

**CITY OF SANTA ROSA**  
**DEPARTMENT OF COMMUNITY DEVELOPMENT**  
**STANDARD CONDITIONS OF APPROVAL**

**August 27, 2008**

**A. DESIGN CRITERIA**

1. The design and construction of this project shall be carried out in conformance with adopted City standards and policies. Exceptions to this are permitted under either of two sets of circumstances:
  - a) The deviation is explicitly acknowledged in conjunction with the approval by the appropriate approval body (City Council, Planning Commission or Subdivision Committee), or
  - b) A deviation is specifically approved (as a function of the review and approval of the improvement plans) by the appropriate City staff member (City Engineer, Chief Building Official, Fire Marshall, etc.) in the manner provided for in the adoption of the City standard or standards or policies in question.

**B. FEES**

1. The approval of the project shall be subject to the current fees, including but not limited to school impact fees, park fees, traffic signal participation fees, public facilities improvement fees, special districts fees, and street light fees (where applicable) adopted by the City Council. The fees shall be levied and collected at the time of building permit issuance. Any required State Department of Fish & Game Environmental Fees must be paid (at Sonoma County Clerk's office) prior to issuance of building permits.
2. Plan checking fees for drainage shall be paid in accordance with the current fee schedule of the Sonoma County Water Agency.
3. All plan and map checking fees shall be paid in accordance with the current

City Council resolutions in effect at the time of submittal of maps and plans for checking. Inspection fees shall be paid prior to final approval of improvement plans and shall be per the fee schedule in effect at time of payment. An estimate of any fees for contract special inspection dictated by improvements (such as bridges, etc.) or design shall be submitted, approved and paid prior to final approval of improvement plans.

4. Projects are subject to the current Utilities fees adopted by the City Council and/or the Board of Public Utilities.
5. The Final or Parcel Map shall be annotated as follows: “Water and sewer demand fees and processing fees are based on the number and type of units to be built on each lot. Water and sewer demand, processing and meter installation fees must be paid prior to the issuance of a Building Permit for the respective lot.”
6. Fees for inspection of publicly maintained water and/or sewer facilities constructed with this project must be paid prior to scheduling of work as prescribed in City Specifications.
7. Fees related to work performed by Utilities Department personnel for connection to publicly maintained utility systems must be paid prior to scheduling of work.
8. Should housing in-lieu fees be applicable, then the project shall be subject to the provisions of Ordinance No.3561,(requirements for lower-income housing), as the same now exists or may be extended and as its provisions may be amended, revised, or re-enacted in the future.
9. This Project may be eligible for credit and/or reimbursement through the Southwest Area Development Impact Fee program (SWADIF) for public improvements to be built by the applicant.

The credit and/or reimbursement shall be in accordance with the latest update of the “CAPITAL FACILITIES, SOUTHWEST AND SOUTHEAST IMPACT FEE CREDIT AND REIMBURSEMENT POLICIES AND PROCEDURES” pursuant to Development Impact Fees authorized in Santa Rosa City Code Title 21. All requests for credit against fees shall be made no less than 90 days prior to issuance of the building permit.

If the total eligible amount for credit and/or reimbursement is greater than what can be repaid through credit against fees, the remaining amount is eligible for reimbursement. All applications for reimbursement will be processed and given consideration each fiscal year, which runs July through June, in conjunction with the City’s budget approval process. Any request for cash reimbursement must be

submitted prior to December 1 to be considered for the following fiscal year.

Once the improvement plans are approved, and before the subdivision agreement is signed, the applicant shall submit a Request for Reimbursement with a detailed estimate of the quantities of items that are eligible for credit and/or reimbursement.

The Request for Reimbursement shall be on the form available from the Engineering Division of the City Community Development Department. An estimate will then be prepared by City staff of the total eligible amount of credit and/or reimbursement for this project. This estimate will be based on the approval date of signing the improvement plans.

