



DEVELOPMENT ADVISORY COMMITTEE REPORT
July 23, 2019

SANTA ROSA RECESS SELF-STORAGE
(A Mixed Use Development)

Project Description

Prezone for annexation a two-parcel County island, located at 4200 & 4224 Sonoma Highway, and subdivide the 2.68-acre property at 4224 Sonoma Highway into three separate parcels to construct a 124,000-square foot, four-story self-storage facility adjacent to Sonoma Highway, an eight-unit multi-family housing structure overlooking the Santa Rosa Creek Trail, and a six-unit multi-family housing structure adjacent to the existing residential uses to the west.

LOCATION 4200 & 4224 Sonoma Highway
APN 032-010-023 & 032-010-005 (respectively)
GENERAL PLAN LAND USE Retail & Business Services
ZONE CLASSIFICATION
 EXISTING County
 PROPOSED CG (General Commercial)
OWNER/APPLICANT American Recess, LLC
ADDRESS 85 Keystone Avenue, Suite E
 Reno, NV 89503
ENGINEER/SURVEYOR Eric Wade, BKF Engineers
ADDRESS 200 4th Street, Suite 200
 Santa Rosa, CA 95401
REPRESENTATIVE Larry Thom
ADDRESS 85 Keystone Avenue, Suite E
 Reno, NV 89503
FILE NUMBER PRJ18-050
CASE PLANNER Susie Murray 
PROJECT ENGINEER Jesus McKeag 

Background

On November 15, 2016, a Pre-application Meeting was held with City staff, which is designed to offer applicants an interdepartmental staff review of preliminary or conceptual design applications.

The Project was changed significantly. On April 24, 2018, a second Pre-application Meeting was held with City staff.

On July 19, 2018, the DRB reviewed the Project as a concept item.

On August 13, 2018, a Neighborhood Meeting was held to introduce the proposed Project to surrounding neighbors. Two people attended.

On September 4, 2018, the Rezoning, HDP, CUP and Design Review applications were submitted to Planning and Economic Development.

On January 17, 2019, the Tentative Parcel Map application was submitted to Planning and Economic Development.

On April 10, 2019, the Waterways Advisory Committee (WAC) reviewed the Project. WAC comments are discussed in the Committee Review and Recommendations section of this report.

On July 2, 2019, the 30-day public review period for the draft Initial Study/Mitigated Negative Declaration (IS/MND) commenced (State Clearinghouse No. 20198079002).

Conditions of Approval

The following summary constitutes the recommended conditions of approval from City departments on the subject application/development-based on the Tentative Map (TM) sheets 1 through 6 dated 7/18/19, AutoTURN Exhibit dated 7/15/19, and the Creek Set Back Exhibit stamped received 4/17/19:

1. Developer's engineer shall obtain the current City Design and Construction Standards and the Engineering Division of the Planning & 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.
2. Developer's engineer shall comply with all requirements of the City Storm Water Low Impact Development Technical Design Manual in effect at the time this application was deemed complete.
3. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance adopted by the Santa Rosa City Council, Ordinance 4051, on December 1, 2015.

Planning Conditions

4. The project is contingent upon the annexation of both properties, 4200 and 4224 Sonoma Highway, into the City of Santa Rosa. Pursuant to City Code Section 19-04.100, annexation must be complete prior to recordation of the final map or commencement of site improvements.
5. The applicant has requested the following Growth Management Allotments:

RESERVE "A"		14	
RESERVE "B"			
	2019	2020	2021

6. If the Self-Storage Facility would like to extend the hours of operation into 11:00 p.m. to 6:00 a.m., a Conditional Use Permit will be required pursuant to Zoning Code Table 2-6.
7. The Project will comply with Noise Ordinance, City Code Chapter 17-16.
8. Compliance with City Graffiti Abatement Program Standards for Graffiti Removal (City Code 10-17.080).
9. Plan sets submitted for grading/building permits shall clearly depict existing trees to be removed and protected, and include tree protective measures for trees designated to remain.
10. The following note shall be printed under the heading of "General Notes" on all plan sets submitted for grading/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 Saturdays. No noise generating construction activities shall occur on Sundays or holidays.
11. During periods of construction, a sign shall be installed that provides a contact name and number for all construction-related inquiries and/or complaints.
12. In the event the U.S. Postmaster requires gang mailboxes, they shall be located in the same general area as fire hydrants to maximize available street parking.
13. Parking along the west side of the Self-Storage Facility shall be designed exclusively for Self-Storage Facility customers.
14. Parking along the south side of the Self-Storage Facility shall be designated exclusively for residential customers.

