

RESOLUTION NO. PC-2024-025

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ROSA
APPROVING THE LANCE DRIVE HOUSING DEVELOPMENT TENTATIVE MAP
LOCATED AT 0, 1601, 1680, 1696, AND 1705 LANCE DRIVE - FILE NUMBER PRJ24-005

WHEREAS, on July 31, 2012, the Council of the City of Santa adopted the North Station Area Specific Plan and certified its Environmental Impact Report (EIR) (SCH No. 2011122034).

WHEREAS, the North Station Area Specific Plan pre-zoned 0 and 1696 Lance Drive into the R-3-18-SA zoning district, which is intended for multifamily residential development.

WHEREAS, the North Station Area Specific Plan designated 0 and 1696 Lance Drive Medium Density Residential, which allows for residential development at a density between eight and 18 unit per acre.

WHEREAS, on April 4, 2024, an application was submitted by Pacific Development requesting approval of a tentative map for the Lance Drive Housing Development, located at 0, 1601, 1680, 1696, and 1705 Lance Drive, more particularly described as Assessor's Parcel Number(s) 036-111-002, -009, -010, -011, -016 (Project Site), dated October 3, 2024, and on file in the Office of the Department of Planning and Economic Development; and

WHEREAS, on August 7, 2024, Sonoma County Local Agency Formation Commissions (LAFCO) approved the annexation of the Project Site into the City of Santa Rosa.

WHEREAS, the Planning Commission heard the evidence and reviewed the proposed findings, if any, submitted by the applicant.

NOW BE IT RESOLVED, the Planning Commission does hereby determine that said subdivision of a 98-lot small lot subdivision (8.5 acres total), two lots for multifamily residential development (14.09 acres and 10.8 acres) and one lot for general retail (0.91 acres) is in compliance with the requirements of the Subdivision Ordinance of the City of Santa Rosa, (Title 19, City Code), and the Subdivision Map Act (Government Code Section 66410, et seq.) based upon the following findings:

- A. That the proposed map is consistent with the General Plan and any applicable specific plans as specified in Government Code Sections 65451 and 66473.5 in that the project site is located in an area designated by the General Plan Land Use Diagram as Medium Density Residential, Medium High Residential, and Retail and Business Services. As shown in the table below, the Project is consistent with the allowable density ranges for each of the General Plan Land Use designations of the Project Site.

<u>General Plan Land Use Designation</u>	<u>Number of Units</u>	<u>Site Area (acres)</u>	<u>Allowable Density Range</u>	<u>Proposed Density</u>

Medium Density Residential	194	13.52	8-18 units per acre	14.01 units per acre
Medium High Density Residential	576	25.74	18-30 units per acre	22.38 units per acre

The Project also implements various General Plan and Specific Plan policies related including, but not limited to, developing transit-supportive land uses, fostering walkable and livable neighborhoods, and increasing the diversity of housing stock to that satisfies a wide range of needs, among others as noted in the Staff Report;

- B. That the proposed subdivision meets the housing needs of the City and that the public service needs of the subdivision's residents are within the available fiscal and environmental resources of the City in that the proposed project would add an additional 768 residential units, with varying unit sizes and types, further the City's goals of new housing development. Further, as part of the annexation of the Project site, City Staff has reviewed the proposed development and determined that there is adequate water and sewer capacity.
- C. That the design of the proposed subdivision has, to the extent feasible, provided for future passive or natural heating or cooling opportunities in the subdivision in that all structures have been designed with sufficient windows to allow the inflow of sunlight for natural heating, and larger tree species will be planted throughout the subdivision providing shade or cooling opportunities as described in the Project's conceptual landscape plan included in Attachment 10.
- D. That the proposed subdivision would not discharge waste into the City's sewer system that would result in violation of the requirements prescribed by the California Regional Water Quality Control Board in that the proposed development has been reviewed by City Staff and is required to comply with all City Utilities and Infrastructure requirements, including required connections to City sewer and storm water systems.