## C. MAPS, PLANS, APPLICATIONS, AND AGREEMENTS

### Engineering:

1. All final and parcel maps shall comply with all currently adopted ordinances, resolutions, and policies of the City of Santa Rosa and the State Subdivision Map Act.
  - a) A final or parcel map shall be tied to two coordinates within the City of Santa Rosa Coordinate System unless otherwise approved by the City Engineer through the variance process.
  - b) A final or parcel map shall include an additional map sheet identified as the information sheet which shall indicate its relationship to the final or parcel map and shall contain all agency-required information which does not affect record title interest. The additional map sheet shall conform to Section 19-28.200 or Section 19-32.150 of the City Code.
  - c) All costs associated with map, plan, easement, plat, legal description, and/or support document preparation shall be the sole responsibility of the subdivider.
2. Dedications of all (public/private) easements or grants in fee title, for whatever purpose, required as conditions of approval shall be shown and dedicated on a final or parcel map, or by separate instrument if there is no map associated with the project. All required dedications or grants for utility or access purposes shall be reviewed upon the submittal of project improvement plans and shall be subject to the approval of the City Engineer prior to

recordation of the final or parcel map, and/or issuance of Building/Use permits. All legal descriptions shall be wet signed and stamped by the responsible engineer or surveyor licensed to practice in the State of California (per Section 8761 of the Professional Land Surveyors Act) and shall be accompanied by plats (R-sheets) suitable for recordation and showing project location, basis of bearings, major cross streets, and bearings, distances and radii listed within the description sufficient to follow the description.

All dedication costs shall be borne by the subdivider, including preparation of any legal descriptions, plats, title reports, and deeds necessary. Civil improvement plans shall be prepared by a Registered Civil Engineer licensed to practice in the State of California for approval by the City Engineer.

3. Street widths and right-of-way dimensions shall be as follows:

**One-way streets** with no parking shall be dedicated and improved/reconstructed along the entire project frontage. Right-of-Way for a half street section shall be 15 foot from centerline to property line with a 7.5 foot public utility easement behind the property line. Half width street improvements for both sides of the street shall consist of an 8 foot wide structural pavement section from centerline to curb face, to accommodate a 16 foot travelway, with a 6 foot contiguous sidewalk, maintaining a minimum 4 foot clearance around all obstacles and driveway locations. See Santa Rosa's Street Construction Standard 200 B for details.

**Lanes** shall be dedicated and improved/ reconstructed along the entire project frontage. Right-of-Way for a Lane with parking shall be 30 feet from property line to property line with a 5.5 foot sidewalk easement contained within the 13 foot public utility easement behind each property line. Street improvements shall consist of a 20 foot wide structural pavement section from curb face to curb face, to accommodate a 12 foot two-way travelway and an 8 foot parking lane, 5 foot planter strips, with 5 foot sidewalks behind the planter strips. Right-of-Way for a Lane without parking shall be 26 feet from property line to property line with a 5.5 foot sidewalk easement contained within the 13 foot public utility easement behind each property line. Street improvements shall consist of a 16 foot wide structural pavement section travelway from curb face to curb face, to accommodate a 16 foot two-way travelway with 5 foot planter strips (measured from the back of curb), with 5 foot sidewalks behind the planter strips. Right-of-way on any non-sidewalk sides of Lanes shall extend to .5 feet behind the back of curb. See Santa Rosa's Street Construction Standard 200 C for details.

**Neighborhood Streets** shall be dedicated and improved/ reconstructed along the entire project frontage. Right-of-Way for a half street section with parking shall be 20 feet from centerline to property line with a 5.5 foot sidewalk

easement contained within the 13 foot public utility easement behind the property line. Half width street improvements for both sides of the street shall consist of a 15 foot wide structural pavement section from centerline to curb face, to accommodate a 9 foot travelway, with a 6 foot parking lane, and a 5 foot planter strip, with a 5 foot sidewalk behind the planter strip. Streets with parking on one side and streets that are alley loaded do not qualify as Neighborhood Streets. Right-of-Way for a half street section without parking shall be 17 feet from centerline to property line with a 5.5 foot sidewalk easement contained within the 13 foot public utility easement behind the property line. Half width street improvements shall consist of a 12 foot wide structural pavement section from centerline to curb face, a 5 foot planter strip, and a 5 foot sidewalk behind the planter strip. See Santa Rosa's Street Construction Standard 200 D for details.

**Minor Streets** shall be dedicated and improved/ reconstructed along the entire project frontage. Right-of-Way for a half street section with parking shall be 24 feet from centerline to property line with a 5.5 foot sidewalk easement contained within the 13 foot public utility easement behind the property line. Half width street improvements shall consist of an 18 foot wide structural pavement section from centerline to curb face, to accommodate a 10 foot travelway, with an 8 foot parking lane, a 6 foot planter strip, and a 5 foot sidewalk behind the planter strip. Right-of-Way for a half street section without parking shall be 18 feet from centerline to property line with a 5.5 foot sidewalk easement contained within the 13 foot public utility easement behind the property line. Half width street improvements shall consist of a 12 foot wide structural pavement section from centerline to curb face, to accommodate a 12 foot travelway, a 6 foot planter strip, and a 5 foot sidewalk behind the planter strip. See Santa Rosa's Street Construction Standard 200 E for details.