Building Division Conditions

15. Obtain a demolition permit for the structures to be removed.
16. Provide a geotechnical investigation and soils report with the building permit applications. The investigation shall include subsurface exploration and the report shall include grading, drainage, paving and foundation design recommendations.
17. Obtain building permits for the proposed project.

Engineering Conditions

PUBLIC EASEMENT DEDICATION

18. The following public easements and rights of way shall be dedicated on the face of the map:
 - a. Sufficient right of way for the construction of a Public roadway as shown on the TM;
 - b. Right of way shall be dedicated so that a Caltrans Standard A88A curb ramp and the 4-foot sidewalk landing are contained within 6 inches of the right-of-way for the curb returns at the intersection of Streamside Dr with HWY 12
 - c. A sidewalk easement per City Standard 200 E and 230 B along the frontage of Lot 3
 - i. Sidewalk easement shall continue behind driveways to contain sidewalk per City Standard 231
 - d. An emergency vehicle access easement (EVA) to the satisfaction of the City Engineer in consultation with the Fire Department during Plan Check
 - e. A public utility easement (PUE) along the full frontage of Lots 1 through 3.

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 through 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 either frontage shall be requested as a variance from the applicable standard during the review period for the Parcel Map or before and shall be accompanied by written approval from the following companies;

- i. AT&T
- ii. PG&E
- iii. Comcast

- iv. Integra Telecom
- v. 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.

- f. A City Emergency Water Supply Well Easement over the area in the easterly most corner of the subdivision boundary generally conforming to Sheet 4 of the Tentative Map and to the satisfaction of the City Engineer in consultation with the Director the Water during Plan Check.
- g. a Public Sewer Easement over the new alignment of the Los Alamos trunk sewer generally conforming to Sheet 4 of the Tentative Map and to the satisfaction of the City Engineer in consultation with the Director the Water during Plan Check.

PRIVATE EASEMENT DEDICATION AND MAINTENANCE AGREEMENTS

- 19. The following private easements and rights of way shall be dedicated on the face of the map:
 - a. An Access Easement over lot 1 in favor of lot 2 at the driveway that leads to the City Emergency Water Supply Well to the satisfaction of the City Engineer during Plan Check
 - i. this will require a maintenance agreement between lots 1 and 2 for the shared portion of the driveway to be executed during plan check
 - b. If any parking on lots 1 and 3 is for the benefit of offsite persons or properties, a Parking Easement shall be dedicated in favor of the beneficiary to the satisfaction of the City Engineer in consultation with the Director the Water during Plan Check.

MAPPING

- 20. This is a three-unit Subdivision creating two residential lots containing a total of 14 multi-family residential units (eight units on Lot 2 and six units on Lot 3) and one commercial lot to house a Storage Facility. If a Homeowners Association (HOA) is required, the documents creating the HOA and the Covenants, Conditions and Restrictions (CC&Rs) governing the HOA shall be required to be submitted with the First plan check for review by the City Attorney. The approved CC&Rs shall be recorded contemporaneously with the Final Map.

21. A Parcel Map as defined by the applicable provisions of the State of California Subdivision Map Act shall be required for this 3-unit subdivision. Parcel maps shall comply with all currently adopted ordinances, resolutions, and policies of the City of Santa Rosa and the State Subdivision Map Act.
22. All costs associated with map, plan, easement, plat, legal description, and/or support document preparation shall be the sole responsibility of the developer.
23. The Parcel Map shall be annotated on the information sheet 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 must be paid prior to the issuance of a Building Permit for the respective lot."

PUBLIC STREET IMPROVEMENTS

24. 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 developer 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.
25. 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.
26. A Caltrans Encroachment Permit shall be obtained prior to beginning any work in the State Highway Right-of-Way.
27. Streamside Drive shall be dedicated and improved from the current dead end at the southwesterly subdivision boundary to HWY 12 at the northwesterly subdivision boundary as follows:
 - a. A City Standard 241 curb and gutter shall be installed on both sides along the entire street frontage from existing Streamside Dr to HWY 12.
 - b. The curb-to-curb width shall transition per City Standard from the existing width of Streamside Dr to 26-feet through reversing curves similar to City Standard 213 on the Southbound side while maintaining the existing curb alignment in the northbound direction.
 - c. The curb-to-curb width shall transition per City Standard from 26-feet to 24-feet through a slight bend in the roadway alignment towards the west
 - d. The curb-to-curb width shall be a minimum of 24-feet at all points.
 - e. The 26-foot shall be maintained to conform back of the curb returns at the intersection of new Streamside Dr with HWY 12.

