

RESOLUTION NO. PC – RES – 2026-012

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ROSA MAKING FINDINGS AND DETERMINATION AND RECOMMENDING THAT THE CITY COUNCIL APPROVE A HILLSIDE DEVELOPMENT PERMIT FOR A 32-UNIT COMMUNITY CARE FACILITY FOR THE SPRING LAKE VILLAGE EAST GROVE PROJECT - LOCATED AT 225 LOS ALAMOS ROAD, 5803 AND 5815 MELITA ROAD - FILE NUMBER MJP14-012 (HDP14-016)

WHEREAS, an application was submitted requesting the approval of a Minor Conditional Use Permit, Rezoning, and a Hillside Development Permit for a 32-unit independent living Community Care Facility to be located at 225 Los Alamos Road, 5803, and 5816 Melita Road, also identified as Sonoma County Assessor's Parcel Numbers 031-101-026, 031-101-034, and 031-101-035;

WHEREAS, the Planning Commission has completed review of the Hillside Development Permit application for the Spring Lake Village East Grove Project, to be located at 225 Los Alamos Road, 5803 Melita Road, and 5815 Melita Road, also identified as Sonoma County Assessor's Parcel Numbers 031-101-026, 031-101-034, and 031-101-035; and

WHEREAS, the Planning Commission has considered the application, the staff reports, oral and written, the General Plan and zoning on the subject property, the testimony, written comments, and other materials presented at the public hearing; and

WHEREAS, the Hillside Development Permit approval to allow the proposed Project is based on the project description and official approved exhibit date stamp received July 24, 2025; and

NOW, THEREFORE, BE IT RESOLVED that after consideration of the reports, documents, testimony, and other materials presented, and pursuant to City Code Section 20-32.060.F, the Planning Commission of the City of Santa Rosa finds and determines that:

1. Site planning minimizes the visual prominence of the hillside development by taking advantage of existing site features for screening including tree clusters, depressions in topography, setback hillside plateau areas, and other natural features. The Project site features a topography that slopes down from Highway 12, and the trees along the highway will offer screening for the proposed structures. The tallest and most prominent building will be constructed on the flattest area of the lot, which is away from the main public rights-of-way. The remaining buildings are single-story structures designed to enhance the natural landforms and features of the site, reducing their visual impact. Existing trees will help screen the buildings, and additional trees will be planted to enhance this effect. The structures will be located 50 feet from the road edges to comply with the Scenic Road combining districts (SR) regulations. Further, the buildings will be distributed across the site to create a hillside village environment.

2. Site development minimizes alteration of topography, drainage patterns, and vegetation on land with slopes of 10 percent or more. The majority of the proposed structures are situated on the flattest areas of the site, including the proposed driveways. Adequate drainage would be provided to manage runoff on-site and directed in a controlled manner to the drainage facilities of the nearest road wherever feasible, subject to the approval of the City Engineer. Furthermore, the applicant intends to replant trees and vegetation in areas where the slopes will be modified. A landscape and irrigation plan that complies with Santa Rosa's Water Efficient Landscape Ordinance will be included with the Building Permit application.
3. Site development does not alter slopes of 25 percent or more except in compliance with Section 20-32.020.B (Applicability-Limitation on hillside development). A small portion of one of the proposed buildings (Cottage 6) would alter an area with slopes of 25 percent or greater; however, pursuant to the zoning code Section 20-32.020 (B)(3), the Project includes illustrations showing how the proposed buildings would appear from public rights-of-way. The illustrations show how the buildings would not be located on hillsides or ridgelines, interrupting the skyline's view from a major public viewpoint. The proposed landscaping, along with the existing trees on Highway 12 and Los Alamos Road, will help screen the buildings located in the downward-sloping areas. This screening will reduce the apparent height of the buildings as viewed from the street. Additionally, the existing single-family homes along Melita Road and Los Alamos Road will provide further screening for the proposed structures.
4. Project grading respects natural features and visually blends with adjacent properties. The Project area slopes downwards, ensuring a smooth integration with the land contours of adjacent properties. The architectural style and overall design of the buildings on the site are in harmony with the surrounding residential structures in the neighborhood. The project design involves constructing retaining walls to stabilize hillside slopes and installing erosion and sediment control features. It also includes planting buffers between the neighboring properties, which will help soften visual transitions. These buffers can serve as privacy screens, noise barriers, and wildlife corridors.
5. Building pad location, design, and construction avoids large areas of flat pads, and building forms will be stepped to conform to site topography. The largest building pad is for the three-story villa, located on the site's flattest area. The proposed buildings on areas with slopes greater than 10 percent are designed as one-story structures, which would blend with the site's natural topography. The project would enhance visual screening and maintain the area's aesthetic appeal by incorporating existing trees, proposed landscape, and proposed fencing.
6. The proposed project complies with the City's Design Guidelines. The building designs boast a superior quality, featuring a blend of architectural details. These include light-colored exteriors made from various materials and private outdoor areas. The Project site will incorporate a community garden, walking trails, shared

