

SUBDIVISION COMMITTEE REPORT
December 12, 2019

ELM TREE STATION

Project Description

The Elm Tree Station (Project) involves a Waiver of Parcel Map and subsequent Certificate of Compliance to subdivide an approximately 1.12-acre parcel into two parcels sized .73 and 0.25 acres located at 375 Calistoga Road. The subject site is unimproved land and the Project will include public right-of-way improvements.

LOCATION.....874 Wright Road (PD 0435: Wright –
Sebastopol Commercial District)

APN.....035-063-001

GENERAL PLAN LAND USERetail and Business Service

ZONE CLASSIFICATION

EXISTINGPD 0435 (Planned Development)

PROPOSED.....PD 0435 (Planned Development)

OWNER/APPLICANTDhillon Mangal

ADDRESS.....3343 Industrial Dr., #9
Santa Rosa, CA 95403

ENGINEER/SURVEYORBKF Engineering

ADDRESS.....200 4th Street #300
.....Santa Rosa, CA 95404

REPRESENTATIVEJean Kapolchok & Associates

ADDRESS.....843 2nd Street
Santa Rosa, CA 95404

FILE NUMBERCC18-004

CASE PLANNERAdam Ross, City Planner

PROJECT ENGINEER.....Laura Ponce, Engineering Technician

PLANNING COMMISSION REP... Karen Weeks

Background

The proposal before the Subdivision Committee includes a Parcel Map Waiver and subsequent Certificate of Compliance for subdivision of a 0.98-acre parcel located at 874 Wright Road in Santa Rosa. The site is an undeveloped parcel south of Highway 12 and the Joe Rodota Trail, and north of Sebastopol Road in the southwest quadrant of the City of Santa Rosa. The parcel division will create two lots, Lot 1 containing 0.73-acres for the proposed gasoline and electric charge fueling station and neighborhood market with a one-bedroom apartment above. Lot 2 is a 0.25-acre parcel that would be developed with a small retail building and park amenities, including a patio/trellis area, benches and picnic area and bike path.

The Project received Entitlement Approval on October 24, 2013, adopting the Mitigated Negative Declaration (MND) (Attachment 5), the Conditional Use Permit (Attachment 6), and Minor Subdivision (Attachment 7). On March 20, 2014, the Design Review Board approved Final Design Review for the Project (Attachment 8). During that time, the Project received several State and City approved extensions of time, while meeting Project milestones, which had held up the Project back from completing construction. In October 2017, Wildfires caused extensive damage and the Private and Public Design communities have been inundated with rebuilding the damages structures and as a result, this Project's Tentative Map had expired. However, because this Project had met certain milestones and the specific nature of the local effects on the private and public design communities including labor, City Staff determined that a Certificate of Compliance would continue the intent and original approval of this Project.

The applicant seeks a Parcel Map Waiver and subsequent Certificate of Compliance to subdivide the parcel as described in Attachment 2 – Elm Tree Station Parcel Map Waiver for Certificate of Compliance. As allowed by Section 66428(b) of the Subdivision Map Act and Section 19-16.030 of the Santa Rosa City Code, a waiver of a Parcel Map and subsequent Certificate of Compliance would legally recognize two parcels, as shown on the attached Certificate of Compliance exhibit. The project includes a gasoline and electric charge fueling station, mixed-use residential and commercial space, and extended hours of operation.

An Initial Study/Mitigated Negative Declaration was prepared in compliance with the California Environmental Quality Act (CEQA) in 2013, for the Elm Tree Station (Attachment 9). A Mitigated Negative Declaration was posted with the California State Clearing House and the Sonoma County Clerk's Office, initiating a thirty-day public comment period beginning September 9, 2013, and ending October 8, 2013. Potentially significant impacts related to Air Quality, Biological Resources, Cultural Resources, Hazards & Hazardous Materials, Noise, and Transportation/Traffic, Water, Land Use, and Aesthetics were mitigated to a less than significant level through mitigation measure implementation or compliance with existing Municipal Code requirements or City standards. The MND prepared for the project concluded that the subdivision for the construction gasoline and electric charge fueling station and neighborhood market with a one-bedroom apartment above, and a small retail building

and park amenities, including a patio/trellis area, benches and picnic area and bike path would not result in direct or primary environmental effects. The Planning Commission adopted the IS/MND at its October 24, 2013.