The Project has been found in compliance with the California Environmental Quality Act (CEQA). The Project and its potential environmental impacts were fully evaluated by the EIR prepared for the North Santa Rosa Station Area Specific Plan certified by the City Council on July 31, 2012 (SCH No. 2011122034). The City has determined, based upon substantial evidence contained in the record including the Environmental Checklist included as Attachment 5 to this staff report, that the project is within the scope of the Specific Plan EIR, all feasible mitigation measures in the Specific Plan EIR have been incorporated into the project and no new environmental analysis is required (CEQA Guidelines section 15168). In addition, the proposed project is statutorily exempt from CEQA pursuant to CEQA Guidelines section 15182 and Government Code 65457 as a residential project that is consistent with the Specific Plan. An Environmental Checklist (Checklist), prepared in accordance with CEQA by ICF and dated October 2024, determined that the proposed project is consistent with the Specific Plan and there is no new information that would require subsequent review of the Specific Plan EIR. Pursuant to CEQA Guidelines Section 15182 and Government Code Section 65457, which provides for an exemption for certain residential, commercial, and

mixed-use projects that are consistent with an adopted specific plan for which an EIR was certified, the project is statutorily exempt from CEQA.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission finds and determines said tentative map would not be approved but for the applicability and validity of each and every one of the below conditions and that if any one or more of the below conditions are determined invalid, this tentative map would not have been approved without requiring other valid conditions for achieving the purposes and intent of such approval.

BE IT FURTHER RESOLVED that the Planning Commission approves and adopts the environmental conditions of approval set forth in the Environmental Checklist, prepared by ICF dated October 2024, and directs staff, as therein identified, to implement and complete the program.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Santa Rosa approves the Lance Drive Housing Development Tentative Map dated October 3, 2024, and on file in the Department of Community Development, subject to the following conditions:

1. Compliance with the Development Advisory Committee Report dated October 30, 2024.
2. Compliance with all conditions included in Planning Commission Resolution XX, which approved a Conditional Use Permit for a Small Lot Subdivision.
3. Conditions, Covenants, and Restrictions (CC&R's) in a form approved by The Neighborhood Revitalization Program, shall be recorded on each lot. The CC&R's are intended to create a framework by which investor owner properties and common areas are managed and maintained. At a minimum, the CC&R's shall contain the following provisions:
 - A. Residential occupancy standards;
 - B. Maintenance and habitability requirements;
 - C. Prohibition of nuisances and offensive activities including: graffiti, illegal drugs, violent acts and criminal gang behavior;
 - D. Resident and guest parking system;
 - E. Tenant screening and house rules for rentals including: credit, reference and criminal history checks, as well as verification of employment and prior residence.
4. That the project Conditions, Covenants, and Restrictions (CC&R's) shall be reviewed and approved by the Planning and Economic Development Department prior to recordation of the final map and that the City of Santa Rosa has the right, but not the duty, to enforce the CC&R's pertaining to the conditions stated herein.

5. That the developer shall enter into an agreement with the City which provides that the developer, his heirs, successors, and assigns shall defend, indemnify, and hold the City, its officers, employees, and agents harmless from any and all claims, suits, and actions brought by any person and arising from, or in connection with, the design, layout, or construction of any portion of this subdivision, or any grading done, or any public or private improvements constructed within, or under, or in connection with this subdivision, whether on-site or off-site.
6. 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.
7. The developer shall pay park fees in effect at the time the building permit is issued.
8. The developer is required to comply with City Code Chapter 21-02 (Inclusionary Housing). The developer shall provide at least 34 units available for Very Low Income households.
9. Sewer connections for this development, or any part thereof, will be allowed only in accordance with the requirements of the California Regional Water Quality Control Board, North Coast Region, in effect at the time, or thereafter, that the building permit(s) for this development, or any part thereof, are issued.

REGULARLY PASSED AND ADOPTED by the Planning Commission of the City of Santa Rosa on the 14th day of November, 2024, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED: _____
KAREN WEEKS, CHAIR

ATTEST: _____
JESSICA JONES, EXECUTIVE SECRETARY

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

**EXHIBIT "A"
November 6, 2024**

**Lance Drive Housing Development – 770 units
1601, 1680, 1696, 1705 Lance Drive
PRJ24-005**

- 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 dated **October 18, 2024**.