outdoor spaces, and a community building. Efforts will be made to preserve existing trees as much as possible, along with a landscape design that fits the site's location. Additionally, the Project was presented to the Design Review Board (DRB) as a concept item, and all board members expressed their support for the proposed design.

7. The proposed project complies with the requirements of this Chapter and all other applicable provisions of this Zoning Code in that a Community Care Facility and accessory structures are allowed in a Very Low-Density Land Use. The proposed structures comply with the development standards of the Hillside Development section of the zoning and adhere to the large setbacks required by the Scenic Road combining district.
8. The proposed project is consistent with the General Plan and any applicable specific plan in that the site's General Plan Land Use is Very Low-Density Residential and the project complies with the General Plan Goal, UD-A, which states, "*Preserve and enhance Santa Rosa's scenic character, including its natural waterways, hillsides, and distinctive districts.*" The project is located along State Highway 12, a scenic road, and adheres to the larger setback requirement, with the proposed buildings situated outside the 50-foot setback limit. Single-story buildings will not be constructed on the ridge to preserve the hillside view. The landscape plan includes planting additional trees along the highway to further enhance the scenic character.
9. The establishment, maintenance, or operation of the use will not under the circumstances of the particular case be detrimental to the public health, safety, or general welfare. The proposed project has been reviewed by City departments and outside agencies and appropriately conditioned to avoid significant impacts and to comply with all local regulations currently in effect. The proposed project is situated in an area designated for residential use, and the applicant has designed it to minimize impacts on its future tenants and the surrounding neighborhood. An Emergency Preparedness and Guide has been submitted, which includes essential emergency contact information for residents and establishes protocols for evacuation and communication during an emergency event.
10. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA) through the completion of an Environmental Impact Report.

BE IT FURTHER RESOLVED, that this Hillside Development Permit is subject to all applicable provisions of the Zoning Code, including Section 20-54.100 (Permit Revocation or Modification).

BE IT FURTHER RESOLVED that the Planning Commission of the City of Santa Rosa, based on the above findings, recommends that the City Council approve a Hillside Development Permit for the Spring Lake Village East Grove, to be located at 225 Los Alamos Road, 5803 Melita Road, and 5815 Melita Road, subject to each of the following conditions:

CONDITIONS OF APPROVAL

GENERAL:

1. Compliance with the latest adopted ordinances, resolutions, policies, and fees adopted by the City Council at the time of building permit review and approval. All fees must be paid prior to issuance of a building permit.
2. Comply with all applicable federal, state, and local codes. Failure to comply may result in the issuance of a citation and/or revocation of approval.
3. All work shall be done according to the final approved plans dated July 24, 2025.
4. Grading shall be limited to roadways, driveways, garage pads, and understructure areas including accessory structures such as swimming pools.
5. Obtain building permits for the proposed project.
6. All grading shall be designed to blend into the natural contours of the site. Slope grading and contour grading techniques shall be utilized. All disturbed areas shall be revegetated with native plants to the maximum extent possible.
7. Compliance with all conditions included in the Engineering Development Services (EDS) Exhibit "A" dated August 19, 2025, attached hereto and incorporated herein.