Conditions of Approval

The following summary constitutes the recommended conditions of approval on the subject application/development based on plans stamped received September 19, 2019.

- I. Developer's engineer shall obtain the current City Design and Construction Standards and the Community Development Department's Standard Conditions of Approval dated August 27, 2008 and comply with all requirements therein unless specifically waived or altered by written variance by the City Engineer.
- II. Developer's engineer shall comply with all requirements of the current Municipal Separate Storm Sewer System (MS4) and City Standard Urban Storm Water Mitigation Plan Low Impact Development Guidelines. Final plans shall address the storm water quality and quantity along with a maintenance agreement or comparable document to assure continuous maintenance of the source and treatment.
- III. There is evidence of wetlands which will likely require a permit from the North Coast Water Quality Control Board. Mitigation measures required by the Board may not be consistent with the approval of this project, which would require a re-application of the Certificate of Compliance for approval with the new configuration. It is recommended that the applicant work closely with the Board and the City to achieve a mutually acceptable project.
- IV. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on the plans stamped received: September 19, 2019.

PLANNING AND ECONOMIC DEVELOPMENT

1. Compliance with all Conditions of Approval for City Resolution Nos. 13-887, 11653, and 11655 associated with this Project attached hereto and incorporate herein as Attachments 5, 6, and 8.
2. Compliance with the Elm Tree Station Mitigated Negative Declaration attached hereto and incorporated herein as Attachment 9.

CERTIFICATE OF COMPLIANCE AND EASEMENT DEDICATION

3. A minimum 10-foot wide public bicycle pathway easement centered on the alignment of the proposed pathway connecting the Joe Rodota Trail with Wright Road over Lots 1 and 2 shall be dedicated to the City of Santa Rosa. Maintenance of the pathway shall be the responsibility of the property owners and included in the Joint Maintenance Agreement between Lots 1 and 2 to be recorded with the Certificate of Compliance.
4. A 7.5-foot Public Utility Easement is to be dedicated to the City along Wright Road.
5. The private utility services from N. Wright Road to Lot 2 over Lot 1 shall be contained within Private Sewer and Private Water Easements from lot 1 in favor of Lot 2. The paved area, except for the fueling island and recharging station locations on Lot 1, shall be covered with a Floating Access Easement in favor of Lot 2.
6. The private fire hydrant, private fire main, and double detector check valve on Lot 1 are to be contained in a "Private Fire Main Easement" in favor of Lot 2 with a joint maintenance, access, and use agreement between Lots 1 and 2.
7. 2 copies of the Phase 1 Environmental Site Assessment are required with the submittal of the first plan check. 1 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 the Public Works, Engineering Development Services Department, Room 5 City Hall. Grading, demolition or construction permits shall not be issued until the Fire Department has reviewed and cleared the Phase 1 Study.
8. All Certificate of Compliance, dedication and easement document preparation costs shall be borne by the property owner, including preparation of any 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.
9. The Certificate of Compliance shall show a private storm drainage easement over the alignment of the private storm drain systems if any systems run through the rear yards of the lots. The easement on each lot shall be in favor of all upstream lots served by the system.
10. Any encroachments into the adjacent County of Sonoma located along the projects entire northerly and northwesterly property line shall be permitted separately by County of Sonoma directly with the Developer at the Developer's sole expense.

11. A reciprocal private access, sewer, and water easement 20-feet wide between lot 1 and lot 2 shall be shown on the Certificate of Compliance.

PRIVATE STREET/DRIVEWAY IMPROVEMENTS

12. All common benefit and public improvements shall be completed prior to recordation of the Certificate of Compliance.
13. The common pavement shall be built to City minor street structural standards and bordered with concrete curb and gutter. Access from North Wright Road is to be through City Standard 250A Driveway Curb cuts, 35-foot wide for the southerly driveway and 24-foot for the northerly driveway. The paved area covered by the floating access easement is to be contained in a private joint maintenance agreement between Lots 1 and 2 recorded with the map.
14. The Bicycle Path shall be asphalt paved and built to City Standard 216. The bicycle path is to connect to the County Path, Joe Rodota Trail, conforming to existing grades and with 10-foot radius pavement returns.