**Avenues** shall be dedicated and improved/ reconstructed along the entire project frontage. Right-of-Way for a half street section with parking, bike lanes, and a landscaped median shall be 39 feet from centerline to property line with a 5.5 foot sidewalk easement contained within the 13 foot public utility easement behind the property line. Half width street improvements shall consist of a landscaped median 6 feet wide from centerline to curb face, a 25 foot wide structural pavement section from curb face to curb face, to accommodate a 12 foot travelway, a 5 foot bike lane, and an 8 foot parking lane, an 8 foot planter strip, and a 5 foot sidewalk behind the planter strip (NOTE: deletion of the bike lane eliminates 5 feet from the right-of-way and the structural section widths). Right-of-Way for a half street section with parking, but without bike lanes or a landscaped median shall be 26 feet from centerline to property line with a 5.5 foot sidewalk easement contained within the 13 foot public utility easement behind the property line. Half width street improvements shall consist of an 18 foot wide structural pavement section

from centerline to curb face, to accommodate a 10 foot travelway, an 8 foot parking lane, an 8 foot planter strip, and a 5 foot sidewalk behind the planter strip. Right-of-Way for a half street section without parking, bike lanes or a landscaped median shall be 20 foot from centerline to property line with a 5.5 foot sidewalk easement contained within the 13 foot public utility easement behind the property line. Half width street improvements shall consist of a 12 foot wide structural pavement section from centerline to curb face, to accommodate a 12 foot travelway, an 8 foot planter strip, and a 5 foot sidewalk behind the planter strip. See Santa Rosa's Street Construction Standard 200 F for details.

**Main Streets** shall be dedicated and improved/ reconstructed along the entire project frontage. Right-of-Way for a half street section with parking shall be 28 feet from centerline to property line with a 7.5 foot public utility easement typically contained within the sidewalk area. Half width street improvements shall consist of an 18 foot wide structural pavement section from centerline to curb face, to accommodate a 10 foot travelway, with an 8 foot parking lane, and a 10 foot sidewalk with 4 feet by 4 feet tree wells. Right-of-Way for a half street section without parking shall be 22 feet from centerline to property line with a 7.5 foot public utility easement typically contained within the sidewalk area. Half width street improvements shall consist of a 12 foot wide structural pavement section from centerline to curb face, to accommodate a 12 foot travelway, and a 10 foot sidewalk with 4 feet by 4 feet tree wells. See Santa Rosa's Street Construction Standard 200 G for details.

**Industrial Streets** shall be dedicated and improved/ reconstructed along the entire project frontage. Right-of-Way for a half street section with parking shall be 32 feet from centerline to property line with a 5.5 foot sidewalk easement contained within the 13 foot public utility easement behind the property line. Half width street improvements with parking shall consist of a 24 foot wide structural pavement section from centerline to curb face, to accommodate a 14 foot travelway, with a 10 foot parking lane, an 8 foot planter strip, and a 5 foot sidewalk behind the planter strip. Right-of-Way for a half street section without parking shall be 24 feet from centerline to property line with a 5.5 foot sidewalk easement contained within the 13 foot public utility easement behind the property line. Half width street improvements shall consist of a 16 foot wide structural pavement section from centerline to curb face, to accommodate a 16 foot travelway, an 8 foot planter strip, and a 5 foot sidewalk behind the planter strip. See Santa Rosa's Street Construction Standard 200 H for details.