- f. The minimum centerline radius shall be 90-feet. Variance pending.
 - g. Private parking along Lot 1 is subject to a Variance and shall be to the satisfaction of the City Engineer in consultation with the City Traffic Engineer during Plan Check.
 - h. Private parking along Lot 3 shall be similar to the City Standard 213 Parking Bay.
 - i. Striping shall delimit the edge of the traveled roadway from the private parking located along both frontages of the segment of new Streamside Dr at its intersection with HWY 12 to the satisfaction of the City Engineer in consultation with the City Traffic Engineer during Plan Check.
 - j. Two Caltrans Standard A88A 35-foot radius curb ramps shall be installed at the intersection of Streamside Dr with HWY 12.
 - k. A contiguous 5-foot sidewalk shall be installed along the Streamside Dr frontage of Lot 3.
 - l. Sidewalk shall transition through minimum 10-foot radii per City Standard 231 behind driveways.
28. Any broken curb, gutter and/or sidewalk along the HWY 12 frontage of this project shall be replaced per current City standards.
29. The minimum and maximum cross-slope for all streets shall be 2% and 5% respectively, except the transition region between the two full tilt 2% sections of Streamside Dr. This transition shall be finalized to minimize the less than 2% cross slope to the satisfaction of the City Engineer during plan check. Minimum gutter slope for all streets shall be 0.5%.
30. Existing streets being cut by new services will require edge grinding per City Standard 209, trenching per Standard 215, and an A.C. overlay.
31. No parking shall be allowed on either side of the street from the terminus of existing Streamside Dr along the frontages of lots 2 and 3 and shall be posted or striped for no parking on both sides to the satisfaction of the City Engineer in consultation with the City Traffic Engineer during Plan Check.
32. Private parking on lots 1 and 3 shall be clearly marked as private and the edge of roadway shall be marked to the satisfaction of the City Engineer in consultation with the City Traffic Engineer during Plan Check.
33. End of public sidewalk on westerly frontage of Streamside Dr shall be marked at the end of the sidewalk easement to the satisfaction of the City Engineer in consultation with the City Traffic Engineer during Plan Check.
34. Private walkway on the easterly frontage of Streamside Dr shall not continue to the Streamside Dr roadway.
35. Public sidewalk along the frontage of lot 2 shall end behind the driveway access to the center 2 units on lot 2 and shall be marked at the end of the

sidewalk easement to the satisfaction of the City Engineer in consultation with the City Traffic Engineer during Plan Check.

36. Improvements to Streamside Dr shall include;
 - a. the installation of 2 City Standard 250 A drive approaches on lot 1
 - b. the installation of rolled curb in front of driveways along lot 3
 - i. rolled curb shall transition to standard curb in between driveways
 - ii. the details for the rolled curb and the transition to standard curb shall be finalized to the satisfaction of the City Engineer in consultation with the City Traffic Engineer during Plan Check.
 - c. the installation of 2 City Standard 250 B drive approaches along lot 2.
37. Installation of street lights and the street lighting pattern will be determined during plan check phase of the improvement plans as approved by the City Engineer
 - a. Decorative luminaire Street lighting if required along Streamside Dr shall be installed per City Standard 615D for Street Lights.
 - b. City Standard 611 cobra style street lights if required along HWY 12 are to be installed along the frontage to current spacing requirements, using LEOTEK LED fixtures. Street light spacing, wattages, and locations will be determined during the improvement plan review process.
 - c. 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."
38. 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 development 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 development 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.

Improvement Variance ENGV19-001 was approved with the following condition:

Vacant conduit systems shall be installed across the entire lot frontages of 4224 Highway 12. Conduit shall be provided for all existing overhead electrical utilities, including main feeder lines. Conduit sizing and separation shall be governed by the individual service providers.

39. New services (electrical, telephone, cable or conduit) to new structures shall be underground.
40. Developer shall coordinate, and where necessary, pay for the relocation of any power poles or other existing public utilities, as necessary.
41. 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).
42. Vegetation over 3-feet in height shall be planted no closer than 40-feet from stop bar of stop sign controlled intersections.