STORM WATER SWLID COMPLIANCE

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

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

- a) The individual homeowners fronting or owning these BMP's. Individual owners shall be responsible for performing and documenting an annual inspection of the BMP's on their respective properties. The annual reports shall be retained by the private property owner for a period of the latest five years and shall be made available to the City upon request.
- b) A Homeowner's Association or Property Owners Association. If perpetual maintenance of these BMP's is through a Homeowner's Association or Property Owner's Association, the documents creating the Association and the Covenants, Conditions and Restrictions governing the Association shall be submitted to the City Attorney's Office and the Planning and Economic Development Department 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's Civil Engineer is to prepare and sign a written certification that they were constructed and installed as required or per the manufacturer's recommendation. Written certification of SUSMP BMP's is to be received by the City prior to acceptance of subdivision improvements.

- 16. A Storm Water Pollution Protection Plan (SWPPP) shall be required at building plan submittal to show protection of the existing storm drain facilities during construction. This project shall comply with all current State Water Board General Construction Permit Requirements.
- 17. No debris, soil, silt, sand, bark, slash, sawdust, rubbish, cement or concrete washings, oil or petroleum products, or other organic or earthen material from any construction or associated activity of any nature, shall be allowed to enter into or be placed where it shall be washed by rainfall into the storm drain system. When operations are completed, any excess material or debris shall be removed from the work area.
- 18. Where bio swales or BMP treatment facilities are in landscape strips, other utilities such as solar panels, transformers, irrigation meters, meter boxes, cleanouts, fire hydrants, etc. shall be located without conflict with the swales/water infiltration or collection. Locations of infrastructure shall be present on the plans and shall be reviewed during plan check. BMP's and or proprietary devices used as BMP's, shall not be located within the Public utility easements and shall be privately maintained by the owner for perpetuity.

PUBLIC STORM WATER

- 19. All off-site storm water runoff shall be conveyed across the project site in a separate bypass storm drain system or shall be fully treated through the LID BMP's. 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.
- 20. A public storm drain is to be extended from Wright Road to the easterly project boundary, designed at minimum grade and sized to provide capacity for future extension with development per General Plan Density of the adjacent property. The pipe is to end at the easterly property line with a City Standard Field inlet with side openings and bolt down top. The public storm

drain is to be constructed with a City Standard 216 maintenance access road contained within a 15-foot Public Storm Drain easement and provided with either hammerhead turn around or secondary access easement over site to Public Right of Way. The Public Bicycle Path Access Easement is to be over the maintenance access road connecting Wright Road to the Joe Rodota Trail.

21. Project shall accept all historic flows from offsite with no alteration to flow patterns except at the property line.

WATER AND WASTE WATER

22. An Encroachment Permit shall be obtained from Engineering Development Services of the Planning and Economic Development Department prior to beginning any work within the public Right-of-Way or for any work on utilities located within public easements. A Revocable license agreement shall be obtained from Sonoma County PRMD prior to beginning any work in County Right-of-Way.
23. Applicant shall install a combination service per City Standard #870 for private fire main, domestic and irrigation meters on N. Wright Road. The combination service lateral and meters shall be sized to meet domestic, irrigation and fire protection uses. Reduced pressure back flow devices per City Standard 876 shall be required on the water and irrigation services for Lots 1 and 2. The private fire main shall require a City Standard 880 double detector check valve. The flow calculations shall be submitted to the Utilities Department during the plan check phase of the Improvement Plans or Encroachment Permit to determine adequate sizing. Provide meters per Section X of the Water System Design Standards. The Double Detector Check Valve shall be contained within a Public Water Easement up to the first valve location.
24. Backflow prevention devices required behind all meters shall be designed and installed in accordance with current City Standards and as required by the Director of Utilities for Lots 1 and 2.
25. A private fire hydrant shall be required on Lot 1 along the northerly driveway access in the landscape finger and in accordance with City Fire Department Requirements to coincide with fire tactics and equipment. The hydrant location shall be within 150-feet of commercial buildings and a minimum 40-feet from structures, or as otherwise approved by the Santa Rosa Fire Department. 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.