BE IT FURTHER RESOLVED, that the Planning Commission finds and determines this Hillside Development Permit would not be recommended for approval to the City Council, but for the applicability and validity of each of the above conditions, and, that if any one or more of the above conditions are determined invalid, this Conditional Use Permit would not be recommended for approval to the City Council without requiring other valid conditions for achieving the purposes and intent of such approval.

REGULARLY PASSED AND ADOPTED by the Planning Commission of the City of Santa Rosa on the 26th day of March 2026, by the following vote:

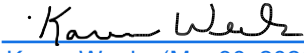
AYES: (6) Chair Weeks, Vice Chair Duggan, Commissioner Carter, Cisco, Pardo, Sanders

NOES: (0)

ABSENT: (0)

ABSTAIN: (0)

RECUSE: (1) Commissioner Horton

APPROVED: 
Karen Weeks (Mar 30, 2026 16:31:52 PDT)
CHAIR

ATTEST: 
EXECUTIVE SECRETARY

Exhibit A - Engineering Development Services Exhibit "A" dated August 19, 2025

**CITY OF SANTA ROSA, CALIFORNIA
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT
ENGINEERING DEVELOPMENT SERVICES DIVISION**

**EXHIBIT "A"
August 19, 2025**

**Spring Lake Village East Grove
Independent Senior Living – 32 units
0 Melita Road
MJP14-012 (CUP14-099, DR14-096, HDP14-016, REZ14-016)**

- I. Applicant'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. The approval of this project shall be subject to the latest adopted ordinances, resolutions, policies and fees adopted by the City Council at the time of the building permit review and approval.
- III. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on the plans submitted/ date stamped received **July 24, 2025**.

PARCEL AND EASEMENT DEDICATIONS

1. The common driveway shall be covered by an Emergency vehicular access (EVA) dedicated to the City of Santa Rosa prior to building permit issuance.
2. **Los Alamos Road** shall be dedicated and improved as a Modified Parkway along the entire project frontage per City Standard No. 200J. Half width street improvements shall consist of a 12-foot wide travel lane, 6-foot wide bike lane, 6-inch concrete curb and gutter, 6-foot wide planter strip, 5-foot wide sidewalk, for a minimum half street Right of Way width of approximately 24-feet with a combined 13-foot wide Public Utility easement (PUE) and varied sidewalk easement located behind the ROW line.
3. All dedication costs shall be borne by the Applicant or property owner, including preparation of any legal descriptions, plats, title reports, and deeds that are necessary. Legal descriptions and plats ("R" sheets) shall be prepared by a registered Land Surveyor or Civil Engineer licensed to practice Land Surveying in the State of California and approved by the City Engineer. City forms are available at the City of Santa Rosa Planning and Economic Development Department, Engineering Development Services Division, Room 5, City Hall.
4. All water meters shall be located within public right of way, public utility easements, or water easements and multiple meters shall be clustered where possible.