PRIVATE DRIVEWAY IMPROVEMENTS

43. Turn around capability on all driveways shall be provided with clear backup of 46-feet from garage face to opposing face of curb.
44. All driveways serving more than one unit shall be built to City minor street structural standards.

STORM DRAINAGE

45. 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 developer's expense.
46. 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.
47. 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.

48. 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 (the exception is for lots draining to a common driveway). 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.
49. 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.
50. Concentrated drainage flows shall not be permitted to cross sidewalks, or slope areas subject to erosion problems.
51. 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.
52. All storm drain pipe within the public right of way or easement shall be to City Standards and a minimum diameter of 15-inches.
53. Where public storm drains must traverse private property, inlets necessary to drain the private property are permitted to connect to the public storm drain. These inlets and connecting pipes shall be clearly delineated as private on the improvement plans.
54. An accessible structure shall be provided to connect private storm drains to the public storm drains (i.e., no blind connections) except as otherwise approved by the City Engineer. Structures shall be installed on the private side of the property line to distinguish the public system from the private system. Public and private storm drain facilities shall be clearly identified on the improvement plans. For residential land uses only, no structure is necessary for sump pump connections to public storm drain systems. Accessible structures are required for sump pump connections from nonresidential land uses.

STORM WATER COMPLIANCE (SUSMP)

55. 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.

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

57. 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.

58. 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, "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.

Water Department Conditions

WATER AND WASTEWATER

59. Water and sewer systems and appurtenances thereto shall be designed to serve the project in accordance with the City of Santa Rosa Design and Construction Standards and shall be constructed to the satisfaction of the City Engineer.
60. All underground improvements including sewer lines, water lines, storm drains and public utility facilities, shall be installed, tested, and approved prior to the paving of any project streets.
61. This project is subject to the latest fees in effect at the time of connection or Building Permit issuance.
62. Fees for inspection of publicly maintained water and/or sewer facilities constructed with this project must be paid prior to scheduling of work as prescribed in City Specifications.
63. For purposes of leak detection and maintenance access, no reinforced concrete may be designed over publicly maintained water or sewer facilities. Un-reinforced concrete will be allowed under special circumstances such as crosswalks. Water system valves must be located outside of the concrete area.
64. Extend an 8-inch public sanitary sewer main connecting to the existing 8-inch main in Streamside Dr and ending at a mainline cleanout near the northerly driveway curb cut for lot 1.
65. Lot 3 shall be served by a 6-inch private lateral.
66. Lot 2 shall connect to the 8-inch public sewer main per City Standard 515.
67. The onsite sewer design for Lot 1 shall be finalized during the plan check phase of Public Improvement Plans and the lateral connection shown on the Improvement Plans.
68. Any existing sewer lateral that will not be used must be abandoned at the main per City Sewer System Design Standards Section XII, Abandonment of Sewer Mains and Services and City Standard 507 under an encroachment permit.
69. Extend a 12-inch public water main from the existing blow off in Streamside Dr and connecting to the existing 12-inch main in HWY 12.
70. The size of the water connection to the future well site shall be determined during plan check phase of public improvement plans to the satisfaction of the City Engineer in consultation with the Director of the Water Department. In the case that a water service or main connection is required, reimbursement may be possible and must be pursued directly with the Water Department. Contact Water Engineering Services at (707) 543-4200.

71. Public water mains must be sized to meet criteria per Section VII of the Water System Design Standards. Water mains shall be located parallel to street centerlines unless conflicts with other underground utilities cannot be avoided.
72. Connection to the existing main will require a shut down for a tie-in inspection. Call Water Engineering Services for fees and scheduling. Advance notice is required.
73. Water services and meters must be provided per Section X of the Water System Design Standards and shall be sized to meet domestic, irrigation and fire protection uses. Any services placed in driveway areas shall have meters with traffic rated boxes.
74. Backflow prevention devices shall be designed and installed in accordance with current City Standards, State Health Code Title 17, and as required by the Director of Utilities.
75. The service for the City Emergency Water Supply Well site shall stub out at the edge of the City Emergency Water Supply Well Easement per City Standards.
76. Design of hydrant locations shall be per City Standard 857, meet the Fire Code requirements and must be approved by the Fire Department for logistics and by Santa Rosa Water Department for maintainability.
77. Any existing water service that will not be used must be abandoned at the main per City Water System Design Standards Section XVIII, Abandonment of Water Mains and Services and City Standard 507 under an encroachment permit. The existing meter must be collected by the City Meter Shop.
78. If a well exists on the property, one of the following conditions apply:
 - a. Retention of wells must comply with City and County codes. An approved backflow prevention device must be installed on any connection to the City water system.
 - b. Abandonment of wells requires a permit from the Sonoma County Permit and Resource Management Department.
 - c. Wells may not serve more than one parcel, and any lines from existing wells that cross lot lines must be severed
79. Any existing septic systems shall be removed under supervision of project Soils Engineer. Obtain Permits from the Sonoma County Permit and Resources Management Department. Obtain a City Building permit if an existing structure is being converted from a connection to the septic system to the public sewer system.
80. Where bio swales are required, meter boxes, cleanouts, fire hydrants, etc. must be located without conflict with the swales. Locations of infrastructure will be reviewed during plan check. No bio swales or SUSMP BMP LID improvements shall cross public sewer, water, or storm drain utilities.
81. A fire flow test will be completed at the time of the tie in of the project to the City system. The hydrant which will most likely produce the least flow will be tested.