**Boulevards** shall be dedicated and improved/ reconstructed along the entire project frontage. Right-of-Way for a two lane half street section with parking, bike lanes, and a landscaped median shall be 50 feet from centerline to property line with a 6.5 foot sidewalk easement contained within the 14 foot public utility easement behind the property line. Half width street

improvements shall consist of a landscaped median 6 feet wide from centerline to curb face, a 36 feet wide structural pavement section from curb face to curb face, to accommodate a 12 foot travelway, an 11 foot travelway, a 5 foot bike lane, and an 8 foot parking lane, an 8 foot planter strip, and a 6 foot sidewalk behind the planter strip (NOTE: deletion of the bike lane eliminates 5 foot from the right-of-way and the structural section widths). Right-of-Way for a half street section without parking, or bike lanes, but with a landscaped median shall be 38 feet from centerline to property line with a 6.5 foot sidewalk easement contained within the 14 foot public utility easement behind the property line. Half width street improvements shall consist of a 6 foot wide landscaped median from centerline to face of curb, a 24 foot wide structural pavement section from curb face to curb face, to accommodate two 12 foot travelways, an 8 foot planter strip, and a 6 foot sidewalk behind the planter strip. Right-of-Way for a one lane half street section with parking, bike lanes, and a landscaped median shall be 39 feet from centerline to property line with a 6.5 foot sidewalk easement contained within the 14 foot public utility easement behind the property line. Half width street improvements shall consist of a landscaped median 6 feet wide from centerline to curb face, a 25 foot wide structural pavement section from curb face to curb face, to accommodate a 12 foot travelway, a 5 foot bike lane, and an 8 foot parking lane, an 8 foot planter strip, and a 6 foot sidewalk behind the planter strip (NOTE: deletion of the bike lane eliminates 5 feet from the right-of-way and the structural section widths). Right-of-Way for a half street section without parking, bike lanes or a landscaped median shall be 20 feet from centerline to property line with a 6.5 foot sidewalk easement contained within the 14 foot public utility easement behind the property line. Half width street improvements shall consist of a 12 foot wide structural pavement section from centerline to curb face, to accommodate a 12 foot travelway, an 8 foot planter strip, and a 6 foot sidewalk behind the planter strip. See Santa Rosa's Street Construction Standard 200 I for details.

**Parkways** shall be dedicated and improved/ reconstructed along the entire project frontage. Right-of-Way for a two lane half street section with bike lanes, and a landscaped median shall be 43 feet from centerline to property line with a 6.5 foot sidewalk easement contained within the 14 foot public utility easement behind the property line. Half width street improvements shall consist of a landscaped median 7 feet wide from centerline to curb face, a 28 foot wide structural pavement section from curb face to curb face, to accommodate a 12 foot travelway, an 11 foot travelway, a 5 foot bike lane, an 8 foot planter strip, and a 6 foot sidewalk behind the planter strip. Right-of-Way for a one lane half street section with bike lanes, and a landscaped median shall be 32 feet from centerline to property line with a 6.5 foot sidewalk easement contained within the 14 foot public utility easement behind the property line. Half width street improvements shall consist of a landscaped median 7 feet wide from centerline to curb face, a 17 foot wide structural pavement section from curb face to curb face, to accommodate a 12

foot travelway, a 5 foot bike lane, an 8 foot planter strip, and a 6 foot sidewalk behind the planter strip (NOTE: deletion of the bike lane eliminates 5 foot from the right-of-way and the structural section widths). Right-of-Way for a one lane half street section without bike lanes or a landscaped median shall be 20 feet from centerline to property line with a 6.5 foot sidewalk easement contained within the 14 foot public utility easement behind the property line. Half width street improvements shall consist of a 12 foot wide structural pavement section from centerline to curb face, to accommodate a 12 foot travelway, an 8 foot planter strip, and a 6 foot sidewalk behind the planter strip. See Santa Rosa's Street Construction Standard 200 J for details.

During the improvement plan review process, the public utility easements may be reduced, at specific locations, to less than 7.5 foot behind back of sidewalk through a variance, and with the concurrence of the power, phone and cable TV providers and the City Engineer.

4. Any broken curb, gutter and/or sidewalk shall be replaced per current City standards.
5. The minimum and maximum cross-slope for all streets shall be 2% and 5% respectively. Minimum gutter slope for all streets shall be 0.5%.
6. Existing streets being cut by new services will require edge grinding per City Standard 209, trenching per Standard 215, and an A.C. overlay.
7. Improvement plans and specifications for streets, storm drains, water mains, and sanitary sewers, prepared by a registered civil engineer licensed to practice in the State of California, shall be submitted to and approved by the City Engineer in accordance with the currently adopted Design and Construction Standards. Except where specifically exempted as part of the approval, these plans and specifications shall be approved prior to filing of a final or parcel map of any project, and prior to the start of construction of any these facilities. Plans must show points of connection to existing water and sewer facilities. Plans shall also show any existing wells and whether they are to be abandoned and any septic systems to be abandoned.