MAPPING

1. All final and parcel maps shall comply with all adopted ordinances, resolutions, and policies of the City of Santa Rosa and the State Subdivision Map Act (SMA).
2. All costs associated with the map, plan, easement, plat, legal descriptions, and/or supporting document preparation shall be the sole responsibility of the subdivider.
3. A Homeowner's Association shall be formed, responsible for ownership and maintenance of Common Parcels. The Homeowners Association shall maintain these parcels, together with the planter strip areas on Streets "A" through "C" and the Phase 2 project frontages of Lance Drive, and Iroquois Street. All private alleys shall be maintained by the Homeowners Association. The documents creating the Homeowner's Association and the Covenants, Conditions and Restrictions governing the Homeowner's Association shall be submitted to the City Attorney's Office and Engineering Development Services for review.
4. A Final Map as defined by the applicable provisions of the State of California SMA shall be required for Phase 2 of the Project to create the 98 single family lot subdivision with 7 common ownership parcels which shall be maintained by the Home Owners Association (HOA) including the private driveways, private alleys, parking stalls, landscaping areas and open space.
5. A Final Map as defined by the SMA shall be filed for to establish parcels for each

phase of the Project and the lots within each such phase shall be consecutively numbered beginning with Lot 1 on each final map. Each proposed separate final map phase shall stand on its own with regard to availability of necessary infrastructure to serve it. If necessary, street and utility improvements outside of the proposed phase shall be required to be installed along with the phase to provide such necessary infrastructure and access.

6. The documents creating the HOA and the Covenants, Conditions and Restrictions (CCRs) governing the Association for the Phase 2 Final Map areas shall be submitted to the City Attorney's Office and the Planning & Economic Development Department for review. The approved CC&R's shall be recorded contemporaneously with the Phase 2 Final Map.
7. Any changes made to the CCRs for Lance Drive Housing Development governing the Home Owners and Home Owners Association shall be reviewed and approved by the City of Santa Rosa City Engineer and City Attorneys' Office in keeping with these conditions of approval. The information sheet of the Final Map shall be noted to say that any changes the CCRs implemented without City approval shall not be valid.
8. This common interest subdivision and private improvements shall be reviewed and approved by the City Engineer together with public improvements. Recording of the Final Map will be subject to bonding for public and common improvements and the execution of a Subdivision Improvement Agreement with the City.
9. The 7 common area parcels shall be shown on the Final Map and noted to be owned and maintained by the future Phase 2 Lance Drive Housing Development owner on the information sheet of the Final Map.
10. The common areas on this site will be maintained by the Lance Drive Housing Development Homeowners Association into perpetuity. Landscape or common parcels shall not be conveyed or dedicated to the City. The documents creating the method for permanent maintenance shall be subject to and have been approved by the City Attorney and the City Engineer and in place prior to approval of the final map.

PARCEL AND EASEMENT DEDICATIONS

11. The common driveways shall be covered by an Emergency vehicular access (EVA) dedicated to the City of Santa Rosa prior to building permit issuance.
12. Obtain an offsite easement dedication and/or license agreement from Sonoma Water dedicated to the City of Santa Rosa at the southwest intersection of Guerneville Road and Lance Drive to support the required bus stop improvements. If required, a legal description and plat shall be prepared by the applicant's land surveyor and submitted to Engineering Development Services and Sonoma Water for review and signatures prior to recordation. The dedication shall be recorded and/or license agreement executed prior to the final approval of the Public

Improvement Plans that depict the required bus stop improvements.

13. No parcels shall be dedicated to the City of Santa Rosa in fee title.
14. 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. Water easements shall be dedicated over the first valve of the Double detector check valve, public water meters and public fire hydrants and other public utilities. Easements shall be determined during first plan check to the approval of the City Engineer.
15. Unless otherwise shown on the proposed Tentative Map, all the onsite utilities to the development shall be privately owned mains and service connections. No private utilities such as water service laterals, sewer service laterals or fire mains are permitted to run parallel in a public utility easement (PUE) joint trench areas unless otherwise approved by the City Engineer and dry utility company.
16. Public sewer, water, and storm drain easements over new and existing mains and trunks located outside of the public streets shall meet current minimums of 15 feet wide for a single utility, and 20 feet wide for two parallel utilities.
17. All existing onsite access, general roadway and PUE easements shown in the title report, or which are identified over the site shall be quitclaimed or vacated by the owner if no longer viable or in use; are located under the existing or proposed building envelope or are discharged. Show the disposition of each easement on the final plans. Buildings cannot be built over easements of record. Quitclaims shall be recorded in the County Recorder's office prior to building permit issuance. If the easements cannot be released, then the building permit cannot be issued.
18. The applicant shall apply for and obtain all other agencies permits, including but not limited to encroachment permits, easements, and or license agreements if the proposed development encroaches in other agency easement corridors or property.