In the case of a project that has multiple dead end systems such as cul-de-sacs, a fire flow test will be completed at the hydrant on each separate cul-de-sac or dead end system. The fire flow must meet the requirement for the project before the project is accepted. The City will perform the fire flow test. The fee to have the test performed must be paid to the Santa Rosa Water Department prior to the test being performed.

82. Fire hydrant placement shall be provided in accordance with Fire Department requirements to coincide with fire tactics and equipment and shall be identified via a reflectorized blue marker located in the center of the adjoining access drive or street. Fire hydrant type and installation shall comply with City Water Standard 857. For specific fire hydrant locations and flow requirements see Section XII of the Water System Design Standards.
83. Water 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 fireline. Provide two copies of the approved onsite plans showing private firelines 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. Provide a separate irrigation service. See Section X. O. of the Water System Design Standards.

Fire Department Conditions

85. CA Fire Code requires fire apparatus access roads ("Fire Lanes") to within 150 feet hose-pull distance of all first-floor exterior walls.
86. This project will have to make provisions for turning around fire apparatus on site.
87. Aerial apparatus access is required for buildings over 30 feet tall at the eave or parapet or 3-stories or more. Aerial access shall be provided along one entire side of the building: 26 feet unobstructed width, paved, at least 15 feet but not more than 30 feet from the face of building.
88. Fire flow and location of fire hydrants, fire protection appurtenances shall be in strict accordance with California Fire Code Chapter 5, Appendix B, and Appendix C as adopted by the City of Santa Rosa.
89. A Phase 1 Environmental Site Assessment shall be submitted at the Fire Department, including the review fee, and approved. Grading, demolition or construction permits shall not be issued until the Fire Department has reviewed and approved the Phase 1 study.

90. Buildings shall be protected by an automatic fire sprinkler system. Buildings 3- or more stories in height shall be provided with standpipe systems in accordance with Santa Rosa City Code.
91. Fire department connections (FDC's) shall be located within 100 feet of a fire hydrant. At this time FDC's on backflow prevention devices serving multiple buildings are not approved locations, each building shall be provided with its own FDC, unless specifically approved by the Fire Code Official.
92. Required Fire Department access roads shall be signed "No Parking – Fire Lane" per current Fire Department standards.
93. Traffic calming measures on public or private property are not approved as a part of this review. (i.e. speed humps, speed tables or other traffic calming measures)
94. Provide a Fire Department key box (Knoxbox) to all fire protection equipment and systems.
95. Twelve inch illuminated building address characters shall be provide per Fire Dept. standards. An illuminated address directory monument sign shall be provided at the entry from Hwy 12.
96. Storage or use of any hazardous materials (such as pool chemicals) at the site will require a Hazardous Materials Inventory Statement to be submitted to the Fire Dept. for review. Materials in excess of the permit amounts will require a Hazardous Materials Management Plan to be submitted to the Fire Dept. for review and approval and may require payment of Hazardous Material Use or Hazardous Waste Generator fees.
97. Access roads and water supplies for fire protection shall be installed and made serviceable prior to storage or construction of any combustible materials.

Recreation and Parks Conditions

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

maintenance of the street trees and maintenance of the planter strips in front of and along side of their lots.

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

Recommendation

☒ Approval with conditions as set forth in this report

☐ Continuance

☐ Denial – Reasons:

☐ Final action referred to the Planning Commission


CLARE HARTMAN
Deputy Director - Planning
Planning and Economic Development