26. The use of the private fire main, hydrant, and all appurtenant improvements for the fire main extension from N. Wright Road on Lot 1 by Lot 2 shall be addressed in a "Declaration of Easements, Covenants, and Restrictions" document. The document shall be reviewed and approved by the Fire Department and shall be recorded prior to issuance of any permit to construct the private Underground Fire Main.
27. If separate domestic service for Lot 2 cannot meet the required fire sprinkle flow demands a separate fire main with double detector check valve shall be required.
28. Any existing water or sewer services that will not be used must be abandoned at the main per City Standards under an Encroachment permit. The existing meter shall be collected by the City Meter Shop. Call Utilities Engineering at 543-3950 to arrange pick up.
29. Separate sewer and water laterals shall be installed for each lot. Sewer and water lateral for Lot 2 is to be contained in a private sewer and water easement over Lot 1.
30. The trash enclosure shall be covered as per City of Santa Rosa Building Codes to prevent any storm water contact with waste trash bins and receptacles. As applicable, any enclosure drain shall be plumbed directly to the grease interceptor and have no direct connection to City sanitary sewer or storm drain systems. If a trash enclosure drain is provided, an Industrial Waste Discharge Permit shall be obtained from the City's Utilities Environmental Compliance Section. Contact Environmental Services at (707) 543-3393.
31. Water Supply - Applicants shall provide Fire flow calculations for projects indicating compliance with current California State Fire Code. The minimum adjusted fire flow available shall provide 1500 gpm in residential and commercial developments and 2500 gpm for industrial developments.
32. Demand fees and meter sizes are to be determined after review of building plans. Submit details of the size of service lines (3/4", 1/2" etc.) to Utilities Engineering for review.
33. Provide a separate irrigation service. See Section X. O. of the Water System Design Standards.
34. Submit the square footage of each lot to determine sewer and water demand fees.
35. The Utilities Department recommends that the irrigation system be metered separately from domestic use to reduce sewer usage charges.

36. Where LID BMP's systems are required, meter boxes, cleanouts, fire hydrants, etc. must be located without conflict with the swales. Locations of infrastructure shall be reviewed during plan check.
37. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance adopted by the Santa Rosa City Council, Resolution No. 4028, on October 27, 2015. Plans shall be submitted with the Building Permit application.

TRAFFIC

38. The applicant shall coordinate directly with the County of Sonoma who has obtained a grant to install a signalized east-west pedestrian crossing of North Wright Street along the Joe Rodota Trail alignment along the north property line of the project regarding how this may affect their project.
39. Comply with current standards for parking lot and accessible stall dimensions and signage. Submit an on-site sign and striping plan for the new parking lot improvements at first building review. Submit parking lot and street lighting plans for review and approval. Lighting shall meet minimum lighting requirements.
40. Install traffic control signs, directional arrows and guiding striping lines in the new parking lot configuration and for project driveway exiting. The northern driveway shall be signed "exit and right- turn out" only.
41. New services (electrical, telephone, cable or conduit) to new structures shall be underground.
42. Developer shall coordinate, and where necessary, pay for the relocation of any power poles, signs or other existing public utilities, as necessary to complete the project to current standards.
43. Install bicycle parking facilities near the entrance as the project is adjacent to the Joe Rodota Trail entrance.
44. Adequate sight distance from the driveways shall be maintained at all times and landscaping shall be maintained at maximum 36" height within the stopping site distance triangle using a stopping site distance as designated by Caltrans standards. Signs and monuments shall not be placed within the stopping sight distance triangle. Tree canopies shall be maintained at least 7-feet off the ground. Install "No parking" signs and paint the curbs red within the site distance areas.