PUBLIC STREET IMPROVEMENTS

19. An Encroachment Permit shall be obtained prior to issuance of the building permit. Any improvements proposed or required, within the public right-of-way 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.)
20. **Guerneville Road** shall be dedicated and improved as a Parkway along the entire

project frontage with the Phase 1 improvements. Half street improvements shall consist of a half 7-foot wide striped median, two 12-foot wide travel lanes, 6-foot wide shoulder(inclusive of the gutter), 6-inch height curb and gutter, 8-foot wide planter strip and a 10-foot wide Class I Bikeway with 2-foot wide shoulders with an approximate 2-foot wide Right-of-Way (ROW) dedication along the entire project frontage for a half ROW of 45-feet. A 20' to 22-foot wide Public Utility Easement is to be dedicated to the City containing a 14.5-foot wide sidewalk easement. See the Santa Rosa Street Construction Standard 200J for details.

21. **Lance Drive** shall be dedicated and improved as an Avenue along the entire project frontage with the Phase 1 and 2 improvements. Half street improvements shall consist of a 10-foot wide travel lane, 8-foot wide parking lane(inclusive of the gutter), 6-inch height curb and gutter, 8-foot wide planter strip and 5-foot wide sidewalk with an approximate 2-foot wide Right-of-Way (ROW) dedication along the Phase 2 project frontage for a half ROW of 26-feet. A 13-foot wide Public Utility Easement is to be dedicated to the City containing a 5.5-foot wide sidewalk easement. See the Santa Rosa Street Construction Standard 200F for details.
22. **Iroquois Street** shall be dedicated and improved as a Minor Street along the entire project frontage with the Phase 2 improvements. Half street improvements shall consist of a 10-foot wide travel lane, 8-foot wide parking lane(inclusive of the gutter), 6-inch height curb and gutter, 6-foot wide planter strip and 5-foot wide sidewalk with an approximate 2-foot wide Right-of-Way (ROW) dedication along the entire project frontage for a half ROW of 24-feet. A 13-foot wide Public Utility Easement is to be dedicated to the City containing a 5.5-foot wide sidewalk easement. See the Santa Rosa Street Construction Standard 200E for details.
23. **Streets "A", "B", and "C"** shall be dedicated and improved as Minor Streets with the Phase 2 improvements. Half street improvements shall consist of a 10-foot wide travel lane, 8-foot wide parking lane(inclusive of the gutter), 6-inch height curb and gutter, 6-foot wide planter strip and 5-foot wide sidewalk with a 24-foot wide ROW dedication. A 13-foot wide Public Utility Easement is to be dedicated to the City containing a 5.5-foot wide sidewalk easement. See the Santa Rosa Street Construction Standard 200E for details.
24. Pedestrian ramps shall be ADA compliant per Caltrans standard A88A within the limits of the ROW. The applicant shall install a thermo-plastic pedestrian crossings. Dedicate additional ROW for the pedestrian ramp if required. Install the new curb return to city standards.
25. Any PUE reductions require a Variance approval by the City Engineer.
26. 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 pertaining to each Phase of the Project including a lighting plan, utility plans, storm drain plans, erosion control plan, BMP construction plans, driveway aprons, sidewalk and curb, and offsite signing and striping plans as applicable.