PUBLIC STREET IMPROVEMENTS

5. An encroachment permit shall be obtained from the Planning and Economic Development Department Prior to performing any work within or adjacent to the public right-of-way. Any improvements proposed or required, within the public right shall be reviewed and approved with the Encroachment Permit application. Only Construction plans submitted with the Encroachment Permit Application are final plans and shall be approved for construction. Contact Engineering Development Services at 543-3200, located at 100 Santa Rosa Avenue, Room 5, as soon as possible to begin Encroachment Permit application processing. Encroachment Permit application processing may take 4-6 weeks. Submit plans showing all work in the public right of way, or in public easements, including all work on public utilities (water meter boxes, sewer lateral cleanouts, backflow devices, etc.)
6. **Highway 12** shall be improved with a bike lane, 6-inch concrete curb and gutter, and 6-foot wide contiguous sidewalk. The sidewalk may reduce to 4-foot wide around obstructions per City Standard 231. A Caltrans Encroachment Permit shall be obtained prior to beginning any work in Caltrans ROW.
7. **Melita Road** shall be improved with an AC berm and AC pathway along the western frontage to the EVA then improved with a contiguous 5-foot wide minimum sidewalk to the intersection with Montgomery Drive per City Standard 230G.
8. Improvements to the northern half intersection of Melita Road and Montgomery Drive shall consist of ADA compliant crosswalk with a center island refuge and pedestrian ramps per Caltrans standard A88A within the Limits of ROW. The applicant shall install a thermo-plastic pedestrian crossing in the east-west direction of travel crossing Melita Road. Dedicate additional ROW for the pedestrian ramp if required. Install the new curb return to city standards with a radius of 35 feet for a regional street.
9. Improvements to the southwest corner intersection of Highway 12 and Los Alamos Road shall consist of an ADA compliant pedestrian ramp per Caltrans standard A88A within the Limits of ROW. The applicant shall install a thermo-plastic pedestrian crossing in the east-west direction of travel crossing Highway 12 to the turn median. Dedicate additional ROW for the pedestrian ramp if required. Install the new curb return to city standards with a radius of 35 feet for a regional street.
10. The applicant shall submit Public Improvement Plans for the review and approval of the City Engineer prior to building permit issuance. Public Improvement plans shall include a complete set of offsite construction drawings including a lighting plan, utility plans, erosion control plan, BMP construction plans, driveway aprons, sidewalk and curb, and offsite signing and striping plans as applicable.
11. All public and private sidewalk shall maintain a continuous ADA accessible surface a minimum of 4-feet wide. Concrete sidewalk shall transition to match the existing grades to adjacent properties.

12. Existing streets cut by new services shall require edge grinding per City Standard 209, Trenching per Standard 215 and an A.C. over lay.
13. Private structures such as permanent fences and BMPS etc., shall not encroach into public utility easements unless approved under a variance by the City Engineer.
14. The Project Geotechnical engineer shall review the existing structural section of the streets during construction and shall clear the existing street section with the City of Santa Rosa Public Works Department Materials Lab. Los Alamos Road shall be reconstructed to the centerline along the project frontage per City Street Standards. Los Alamos Road shall be designed to a minimum T.I. of 8.5. The T.I. values can range based on the Material Labs review during the Public Improvement Plan review.
15. All utility crossings, utility connections, shall be potholed during construction. If City records conflict with what is built in the field and public utilities are undersized for the proposed development, then the project Applicant shall upsize public mains per City Standard to serve their development.
16. 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. along roadways required to be improved in conjunction with the subject development shall 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.

TRAFFIC

17. Appropriate street name signs, pavement markings, and regulatory signs, as approved by the City Engineer, shall be installed. Applicant shall be responsible for any transitional improvements required between new construction and existing improvements.
18. As applicable, no Parking signs shall be posted for Los Alamos Road, Melita Road, and Highway 12 along the project frontage if not present.
19. As applicable, City Standard 611 cobra style streetlights shall be installed along the project frontages of Los Alamos Road, Melita Road, and Highway 12 using LEOTEK LED fixtures. Streetlight spacing, wattages, and locations shall be determined during the construction plan review process.
20. Electrical boxes for streetlights and signals shall be provided with grounded vandal resistant inserts, McCain Tamper Resistant Inserts or City approved equal, in streetlight

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 streetlight construction 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."

21. Provide sufficient line of sight so a vehicle exiting the project shall not impede or cause the oncoming traffic on Los Alamos Road, Melita Road, and Highway 12 to radically alter their speed, based on Table 405.1A of the Caltrans' Highway Design Manual. Tree canopies shall be maintained at least 7-feet off the ground and landscaping shall be maintained at maximum 36" height within the stopping site. Install "No parking" signs and paint the curbs red within the site distance areas.
22. Avoid installation of any physical features (signs, landscaping, mailboxes, etc.) along the Los Alamos Road, Melita Road, and Highway 12 frontage of the parcel within the traffic site distance triangles. Landscaping shall be maintained to be no more than 36" in height for low vegetation and tree canopies shall be maintained at 7-feet minimum height along the site triangle by the owner.
23. 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 permit review. Submit parking lot and street lighting plans for review and approval. Lighting shall meet minimum lighting requirements.
24. The project Applicant 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 Los Alamos Road, Melita Road, and Highway 12 to as good as condition as it was in prior to construction. If the project Applicant 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.
25. Any permanent work or temporary traffic control that encroaches onto the State ROW requires a Caltrans-issued encroachment permit.
26. Appropriate signage shall be installed at the southern end of the project frontage along Los Alamos Road to warn bicyclists of the end of the bike lane.