The improvement plan submittal shall also include (but is not limited to) the following:

- a) Complete signing and striping plans and complete street lighting plans. Street barricades per Standard 211 and "Future Through Street" signs per Standard 206 shall be installed at the end of all streets with future through connections. Advance street name signs shall be installed on all arterial/ regional roadways. R26 (No Parking) signs shall be



installed along where parking is prohibited.

- b) Where any streets are required to be closed due to construction for longer than one day, a separate construction schedule and detailed detour plans showing routing and signage shall be submitted to the encroachment permit section of the Public Works Department for review and approval prior to obtaining an encroachment permit.
  - c) Plans for any required planting, irrigation, walkways, street trees, and fencing. Such design may be subject to the approval of the Design Review Board. Irrigation plan must show maximum G.P.M. flow required at each control valve and estimated peak monthly usage in 1000's of gallons.
  - d) A lot grading plan. Lot grading shall be in accordance with the latest adopted edition of the California Building Code in effect at the time of improvement plan approval. Lot grading plans and subdivision plans shall include a comprehensive erosion and sedimentation control plan.
  - e) A traffic control plan is required for all projects. The plan shall be in conformance with the latest edition of the State of California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. The plan shall detail all methods, equipment and devices to be implemented for traffic control upon City streets within the work zone and other impacted areas. The plan shall be included as part of the Encroachment Permit application.
  - f) The Developer's engineer shall comply with all requirements of the current City and Sonoma County Guidelines for the Standard Urban Storm Water Mitigation Plan – Storm Water Best Management Practices for New Development and Redevelopment manual. Final plans shall address quality and quantity of storm water flowing from a new project, whether it be from private or public property, along with maintenance in perpetuity by way of formation of a Homeowners' Association, Special Tax District, or other financing mechanism acceptable to the City.
8. An Encroachment Permit must be obtained from the Department of Community Development or Public Works prior to beginning any work within the public Right-of-Way or for any work on utilities located within public easements. A Caltrans Encroachment Permit shall be obtained prior to beginning any work in the State Highway Right-of-Way.
9. Additional sets, as required, of the improvement plans shall be submitted directly to the Sonoma County Water Agency for approval by the Chief Engineer. Sonoma County Water Agency approval shall be submitted prior to

improvement plan approval.

10. Prior to the filing of a final or parcel map, the following requirements shall be met:
  - a) Where public improvements have been conditioned for a final or parcel map, the subdivider shall enter into an agreement for construction of those improvements with the City of Santa Rosa using the adopted City form. Any "common area" improvements shall also be subject to this agreement requirement. Any required special agreements shall be executed and submitted simultaneously with the subdivision improvement agreement.
  - a) The engineer must provide a detailed utility plan showing onsite and offsite sewer, water and fire protection systems, and their connections to existing sewer and water facilities. The plan must also show any wells existing or to be abandoned, and septic systems to be abandoned. Submit Improvement Plans for the City Engineer's signature.
11. As a pre-condition of acceptance of the public improvements installed in conjunction with the development of any subdivision and release of the associated surety device, the subdivider shall cause Record Plans of the improvements to be submitted to the City Engineer. Such Record Plans and their acceptance shall be in conformance with Section 19-56.150 of the City Code.
12. Where approval of a project will necessitate the reapportionment of assessments of an existing assessment district, the subdivider shall file an application to effect such a reapportionment to the Department of Administrative Services and pay all appropriate attendant fees. The subdivider shall also cause to be submitted at the same time an ink drawing on an 11"x 17" velum sheet which illustrates both the pre- and post-reapportionment assessment district configurations. Such application shall be made at the time of submittal of the first check for the final or parcel map and improvement plans for the subject project.
13. The subdivider's engineer shall obtain the City's most current map and/or improvement plan checklist and submit all required information as shown on those lists.

### Planning:

1. Conditional Use Permits shall be in compliance with the latest adopted ordinances, resolutions, policies, and fees adopted by the City Council at the

time of building permit issuance. All fees must be paid prior to issuance of a building permit.

2. Conditional Use Permits shall be valid for a two (2) year period unless otherwise approved. If construction has not begun or if an approved use has not commenced within two (2) years from the date of approval, the approval shall automatically expire and shall be invalid unless an application for extension is filed prior to expiration.
3. If implemented within the initial approval period in accordance with all the conditions of approval, Conditional Use Permits shall be valid for the duration of the use (unless amended).