27. 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. If the structural section is not adequate, the roadway shall be reconstructed to the centerline along the project frontage per City Street Standards. Lance Drive from Iroquois Street to the west shall be fully constructed to a T.I. of 9.3. Lance Drive from Iroquois Street to Guerneville Road shall be reconstructed to the centerline to a TI of 9.3. Iroquois Street shall be reconstructed to the centerline with a T.I of 8.0. Guerneville Road shall either be reconstructed to the centerline with a TI of 10.3 or reconstructed with a 0.25-foot thick overlay with GlasGrid or equivalent between the existing AC and new overlay to the centerline. Street A shall be designed to a minimum TI of 5.3, Street B to a minimum TI of 6.4, and Street C to a minimum TI of 5.7.
28. All public and private sidewalk along the ADA path of travel shall maintain a continuous ADA accessible surface a minimum of 4-feet wide per City Standard 231. Concrete sidewalk shall transition to match the existing grades to adjacent properties.
29. Existing streets cut by new services shall require edge grinding per City Standard 209, Trenching per Standard 215 and an A.C. over lay.
30. Per City Code 20-30.110, 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.
31. 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.
32. Pursuant to City Code Chapter 13-12, with the exception of existing overhead electrical main feeder lines, all existing wire-distributed utility facilities which are on the proposed or existing rights-of-way, roadways, walkways, easements, etc. within the subject subdivision or along roadways required to be improved in conjunction with the subject subdivision 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 subdivision shall be undergrounded to the main service switch or service entrance to such structures. Where existing overhead electrical main feeder lines are left overhead, conduit shall be placed in the ground to provide for future undergrounding of the lines.

TRAFFIC

33. 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.
34. As applicable, no Parking signs shall be posted for the north side of Guerneville Road along the project frontage if not present.
35. As applicable, City Standard 611 cobra style streetlights shall be installed along all public street frontages using LEOTEK LED fixtures. Streetlight spacing, wattages, and locations shall be determined during the construction plan review process.
36. 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."
37. New services (electrical, telephone, cable or conduit) to new structures shall be installed underground. As applicable, the applicant shall underground overhead utilities along the project frontage per City code at their sole expense.
38. Applicant shall coordinate, and where necessary, pay for the relocation of any power poles or other existing public utilities, as necessary.
39. Provide sufficient line of sight so a vehicle exiting the project shall not impede or cause the oncoming traffic 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.
40. Avoid installation of any physical features (signs, landscaping, mailboxes, etc.) along the public street frontages 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.
41. 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 review. Submit parking lot and street lighting plans for review and approval. Lighting shall meet minimum lighting requirements.

42. 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 Guerneville Road, Lance Drive, and Iroquois Street 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.

TRANSIT

43. The proposed transit stops located at the northwest side of the intersection of Lance Drive and Guerneville Road shall be constructed per current ADA code and City Standard 220 and 222 – “Bus stop at intersection”. The bus turn out for the west-bound stop shall be provided with a minimum 6-feet x 10-feet concrete shelter pad and ADA loading area behind a minimum 8-feet wide contiguous sidewalk or as directed by the Transit Planner. The pad is to be located to provide a clear ADA loading zone for the bus pull out as approved by Traffic Engineering Division. The applicant shall work with the Transit Department to install a standard shelter, bench seating, trash can and a bus post.
44. A proposed transit stop located at the southwest side of the intersection of Lance Drive and Guerneville Road shall be constructed. The east bound stop shall be provided with ADA loading area minimum 8-feet wide by 8-feet long contiguous sidewalk or as directed by the Transit Planner and Traffic Engineering Division. The applicant shall work with the Transit Department to install standard bench seating and a bus post.
45. 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.
46. A bus shelter pad with a bus shelter shall be constructed at the proposed west-bound bus stop, consistent with City of Santa Rosa Design Guidelines, section 1.4 (II)(D). 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 STREET/DRIVEWAY IMPROVEMENTS

47. Street names, as shown on the tentative map, for this project are not acceptable street names, but are used for reference only within this conditional approval. The applicant shall submit revised street names to the Building Division of Planning and Economic Development Department as soon possible for review and acceptance by all concerned agencies prior to approval of improvement plans. Contact the Permit

Intake Manager at (707)543-3249 for assistance.