TRANSIT

27. Transit stops shall be constructed with an ADA loading area minimum 8-feet wide by 8-feet long contiguous sidewalk or as directed by the Transit Planner and Traffic Engineering Division located eastbound along Highway 12, just east of the intersection with Los Alamos Road, and westbound along Highway 12, on the turn island.

28. Improvements shall be made at the crosswalks and curb ramps to ensure ADA compliance to the westbound and eastbound transit stops from the project site. Sidewalk from the southeast corner intersection of Highway 12 and Los Alamos Road shall be constructed to ensure an ADA compliant path to the eastbound transit stop.
29. At the two proposed bus stops, an ADA-compliant landing pad shall be constructed consistent with ADA-Architectural Barriers Act (ABA) Accessibility Guidelines section 810.2, and the bus stop shall be connected to the proposed pedestrian path to the facility entrance via an accessible route, consistent with ADA-ABA Accessibility Guidelines section 402.
30. As applicable, future bus shelters shall be connected to the ADA landing pad by an accessible route per ADA-ABA Accessibility Guidelines section 810.3.

PRIVATE DRIVEWAY IMPROVEMENTS

31. A 2-way multi-residential driveway apron shall be constructed in accordance with City Standard detail 250A on Los Alamos Road. The private driveways shall have a minimum width of 24-feet at the back of sidewalk, unless otherwise approved by variance by the City Engineer, accessing through an additional 6-feet in width at the curb cut.
32. A public sidewalk shall be provided with a level portion behind the driveway ramp. Paint onsite curbs red to indicate no parking along the entry ways. The driveway shall be built to City Minor street structural standards and bordered with a 6-inch concrete curb at the edge of asphalt at least 10-feet behind the driveway aprons as applicable.
33. The applicant shall install traffic control signing and striping in the private driveway and parking lot including directional traffic striping, ADA compliant parking lot stall signing and striping, and ADA compliant access(es) to the buildings from the public sidewalk.
34. Onsite lighting of the private parking lot shall meet minimum city standards requirements for safety and acceptable luminary standards.

BUILDING

35. Obtain a demolition permit for structures to be removed.
36. Obtain an inspection of the existing dwelling to determine if any substandard housing conditions exist. Any substandard housing conditions must be corrected prior to final map recordation. Contact the Senior Building Inspector to arrange for the inspection.
37. Provide a geotechnical investigation and soils report with the building permit application. The investigation shall include subsurface exploration and the report shall include grading, drainage, paving and foundation design recommendations.

38. Obtain building permits for the proposed project.

GRADING

39. A soils and geologic report shall be provided with the building and plans submitted for review. The report shall address the new pavement sections within the parking lot for adequacy to City codes.
40. Maximum grade difference at project boundary to offsite property shall be less than 1 feet vertically, unless reviewed and approved by the City Engineer.
41. Any offsite drainage entering the site shall be either conveyed through the site, via a private drainage system with accompanying easements dedicated to the upstream property owners or accepted into the private drainage and LID system for the project. The final LID design shall address the acceptance of any offsite flows.
42. Submit grading and drainage plans that show typical and specific cross-sections at all exterior property lines and interior lot lines indicating the adjacent elevations at the join grades to adjacent parcels including graded slopes, swales, fences, retaining walls and sound walls as applicable.

