Stubs shall be installed for the future extension of all streets where a tentative map is approved for those projects.
91. This project shall require the design and construction of a minimum 8" inch sanitary sewer main to be designed and constructed within all Public streets and that connects to the sanitary sewer main located along Common Way for

lots 26 to 30, with the remainder lots 1 to 25 out falling to Dutton Meadow or as approved by the City Engineer. The main extension shall be designed and installed and sized per the City of Santa Rosa Design and Construction standards and current standard practices. The sanitary sewer shall be deep enough at the invert to accept flows or over flows at the street stub outs for future development. The downstream sanitary sewer shall be designed at a depth to serve the properties in the planned upstream tributary area.

92. Clearly identify all lots requiring pressure regulating valves (more than 80 psi static pressure at meter). The Final Map information sheet shall also be annotated with this information.
93. Connection to the public water main in Dutton Meadow Road for the fire hydrant and the main in Vintana Drive shall require a cut in tee(s) and mainline valves. Valving shall be reviewed at the plan check stage.
94. City Operational Locks shall be placed on all gates that are to be locked.
95. The City Water Department shall not be responsible for repairs or replacement of private improvements or landscaping in public easements (and shall be so noted on the Final Map).
96. Irrigation piping shall not cross property lines. Meter size is dependent on peak demand and shall be determined upon review of irrigation plans. Plans shall show maximum gallons per minute per valve and total peak monthly usage.
97. Water services shall be provided per Section X of the Water System Design Standards. Private easements shall be required for any private laterals that cross another property. Sprinkler systems for single-family residences typically require 1-1/2" service laterals, 1" water meters and 1" backflow devices. Separate water and sewer services shall be provided for each lot. A 1-1/2 -inch water service per City Standard detail 863C is required for all lots. Lots with single family homes and Accessory Dwelling Units shall provide a separate meter for each unit Per City Standard #864 (2 meters per lot). Water and sewer laterals shall be a minimum of 5-feet apart.
98. Sewer and water demand fees shall be paid prior to issuance of Building Permits. The applicant shall contact the Engineering Development Services Division of the Planning & Economic Development Department to determine estimated sewer and water demand, processing and meter fees. The final map shall list each lots' square feet on the coversheet.
99. Any existing water or sewer services that shall not be used shall be abandoned at the main per City Design Standards 850 and 507.
100. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance (WELO) adopted by the Santa Rosa City Council, Resolution No. 4028, on October 27, 2015. Landscape plans for individual lots shall be submitted with the Building Permit applications. Landscape plans for planter strips shall be included with the Public Improvement Plans.



101. A fire flow test shall be completed at the time of the tie in of the project to the City system. The hydrant which shall most likely produce the least flow shall be tested. In the case of a project that has multiple dead-end systems such as cul de sacs, a fire flow test shall be completed at the hydrant on each separate cul de sac or dead-end system. The fire flow shall meet the requirement for the project before the project is accepted. The City shall perform the fire flow test. The fee to have the test performed shall be paid to Santa Rosa Water Department prior to the test being performed.
102. Separate sewer laterals shall be installed for each lot. Root barriers shall be installed around the trees. Utilities shall not run through tree root zones as defined in City Code Chapter 17-24.
103. If this project involves the extension of mains for public benefit outside this project the developer shall contact Santa Rosa Water Engineering for information regarding a possible Reimbursement Agreement. This Project may be eligible for reimbursement for public improvements to be built by the applicant. It is the Developer's responsibility to coordinate that reimbursement consistent with the City's procedures for reimbursement.
104. Connection of the 8-inch water main to the existing main shall require a shutdown for a tie-in inspection. Call Santa Rosa Water for fees and scheduling. Advanced notice is required.
105. If wells exist on the property one of the following conditions apply:
106. 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.
107. Abandonment of wells requires a permit from the Sonoma County Permit and Resource Management Department. Provide a county permit for the city file.
108. Any septic systems within the project boundaries shall be abandoned per Sonoma County Environmental Health standards and City of Santa Rosa Building Division requirements.
109. An Encroachment Permit shall be obtained from the Engineering Development Services Division of the Planning & Economic Development Department prior to beginning any work within the public Right-of-Way or for any work on utilities located within public easements.

## **FIRE DEPARTMENT**

110. CA Fire Code requires fire apparatus access roads ("Fire Lanes") to within 150 feet hose-pull distance of all first-floor exterior walls.  
  
Access roads that are dead end in excess of 150 foot shall be provided with approved turn around ability for fire apparatus.

Verify "Temporary Fire Turnaround" on Crosswinds Way and Countryside Way comply with City of Santa Rosa Standards for Fire Department Turnarounds. \*Turf block is not an approved or accepted surface material.

Turning radius shall provide for an inside diameter of 20 foot and outside diameter of 40 foot for fire apparatus.

111. Fire flow and location of fire hydrants shall be in accordance with California Fire Code Chapter 5, Appendix B, and Appendix C as adopted by the City of Santa Rosa.
112. A Phase 1 Environmental Site Assessment shall be submitted at the Fire Department, including the review fee. Grading, demolition or construction permits shall not be issued until the Fire Department has reviewed and approved the Phase 1 ESA study.
113. Required Fire Department access roads shall be signed "No Parking – Fire Lane" per current Fire Department standards.
114. Fire Department Access shall comply with the CA Fire Code requirements for minimum 20-foot unobstructed width and 13 feet 6 inches unobstructed vertical clearance.
115. All new single-family dwelling units will require the installation of an automatic residential fire sprinkler system installed in accordance with the current edition of NFPA 13D. Plans and permits are obtained through the Fire Department for these system installations.
116. Access roads and water supplies for fire protection shall be installed and made serviceable prior to storage or construction of any combustible materials.
117. During development of site the vegetation growth shall be maintained in accordance with the City's Weed and Rubbish Abatement ordinance.

## **RECREATION AND PARKS DEPARTMENT**

118. Street trees shall be required and planted by the developer. Selection will be made from the city's approved master plan list and inspected by the Parks Division. Planting shall be done in accordance with the City Standards and Specifications for Planting Parkway Trees. Copies of the master street tree list and the standards are available at the Parks Division Office (707) 543-3770. This declaration shall be added to the General Notes of the improvement plans.
119. Parks acquisition and/or park development fees shall be paid at the time of building permit issuance. The fee amount shall be determined by the resolution in the effect at the time.

120. Property owners shall be responsible for the irrigation and maintenance of the street trees and the maintenance of the planter strips in front of and alongside of their parcel(s).

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

### RECOMMENDATION

  X   Approval with conditions as set forth in this report

       Continuance

       Denial – Reasons:

       Final action referred to the Planning Commission

  
CLARE HARTMAN  
Deputy Director - Planning  
Planning and Economic Development