48. The Emergency Vehicular Access (EVA) roads shall be private streets and exclusively maintained by the project's Homeowner's Association. The EVAs shall extend from the project site to Lance Drive, Guerneville Road, Iroquois Street, and Streets A-C with an alignment and width that is in general conformance with the design shown on the tentative map.
49. Private streets and drives that are required to provide 26-feet unobstructed Fire Department access shall be signed to restrict parking to marked parking bays or defined parking areas.
50. Turn around capability on the common driveways shall be provided with clear backup of 46-feet from garage face to opposing face of curb and with a continuation of the common driveway 5-feet beyond the last driveway access point. If there is no parking in front of the garage, the 46-feet clear backup space can be reduced to 26-feet.
51. 2-way multi-residential driveway aprons shall be constructed in accordance with City Standard detail 250A or 250C. 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.
52. 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.
53. 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.
54. Onsite lighting of the private parking lot and private street shall meet minimum city standards requirements for safety and acceptable luminary standards.

BUILDING

55. Obtain a demolition permit for structures to be removed.
56. Provide a geotechnical investigation and soils report with the building permit application.
57. The investigation shall include subsurface exploration and the report shall include grading, drainage, paving and foundation design recommendations.
58. Obtain building permits for the proposed project.

GRADING

59. Final Building pad certifications shall be signed and sealed by a registered land surveyor, geotechnical engineer and/or Civil Engineer certifying each building pad. Certifications shall be submitted to the building official for review prior to building permit issuance. Final Building pad certifications shall be signed and sealed by a Land Surveyor certifying each building pad. Certifications shall be submitted to EDS for filing and review prior to building permit issuance.
60. Prior to signature of public improvement plans the Developer shall have obtained all agreements and permits from all other State and Federal regulatory agencies whose jurisdiction is affected. Any construction modifications required by other Regulatory Agencies for obtaining permits or agreements shall be reflected through revisions to the City Approved Subdivision Improvement Plans.
61. Maximum grade difference at project boundary to offsite property shall be less than 1 foot vertically unless otherwise approved by the City Engineer. A retaining wall is required for the elevation difference when the elevation difference exceeds 1 foot.
62. Retaining wall footings shall be completely contained within the project boundaries with subdrains daylighting to graded swales. A private easement shall be obtained from adjacent property owners over any portion of the retaining wall and footings extending or drainage runoff onto neighboring properties. Subdivision plans shall include structural drawings for all required walls and retaining walls. Wall construction information shall be provided include footing construction details, footing elevations, typical cross sections and calculations, top of wall elevations and wall heights, existing and proposed ground finish surface elevations shall be shown on the civil engineering grading plans prior to approval.
63. 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.
64. Submitted grading and drainage plans shall 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

65. Other agency permits, as required to complete the project, shall be obtained by the Applicant at the Applicant's sole expense.
66. Public storm drainage shall be designed to City of Santa Rosa Design and Construction Standards and Sonoma Water 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 the 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 and outfalls along the project's frontages that do not have adequate capacity to the approval of the City Engineer.

67. 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.
68. 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.
69. All onsite storm drain inlets shall be labeled per the City standard detail 409 - "DRAINS TO CREEK" or an approved equal.
70. 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 Chris Murray at 707-543-3393.
71. Any existing storm drain stub outs to the property that shall not be used shall be abandoned at the main per City Design Standards.
72. Drainage from landscape areas is not allowed to cross over curb or sidewalk and are to outlet to a street or drainage channel through City Standard curb drains or other acceptable means.
73. Lot drainage, retention or detention systems, 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.
74. All offsite storm drain work and, if applicable, 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.

75. 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.
76. 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. A maximum of two public storm drain connections to the Public system are permitted for the project unless otherwise approved by the City Engineer.
77. 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 roads and private driveway shall be maintained by the HOA.
78. Any proposed underground detention basins shall be owned and maintained by the HOA. The owner shall install a 48" manhole to provide access and maintain the underground basin/pipe.

DETENTION BASINS

79. A final storm drain design analysis that shall address the storm drainage retention/detention design and or project storm drainage out fall connection to a public storm drain system that shall be submitted at first plan review. A private engineered private retention/detention basin design solution may be presented to and approved by the City Engineer or his designated representative. The storm drain Engineering design may be required to be submitted for review and approval, as applicable, to other jurisdictional agencies, by the applicant including the California State Water Quality Control Board if it is proposed for use as a best management practice (BMP) for storm water infiltration or treatment purposes and or Sonoma Water if it also detains storm water hydraulically to prevent downstream flooding. If a retention or detention basin is designed for the final project, then there shall be no net increase in storm water runoff due to the development than from the original system design for their portion of the project. All detention facilities shall drain in 72 hours or less, based on Sonoma County Mosquito Abatement District regulations. Private detention basins shall be located solely on private property and not within public utility easements.