PUBLIC STORM DRAINAGE

43. Other agency permits, as required to complete the project, shall be obtained by the Applicant at the Applicant's sole expense.
44. Public storm drainage shall be designed to City of Santa Rosa Design and Construction Standards and Sonoma Water's current 2020 Flood Management Design manual standards by a licensed Civil Engineer. All storm water run-off shall be collected via an underground drainage system and discharged to the nearest public downstream facility possessing adequate capacity to accept the run-off. Preliminary and final storm drain hydrology and hydraulic design reports as approved by Sonoma Water or a designated agent shall be provided to the City of Santa Rosa for the city file prior to encroachment permit issuance. Provide engineering calculations of adequacy for the downstream storm drain connections for project flow volumes. Upsize any storm drainage facilities that do not have adequate capacity to the approval of the City Engineer.
45. Drainage patterns shall follow the Regional Master Drainage Plan as depicted in the current master drainage studies available for the local area as provided by Sonoma Water Changes/diversions to the contributory drainage areas for regional water sheds are not permitted without City Engineer review and approval.
46. As applicable, 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. Onsite storm drain design shall be reviewed and approved by the City Building Official. Regional Public storm drain design shall be reviewed and approved by Sonoma Water for compliance with County and City design standards.

47. All onsite storm drain inlets shall be labeled per the City standard detail 409 - "DRAINS TO CREEK" or an approved equal.
48. Contractor shall not use the sanitary sewer system or storm drainage system to release construction water from the site unless they have a valid discharge permit to do so. Application for Industrial construction water discharge permit can be obtained from the City of Santa Rosa Environmental Compliance Department. Contact Renae Gundy at 707-543-4368.
49. Any existing storm drain stub outs to the property that shall not be used shall be abandoned at the main per City Design Standards.
50. Drainage from landscape areas are not allowed to cross over curb or sidewalk and shall outlet to a street or drainage channel through City Standard curb drains or other acceptable means.
51. Lot drainage and private storm drain facilities shall be approved by the Chief Building Official's designated representative. All private drainage facilities shall be privately owned and maintained. Cross lot drainage is not permitted without a storm drainage easement being recorded at the Sonoma County Recorder's office in favor of the upstream property.
52. All offsite storm drain work and coordination with any adjacent neighbors to the project, and all off site construction and or access easements as needed to construct the project shall be obtained at the sole cost of the applicant prior to entitlement.
53. If flows exceed street capacity, flows shall be collected via an underground drainage system (with minimum 15" diameter and maximum 72" diameter pipe sizes) and discharged 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.
54. Private drainage systems are to be connected to a public system from a private field inlet located behind the sidewalk and or through a minimum 15-inch RCP or HDPE storm drainpipe through the public right-of-way, public utility easement or storm drain easement to a public drainage structure. No blind connections are permitted into public storm drain system. Public storm drains shall be shown on the plans in a design profile. Install a city standard storm drain structure at any change of pipe size, pipe grade or pipe direction.
55. For purposes of leak detection and maintenance access, no reinforced concrete shall be designed over publicly maintained storm water drainpipe facilities. Unreinforced concrete shall be allowed under special circumstances such as crosswalks. Storm drain inlets shall be located outside of the concrete area. Storm drainage facilities in the private road and private driveway shall be maintained by lot owner.

STORM WATER COMPLIANCE (SWLID)