#### D. IMPROVEMENTS

##### Engineering:

1. All public and private improvements, both on-site and off-site; all rights-of-way and easement acquisitions, be they on-site or off-site; and all removal, relocation, or undergrounding of existing public utilities and any coordination thereof required or necessitated as a result of the review and approval of the project and the cost thereof shall be the obligation of the subdivider unless express written provision to the contrary is agreed to by the City. The full installation of all such required improvements to the satisfaction of the City Engineer shall be completed prior to the acceptance of the improvements by the City.
  - a) Pursuant to City Code Chapter 13-12, with the exception of existing overhead electrical main feeder lines, all existing wire-distributed utility facilities which are on the proposed or existing rights-of-way, roadways, walkways, easements, etc. within the subject subdivision or along roadways required to be improved in conjunction with the subject subdivision may be required to be removed and undergrounded prior to the construction of proposed improvements and all poles along the frontage(s) shall be removed. All existing overhead service drops which emanate from the existing poles and overhead facilities required to be removed and undergrounded, and which serve existing structures on both sides of the street within the boundaries of the road improvements of the subject subdivision shall be undergrounded to the main service switch or service entrance to such structures. Where existing overhead electrical main feeder lines are left overhead, conduit shall be placed in the ground to provide for future undergrounding of the lines.

- b) The following shall apply to all private streets and driveways:

Common driveways shall be covered by joint access and utility easements. A separate joint maintenance agreement shall be provided for each group of lots served by a common driveway. Note: the California Department of Real Estate may require the formation of a homeowners association for maintenance of common facilities. The documents creating the association and the covenants, conditions and restrictions governing the association shall be submitted to the City Attorney's Office and the Department of Community Development.

Vehicular turn around capability on 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 10 feet beyond the last driveway access point.

Private common driveways shall not be greater than 15% grade and shall provide turnouts that meet Fire Department and/or Utilities Department requirements.

Driveways shall be built to City minor street structural standards. Private streets and driveways shall be constructed under continuous inspection by the project soils engineer in compliance with City Design and Construction Standards. Progress and final reports shall be furnished to the City in compliance with the latest City adopted Building Code special inspection requirements. All costs related to such inspection shall be borne by the owner/developer.

Private street lights shall be installed on all private streets and shall meet City Standards for minimum average maintained foot-candle and the uniformity ratio for a minor street. All private lighting shall be owned and maintained by the homeowners' association. Private lighting fixtures shall be subject to staff review.

The improvement plan submittal shall be accompanied by final irrigation and landscape plans, exterior site lighting plans, and plans for all common area site improvements.

- c) Appropriate street name signs, pavement markings, and regulatory signs, as approved by the City Engineer, shall be installed. Developer shall be responsible for any transitional improvements required between new construction and existing improvements.
- d) All sidewalks shall be placed to avoid driveway aprons, curb-side mail boxes, street lights, street signs, fire hydrants, and any other street furniture. Public improvements shall be designed in accordance with

all requirements of the Americans with Disabilities Act.

- e) The subdivider or project developer shall be responsible for repairing/removing any debris, damage, or deterioration occurring to existing local streets as a direct result of construction activity related to installation of the improvements (grading, road construction, utility installation, etc.). Required repair may involve patching, cleaning, sealing or overlaying affected areas as appropriate to return the roads to as good a condition as they were in prior to construction. If the subdivider or project developer does not act prudently in a timely manner, the City may, at its discretion, perform the correction and charge the subdivider for all costs and overhead incurred.
2. The subdivider shall install or shall fund (under certain very limited circumstances, an example of which is covered in City Council Resolution No. 15780) a street lighting system which will be City-owned and which shall qualify for the current Council-approved CPUC rate schedule as of the date of final map approval. Street lights shall be installed on existing street frontages where underground serviced street lights do not already exist and on all interior streets.

Non-standard street lighting systems will not be accepted by the City for maintenance, except where specifically approved in writing by the City Engineer.

3. Cable television, telephone service, and electrical service shall be supplied to the lots in the project in accordance with such underground requirements as are in effect at the time improvements are constructed. All utilities are to be located within the public utilities easement or as otherwise approved by the City Engineer.
4. All overhead utility lines along the project frontage shall be placed underground including telephone and cable television in conformance with the City's undergrounding ordinance. High voltage transmission lines may remain overhead but shall be relocated to behind the new curb location and spare conduits placed in the street for future undergrounding of the high voltage lines.