80. As an alternative to an on-site private storm drainage detention system, the Developer's may elect to improve the downstream drainage system to provide adequate capacity to contain the 10 to 100-year storm (as determined by an engineered Hydrology and or Hydraulic study) to the projects creek outfall. In addition, irrespective of the developer's desires, these downstream drainage improvements may be required by the City if the Developer's engineer fails to finalize an approved on-site drainage detention design. In conjunction with this alternative, the developer shall be required to obtain a 15-feet wide minimum public storm drain easement extending from the project to the creek if proposed facilities are not located within an existing Right of way, public utility easement and or storm drainage easement. The location of this easement may constitute a logical downstream extension of the storm drain system and shall meet approval of the Planning and Economic Development Department and City Public Works Department. Approval of the entitlement does not obligate the City to obtain any easements on the developer's behalf.
81. As applicable, the private detention basin shall be privately maintained and operated by the lot owner in its totality and for perpetuity. The applicant shall enter into a formal "Private retention/Detention basin maintenance agreement" prior to building permit issuance with the City of Santa Rosa with the maintenance responsibility to be given solely to the commercial lot owner, and privately operated.
82. As applicable, detention basins shall not be placed in conflict with any proposed private or public utility lines or utility service lines. The storm water detention system shall be designed to City of Santa Rosa Design and Construction standards and per Sonoma Water requirements. The basin shall have an emergency overflow structure and a high flow conveyance route per the most current Sonoma Water Flood Management Design Manual. Detention Basin Calculations for the final design shall be based on an accepted hydrograph approach or as approved by the City Engineer.
83. If applicable, then the Developer shall provide a means acceptable to the City to fund the maintenance of the proposed detention facilities into perpetuity through CC&R's, property owners' association(s), and/or another acceptable method. Detention basins shall not be conveyed or dedicated to the City. In the event the developer chooses a method of assuring perpetual maintenance which is subject to revocation by the property owners by an election or other means of termination, Developers shall establish a backup alternative which shall be capable of automatically assuming the maintenance funding obligation in the event the primary method is no longer available. The documents creating the method for permanent maintenance and any necessary backup alternative(s) shall be subject to and have been approved by the City Attorney and EDS and in place prior to approval of the building plans. The private detention basin design plans and standards for maintenance shall be subject to approval by the Department of City of Santa Rosa Storm Water drainage and EDS.

STORM WATER COMPLIANCE (SWLID)

84. 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.
85. Perpetual maintenance of SWLID Best Management Practices (BMP's) shall be the responsibility of the Homeowner's Association. The HOA 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 HOA for a period of the latest five years and shall be made available to the City upon request.
86. 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.
87. The SUSMP "Declaration of Maintenance" document shall be recorded prior to Building permit issuance and shall include the underground detention basin, if applicable.
88. BMP's and private drainage facilities shall be located on private property and not within the Public Utility easements and/or utility easement.
89. 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.
90. 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.
91. 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.

92. 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.
93. 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.
94. Utilities (wet or dry) shall not be installed below and parallel to the LID features with an infiltration component. Above or below ground vaults, meters, manholes, poles, guy-wires, or any other utility infrastructure structures not needed for the functionality of the LID feature(s) are prohibited from being located within the features. Perpendicular crossings, excluding sewer and water, may be allowed if there is a minimum of one foot of separation between the lowest component of a LID feature and the top of the crossing utility trench, approved by the utility owner, and accounted for in the design and calculations of the original approved plans. Utility providers shall not locate their utilities immediately adjacent to the easement boundaries if it will violate the utility's own horizontal clearance requirements creating a conflict with the MS4 Permit required and approved LID features, including infiltration trenches.

WATER AND WASTEWATER

95. 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.
96. 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. Separate irrigation services shall be provided for landscaping. Meter locations and configurations shall be reviewed during first plan review of the Public Improvement Plans.
97. 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 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 at the first plan check phase of the Building Plans to determine adequate sizing.