56. The Applicant's engineer shall comply with all requirements of the latest edition of the City Standard Urban Storm Water Low Impact Development Plan (SWLID) Guidelines. Final onsite Construction Plans shall incorporate all SWLID Best Management Practices (BMP's) and shall be accompanied by a Final Onsite Storm Water Mitigation Plan which shall address the storm water quality and quantity. Final Construction Plans shall be accompanied by a maintenance agreement or comparable document to assure continuous maintenance in perpetuity of the SWLID BMP's and shall include a maintenance schedule.
57. Perpetual maintenance of SWLID Best Management Practices (BMP's) shall be the responsibility of the lot owner. The Lot 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 Lot owner for a period of the latest five years and shall be made available to the City upon request.
58. After the SWLID BMP improvements have been constructed, the Applicant's Civil Engineer or qualified professional is to prepare and sign a written certification that they were constructed and installed as required. Written certification of SWLID BMP's is to be received by the City prior to issuance of occupancy and acceptance of the Public Street improvements. Written certification of SWLID required improvements is to be received by the City prior to occupancy. The maintenance schedule and the Final SUSMP are to be included as part of the owners' records. All BMP's shall be maintained, replaced, and repaired by the lot owner unless an agreement is accepted in writing by the City Engineer.
59. The SUSMP "Declaration of Maintenance" document shall be recorded prior to Building permit issuance.
60. BMP's and private drainage facilities shall be located on private property and not within the Public Utility easements and/or utility easement.
61. Show roof drain outfalls on the contributory area drainage maps and indicate which BMP treatment facility is responsible to treat the roof water. Show enough finish grading elevations to verify the contributory areas are correct.
62. 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 is required to comply with all current State Water Board General Construction Permit Requirements.
63. The Civil Engineering plans shall show sufficient construction details and dimensions of each BMP device on the drawings, so the BMP may be replaced in the future. Landscape plans and civil plans shall be coordinated with the approved SUSMP report and show the BMP locations clearly to prevent them from being filled in with landscape materials. The landscape and civil plans shall be updated to reflect the final BMP

locations, shapes, sizes and construction dimensions to install the BMP features per the final construction.

64. 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 whatever nature, shall be allowed to enter into or be placed where it may 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.
65. As applicable, where bio-retention basins are installed, then transformers, meter boxes, cleanouts, fire hydrants, etc. shall be located without conflict with the basins. Locations of infrastructure shall be reviewed during plan check. Each trench crossing shall extend the length of a BMP basin by 5 additional linear feet. Locations of infrastructure should be present on the plans and shall be reviewed during plan check.

WATER AND WASTEWATER

66. Demand fees shall be required and shall be determined after review of the building permit application. Unless otherwise approved through a deferral agreement, water, irrigation and sewer demand processing and meter installation fees shall be paid prior to the issuance of any Building Permit. The applicant may contact Water Engineering Services to determine estimated fees and shall be determined at first Building Plan review.
67. Water services shall be provided per Section X of the Water System Design Standards. Multi-family residential, commercial clubhouse buildings and irrigation uses shall be metered separately. Separate water meters may be provided for each unit, each building and or a master meter may be installed for a cluster of buildings. A separate irrigation service shall be provided for landscaping. Meter locations and configurations shall be reviewed during first plan review.
68. The Fire Department requires fire sprinklers in all structures. The water services and meters shall be sized to meet fire protection, domestic and irrigation uses. A dedicated fire protection service with two - associated double detector check valve(s) per City Standard detail no. 880 shall be installed to serve a looped fire main. A double check detector valve shall be installed at each connection point to the public system. Fireline detector check locations shall be determined with the plan check phase of the Building Plans. Submit flow calculations to the first plan check phase of the Building Plans to determine adequate sizing.
69. The engineer shall provide a detailed utility plan showing on-site and offsite sewer, water, fire protection systems and their connections to existing sewer and water facilities. The plan shall show any wells and or septic systems to be abandoned. When a separate irrigation meter is required, an irrigation plan showing maximum GPM flow required at each control valve and connections to existing facilities shall be provided. All on-site sewer, water and fire protection systems shall be private.