New services (electrical, telephone, cable or conduit) to new structures shall be underground.

Developer shall coordinate, and where necessary, pay for the relocation of any power poles or other existing public utilities, as necessary.

5. Any public or private improvements installed prior to the recordation of a final or parcel map shall be done at the sole risk of the developer. In the event

the project tentative map or tentative parcel map expires, the existence of any project improvements shall not prejudice the City in either its approval of a subsequent tentative map or tentative parcel map or in the attachment of conditions to such approval.

6. All underground improvements including sewer lines, water lines, storm drains, public utility facilities, and house services shall be installed, tested, and approved prior to the paving of any project streets.
7. Where a cash deposit is collected in lieu of constructing the installation of required improvements, such collection shall take place prior to filing of a final or parcel map.
8. For subdivisions, securities in the form of cash, bonds, letters-of-credit, or pass book accounts shall be provided for all improvements prior to final or parcel map approval. Security amounts shall be based on cost estimates (wet signed and stamped) prepared by the Subdivider's Engineer and approved by the City.
9. Drainage facilities and drainage easements shall be provided to the satisfaction of the City Engineer and the Chief Engineer of the Sonoma County Water Agency at the subdivider's expense.
  - a) Drainage facilities shall be designed per the Flood Control Design Criteria manual of the Sonoma County Water Agency. Prior to approval of improvement plans, an approval letter shall be obtained from the Sonoma County Water Agency for storm drainage review. If flows exceed street capacity, flows shall be conducted via an underground drainage system (with minimum 15" diameter and maximum 72" diameter pipe sizes) to the nearest approved downstream facility possessing adequate capacity to accept the runoff, per the City's design requirements. Such runoff systems shall be placed within public street right-of-way wherever possible.
  - b) Off-site upstream drainage flows shall be intercepted at the project boundary via an approved storm drain facility, or as approved by the City. Public drainage easements shall be dedicated as necessary to provide for existing and future public drainage flows. Storm drains shall be designed and sized so as to accommodate the entire upstream tributary area at projected buildout as determined from zoning in the latest adopted General Plan. No increased adverse downstream or adjacent drainage impacts will be accepted (per California drainage law).
  - c) All public water storm drains shall have adequate easement access, as determined by the City Engineer. All access easements and storm

drain easements shall be a minimum of 15 feet wide or the width obtained from the bottom of the pipe to finish surface at a one to one slope. Access roads shall be a minimum of 12' wide and constructed with an all-weather surface (asphalt concrete when grades exceed 10%) contained within a 15' wide easement. Any lengths greater than 100 feet from the street shall require a turn-around per City Standard 206.

- d) Lot drainage and private storm drain facilities shall be approved by the City Engineer, the Chief Building Official or his designated representative.
- e) Provide storm drain and easements for any lot to lot drainage. Lots shall be drained in a manner so as not to adversely affect the adjacent lot. No lot-to-lot overland drainage is permitted (the exception is for lots draining to a common driveway). Lot drainage and private storm drain facilities shall be approved by the Chief Building Official's designated representative. Private drainage inlets and lines shall be required and shall be privately owned and maintained.

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.

- f) Concentrated drainage flows shall not be permitted to cross sidewalks, or slope areas subject to erosion problems.
- g) An adequate drainage system shall be required to drain rear yards and patio areas. Private underground storm drain systems and drainage easements are required for any lot-to-lot drainage.
- h) Proposed development must conform to 40 CFR (Code of Federal Regulations) Parts 122, 123 and 124, National Pollutant Discharge Elimination System (NPDES) permit applications for storm water discharge. Project must also conform to any design and construction policies adopted by the City to conform to these regulations.

Under 40 CFR, construction activity including clearing, grading, and excavation activities is required to obtain an NPDES permit from the State Water Resources Control Board prior to the commencement of construction activity.

### Planning:

1. The building materials, elevations, and appearance of this project, as presented for issuance of a building permit, shall be the same as that approved

by the Planning Commission, Design Review Board, and/or Cultural Heritage Board. Any future additions, expansions, remodeling, etc., will be subject to review and approval of the Planning Division.