98. 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.
99. 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.
100. The applicant shall install Combination Water services per City Standards 870 for the fire sprinkler, fire hydrants, domestic and irrigation meters for Phase 1 and 3. The exact configuration shall be reviewed at first building review and is based on the water pressure calculations.
101. The applicant shall install Water service(s) per City Standards 863 and 874 for the fire sprinkler, domestic and irrigation meters for each lot on Phase 2. The exact configuration shall be reviewed at first plan check of the Public Improvement Plans and is based on the water pressure calculations.
102. 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.
103. All landscape and domestic water meters shall be protected with reduced pressure backflow devices per City Standards 876.
104. No plumbing for landscape irrigation or any other use shall cross lot lines.
105. Any existing water or sewer services that shall not be used shall be abandoned at the main per City Design Standards.
106. Install new sewer laterals with a clean out at the right of way line or edge of easement per City Standard 513. All portions of the private sewer lateral 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.

107. 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.
108. 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.
109. Phase 1
 - a. 12-inch public water mains shall be installed along the project frontage of Guerneville Road, the proposed portion of Lance Drive, and in the private driveway that connects Lance Drive and Guerneville Road. The remainder of the on-site water and fire systems shall be private.
 - b. The existing sewer trunks in Lance Drive and extending south to Guerneville Road are public. All other sewer mains shall be private.
110. Phase 2
 - a. The 8-inch water mains in public streets A, B & C, and the 12-inch water main within the private driveway extending west from Lance Drive, are proposed and shall be public. Due to access issues, a public water main in Parcel A, or any other driveway parcel, shall not be permitted. Water meters will need to be located along the public street frontages, or along the private driveway extending west from Lance Drive.
 - b. The 8-inch sewer mains in public streets A, B & C are proposed and shall be public. All sewer mains in the driveway parcels shall be private.
111. Phase 3
 - a. Due to access issues with the proposed water main extending south from Pawnee Street near and under the existing power lines, a 12-inch public water main shall be installed within the private driveway extending west from the end of Lance Drive to the western end of the driveway, then north within the western private driveway, then east within the northern driveway to Pawnee Street. The remainder of the on-site water and fire systems shall be private.
 - b. The existing sewer trunk within the private driveway extending east from Lance Drive is public. A new public sewer main connecting the existing sewer main in Pawnee Street to the existing sewer trunk in the private driveway shall be located as shown on the Tentative Map. All other proposed sewer mains shall be privately owned and maintained.

FIRE

112. Emergency Access roads serving buildings where the vertical distance between the grade plane and the lowest point of a roof (eave of a pitched roof) exceeds 30 feet, aerial access will be required.
 - a. Roads for Aerial access must be a minimum of 26 feet and located 15' < 40' from the building where aerial access is required.
113. Emergency Access roads shall be provided to within 150' from all portions of the first floor of any structure.
114. Emergency Access Roads:
 - a. 20'- 27' No parking either side
 - b. 28'-35' Parking allowed on one side
 - c. 36'+ Parking allowed on both sides
 - d. Where No Parking is allowed on Emergency Access Roads, those areas shall be identified per Fire Department Fire Lane Marking Standard.
115. Hydrants will need to be placed every 500' for the single family developments and spaced at 300' for multi-family.
116. Fire service features for buildings, structures and premises shall comply with all City adopted building standards, California Code of Regulations Title 24 Building Standards and Santa Rosa City Code.
117. SFD will be required to install a Residential Fire Sprinkler system in accordance with NFPA 13D.
118. MFD will be required to install a Residential Fire Sprinkler system in accordance with NFPA 13R.

RECREATION AND PARKS

119. All landscaping shall be privately maintained and irrigated. Property owner 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 alongside of their lots. This includes the maintenance of all bio-retention areas, street trees and associated landscaping, whether in the Right of way, and at no time will the City be responsible for any maintenance of street trees, bio-retention areas and/or landscape areas along the street.
120. 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. It does not appear from the project plans that the developer is proposing to develop private open space toward a park fee credit



11/6/2024

CLEVE GURNEY, P.E. – DEPUTY DIRECTOR OF DEVELOPMENT SERVICES