70. Any septic systems within the project boundaries shall be abandoned per Permit Sonoma and City of Santa Rosa Building Division requirements.
71. If wells exist on the property, then the following apply:
 - a. Wells may not serve more than one parcel, and any lines from existing wells that cross property lines shall be severed.
 - b. Retention of wells shall comply with City and County Codes. Retention of wells shall be approved by the Sonoma County Health Department. An approved Backflow prevention device shall be installed on any connection to the City Water System.
 - c. Abandonment of wells requires a permit from Permit Sonoma.
72. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance adopted by the Santa Rosa City Council, Resolution No. 4051, dated Oct 27, 2015. Plans shall be submitted with the Building Permit application.
73. The applicant shall install a Combination Water service per City Standards 870 for the fire sprinkler, fire hydrants, domestic and irrigation meters on Los Alamos Road. The exact configuration of the combination service shall be reviewed by the Water Department during the first review of the Public Improvement Plans and is based on the water pressure calculations.
74. The applicant shall install a separate irrigation service with a reduced pressure backflow device per current City Standards 876 for each lot. See Section X.O. of the Water System Design Standards. Meter size is dependent on peak demand and shall be determined upon review of irrigation plans. Irrigation demand, processing and meter fees shall be paid prior to issuance of building permit.
75. All landscape and domestic water meters shall be protected with reduced pressure backflow devices per City Standards 876.
76. No plumbing for landscape irrigation or any other use shall cross lot lines.
77. Any existing water or sewer services that shall not be used shall be abandoned at the main per City Design Standards.
78. The on-site sewer system shall be private. All portions of the private sewer main extending through the public right of way or any public utility easements shall be maintained by the property owner and shall be labeled as private on the civil plans.
79. Submit a full fire flow analysis to the Fire Department for review. Connections to the City water system shall be dependent on meeting fire flow requirements. Private hydrants shall be required on site and the locations shall be determined with the Building Permit Application. Fire sprinklers shall be required in addition to the private hydrants. If a

public fire hydrant is required, the location shall be determined during the plan check process of the Construction Plans.

80. Water Engineering Services 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. Submit two copies of the approved onsite plans showing private firelines and private fire hydrants locations to Water Engineering Services 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.

FIRE

81. Fire Department Access does not meet the California Fire Code Requirements as amended and adopted by the City of Santa Rosa. A variance was agreed upon according to an email dated December 14th, 2014, with the Fire Marshal at that time with the following conditions (see SRFD stamped approved map in file):
 - a. The 24-foot-wide Entry Drive and the One-Way Loop are to be signed/striped “No Parking – Fire Lane.”
 - b. No trees be planted adjacent to the sidewalks that have the rolled curbs. Any trees shall be set back at a distance so when they mature their canopy will not hang over the sidewalks with the rolled curbs.
 - c. Fire Department access roads shall be signed “No Parking – Fire Lane” per current Fire Department standards.
82. Hydrant spacing for this residential project shall comply with current Fire Department standards: hydrants maximum 500 feet on center.
83. Traffic calming measures on public streets and private property are not approved as a part of this review. (i.e. speed bumps, humps, speed tables or undulations.)
84. Premise identification shall be provided per Fire Department standards (<https://www.srcity.org/DocumentCenter/View/38997/Building-Addressing>)
85. Permanent fences or gates limiting vehicle access shall be approved by the Fire Department. Vehicle gates limiting access to five or more dwelling units shall be equipped with strobe-actuated electric operators on both the ingress and egress sides. Egress actuators may be replaced with a magnetic detection loop. Gates shall fail to an unlocked condition in the event of power outage.
86. 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.
87. Access roads and water supplies for fire protection shall be installed and made serviceable prior to delivery, storage or construction of any combustible materials. See Santa Rosa Fire Department Standard Fire Safety During Construction

<https://www.srcity.org/DocumentCenter/View/38996/Fire-Safety-During-Construction>

88. The following deferred submittals to the Fire Department will be required:
 - a. NFPA 13 (Community Bldg.) and 13R/D (Villa and Cottages Fire Sprinkler system)
 - b. Private Underground Fire Main
 - c. Fire Pump (if required)

RECREATION AND PARKS

89. Street trees shall be installed and planted by the developer along the project frontage(s). Selection shall be made from the City's approved master plan list and approved by the City Parks Department. Planting shall be completed in accordance with City "*Standards and Specifications for Planting Parkway Trees.*" Contact the Recreation & Parks Department Office at (707) 541-3770 for copies of the master street tree list. This declaration shall be added to the General Notes of the improvement plans.
90. 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.
91. 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 project for perpetuity.

_____8/19/2025_____

CLEVE GURNEY, PE
DEPUTY DIRECTOR DEVELOPMENT SERVICES



Resolution PC - RES - 2026-012

Final Audit Report

2026-03-30

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