45. Appropriate street name signs, street pavement markings, and regulatory signs, as approved by the City Engineer, shall be installed and or reinstalled along the projects North Wright Road frontage. The Developer shall be responsible for any transitional improvements required between new construction and existing improvements. The Developer shall restripe the project area frontage including bike lane and bike symbol, lane dividing lines, edge striping, and right turn only arrows with thermoplastic paint. Signing and striping shall be reviewed and approved by the City Transportation Department. Traffic markings shall be installed per the CA. MUTCD standards.
46. The project Developer shall be responsible for repairing/removing any debris, damage, or deterioration occurring to existing local streets and/or private driveways as a direct result of construction activity related to installation of the improvements (grading, street construction, utility installation, etc.). Required repair shall involve patching, cleaning, sealing or overlaying affected areas as appropriate to return North Wright Road to the condition it was in prior to construction. If the project developer does not act prudently in a timely manner, the City shall, at its discretion, perform the correction and charge the owner/subdivider for all costs and overhead incurred.

FIRE DEPARTMENT

47. Installation of new tanks requires a separate and additional permit from the Fire Department. Contact Assistant Fire Marshal Paul Lowenthal (543-3542) for additional information.
48. All enclosed buildings (not fueling canopy) shall be protected with fire sprinklers designed and installed per NFPA 13. Fire Department Connection (FDC) for sprinklers shall be located within 100 feet of a fire hydrant.
49. Twelve-inch (12) Inch illuminated premise identification shall be provided per Fire Department Standards. An illuminated monument sign may be provided at the main entrance.
50. Fire Department access is required to provide access to within 150 feet of all sides of the building along an approved path on a minimum 20 feet wide unobstructed roadway. The roadway around the fueling station canopy shall meet Fire Department inside turning radius of 20 feet and outside turning radius of 40 feet.
51. A minimum fire flow of 1500 GPM at not less than 20 PSI is required for this project. A fire Hydrant shall be provided within 400 feet of all sides of the structures along an approved path.

52. The Market and dwelling unit building shall be protected by an automatic fire sprinkler system in accordance with NFPA 13.
53. Provide a Fire Department key box (Knox box).
54. Traffic calming measures on private property are not approved as a part of this review. (i.e. speed bumps, humps, speed tables or undulations.)
55. Storage or use of any hazardous materials at the site shall require a Hazardous Materials Inventory Statement to be submitted to the Fire Department for review. Materials in excess of the permit amounts shall require a Hazardous Materials Management Plan to be submitted to the Fire Department for review and approval and may require payment of Hazardous Material Use or Hazardous Waste Generator fees. Underground flammable or combustible tanks shall be reviewed and approved by the Fire Department.
56. 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

57. New street trees shall be planted by the Developer. Selection shall be made from the City's approved master plan list. Planting shall be done in accordance with the City's Standards and Specifications for Planting Parkway Trees. Copies of the master street tree list and standards are available at the Parks Division Office by calling (707) 543-3770. This condition shall be added to the General Notes of the improvement plans.
58. 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.
59. All landscaping shall be privately maintained and irrigated. Property owners shall be responsible for the irrigation and the maintenance of the planter strips along North Wright Road and the Joe Rodota Trail.
60. Tree preservation measures shall be on all improvement and construction plan sets. Prior to site work grading and underground trenching, a meeting should be held to implement tree preservation measures to lessen the impacts to the root zone, which is larger than the dripline.
61. The canopy shall not be pruned or reduced, unless low branches will be damaged by equipment.

Public Hearing

The public hearing was opened by Planning Commission Vice Chair Weeks.

Adam Ross, project planner, reviewed staff report and recommendation for approval of the subject Certificate of Compliance and subsequent Parcel Map Waiver.

Laura Ponce, project engineer, reviewed the Certificate of Compliance and subsequent Parcel Map Waiver Conditions of Approval.

Jean Kapolchok, applicant Representative, provided project background.

Following discussion _____, the public hearing was closed.

The Subdivision Committee of the City of Santa Rosa, based upon the evidence presented and the records herein, hereby determines that the proposed Waiver of a Parcel Map Waiver and subsequent Certificate of Compliance for the Elm Tree Station, as hereinafter conditioned, complies with the requirements of Chapter 19 of the Santa Rosa City Code and the California Subdivision Map Act, based upon the following findings:

- The proposed lot split is consistent with the Santa Rosa General Plan 2035. The area is within an area designated by the General Plan as Retail and Business Service and can adequately accommodate the Project. Sites with the Retail and Business Services Land Use designation generally serve a variety of commercial retail establishments including but not limited to fuel stations, neighborhood markets, general retail, and mixed-use residential projects such as the Elm Tree Station, which is consistent with the General Plan.
- The site is physically suitable for the proposed lot split in that the parcels are of a shape and size and have topographical characteristics which easily lend themselves to the approved mixed uses uses.
- The site is physically suitable for the existing intensity of the development in that it will accommodate the parcels as shown on the proposed exhibit map and the Elm Tree Station Project as it was previously vetted and approved by Planning Commission on March 28, 2013, and Design Review Board on March 20, 2014.
- Neither the design of the proposed lot split nor the improvements will cause substantial environmental damage or will substantially and avoidably injure fish or wildlife habitat. The Subdivision Committee has determined that the proposed lot split would create no adverse environmental effects including those described above and a Mitigated Negative Declaration was adopted for the Project on March 28, 2019, to ensure the project would have less than significant impacts.
- Neither the design of the lot split nor the type of improvements as proposed is likely to cause serious health problems in that no health or sanitary problems

exist on the site or in the area of the site and the City can provide adequate water and sewer services to the properties.

- Neither the design of the proposed lot split nor the type of improvements, as proposed, will conflict with easements, acquired by the public at large, for access through, or use of, any property within or around the proposed subdivision. The Subdivision Committee, after review, has determined that no such easements exist.
- The properties resulting from the proposed lot split will not discharge waste into the City's sewer system that would result in violation of any requirements prescribed by the California Regional Water Quality Control Board.
- The project has been found in compliance with the California Environmental Quality Act (CEQA). An Initial Study/Mitigated Negative Declaration was prepared in compliance with the California Environmental Quality Act (CEQA) in 2013, for the Elm Tree Station (Attachment 8). A Mitigated Negative Declaration was posted with the California State Clearing House and the Sonoma County Clerk's Office, initiating a thirty-day public comment period beginning September 9, 2013, and ending October 8, 2013. Potentially significant impacts related to Air Quality, Biological Resources, Cultural Resources, Hazards & Hazardous Materials, Noise, and Transportation/Traffic, Water, Land Use, and Aesthetics were mitigated to a less than significant level through mitigation measure implementation or compliance with existing Municipal Code requirements or City standards. The MND prepared for the project concluded that the subdivision for the construction gasoline and electric charge fueling station and neighborhood market with a one-bedroom apartment above, and a small retail building and park amenities, including a patio/trellis area, benches and picnic area and bike path would not result in direct or primary environmental effects. The Planning Commission adopted the IS/MND at its October 24, 2013.

The Subdivision Committee is a subordinate agency of the Santa Rosa Planning Commission and is empowered to act on behalf of the Planning Commission. All actions by the Subdivision Committee must be by unanimous vote or the matter under consideration is automatically referred to the Planning Commission.

Action

___ Approval with conditions as set forth in this report.

___ Denial - Major Reasons:

___ Continuance.

	<u>Vote</u>		
<u>Name</u>	<u>Aye</u>	<u>No</u>	<u>Continue</u>
<u>Karen Weeks</u>	—	—	
<u>Laura Ponce</u>	—	—	
<u>Adam Ross</u>	—	—	

CLARE HARTMAN, Deputy Director of Planning
 Planning and Economic Development

Attachments:

- Attachment 1 – Disclosure Form
- Attachment 2 – Elm Tree Station Parcel Map Waiver Map
- Attachment 3 – Site Plan Received by the City on June 1, 2018
- Attachment 4 – Exhibit “A” dated December 5, 2019
- Attachment 5 – MND Adoption Resolution No. 11653
- Attachment 6 – Conditional Use Permit Resolution No. 11655
- Attachment 7 – Tentative Map Resolution No. 11654
- Attachment 8 – Final Design Review Resolution No. 14-888
- Attachment 9 – MND for Elm Tree Station