2. Project details:

- a) All project details shall be in accordance with the restrictions and limitations of the City Zoning and the latest adopted Building Codes, as well as the City's Design Review Guidelines.
- b) The design of all fencing, sound walls, carports, trash enclosures, and similar accessory site elements shall be compatible with the architecture of main buildings and shall use similar materials. The design must be approved by the Planning Division prior to issuance of a building permit.
- c) All roof appurtenances, accessory equipment, and meters must be totally screened from public view by an architectural design element approved by the Design Review Board or Planning Division.
- d) All outdoor storage of materials or refuse bins/cans shall be maintained within a completely screened structure or area. The design of screened structures or areas shall be approved by the Planning Division prior to issuance of a building permit.

3. The parking lot shall be striped according to City, State and Federal standards and all handicapped and compact spaces shall be identified and marked accordingly. Bicycle parking shall be provided in accordance with Zoning Code requirements. The location and number of spaces shall be shown on the site plan submitted for issuance of a building permit. Striping must comply with the latest City adopted Building Code, along with all ADA criteria.

4. Signing:

- a) A sign permit application is required for all signs.
- b) Sign permit approval shall be obtained prior to applying for a building permit.
- c) Building permits for sign installations shall be separate permits from other building permits issued for construction.
- d) Signs shall be durably constructed and continually maintained in accordance with approved plans.



## Landscaping:

1. Public and/or common area landscaping improvements, required as part of a subdivision, shall be bonded as approved by the City Engineer. All such landscaping, walkways, irrigations, street trees, and fencing improvements shall be installed prior to final City acceptance of all projects.
2. Street trees will be required and planted by the developer. Selection will be made from the city's approved master plan list and inspected by the Parks Division. Planting shall be done in accordance with the city *Standards and Specifications for Planting Parkway Trees*. Tree planting location shall be marked by Parks Division Tree Section personnel; contact (707) 543-3422. Copies of the master street tree list and the standards are available at the Parks Division Office (707) 543-3770. This declaration shall be added to the General Notes of the improvement plans.
3. Concrete curbing shall be required for landscape areas abutting streets, parking lots, and access ways, unless a non-curb access is required to accommodate SUSMP measures.
4. Any tree removal shall be subject to the City's Tree Removal Ordinance.
5. All required landscaping and irrigation must be installed prior to occupancy and per approved plans
6. Construction drawings submitted for issuance of a building permit where final landscape and irrigation plans are needed, shall include those plans with the first submittal. Show a street tree planting detail when bio-swales are to be constructed in the planter strip.
7. All landscaping must be continuously maintained in a healthy and attractive condition, free of weeds and debris, in accordance with the approved plans. Dead and dying plant materials shall be replaced with healthy specimens as necessary.
8. The developer shall provide a means acceptable to the City to fund the maintenance of any landscaped easements (back-on landscaping, landscaped medians, creek trails and in some cases neighborhood parks) into perpetuity through a special tax district, CC&R's, property owners association(s), and/or other acceptable method. The landscape easement 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 will be capable of automatically assuming the

maintenance funding obligation in the event the primary method is no longer available. The documents creating the method for permanent maintenance and any necessary backup alternative(s) shall be subject to and have been approved by the City Attorney and the Director of the Recreation and Parks and in place prior to approval of the final map. The landscaping improvement plans and standards for maintenance shall be subject to approval by the Department of Recreation and Parks.

### Building/Grading:

1. Lot grading shall be in accordance with the latest City adopted edition of the Building Code at time of improvement plan approval.
  - a) Dust control shall be provided during all phases of construction to the satisfaction of the City.
  - b) Grading shall occur only between April 15 and October 15 unless otherwise approved by the City Engineer or Chief Building Official in conjunction with an approved erosion and sedimentation control plan. Disturbed slopes shall be stabilized and replanted with native vegetation. An erosion control plan shall be included as part of the project improvement plans. Offsite properties and existing drainage systems shall be protected from siltation coming from the site.
  - c) Prior to the issuance of a grading permit issued after August 1 of any calendar year, the contractor shall submit a work schedule and an erosion prevention and sedimentation control plan. Erosion prevention and sedimentation control measures shall be installed prior to October 15 and maintained by the contractor until City Maintenance Bonds are released. Any disturbed areas shall be protected from erosion prior to October 15.
2. Excess and unsuitable material shall be removed to a site approved by the Department of Community Development Engineering Division and the City Fire Department. Approvals must be in writing and any permits required for off-site dumping or stockpiling shall be obtained prior to removals.
3. Two copies of a soils and geologic report are required per Section 66490 of the Subdivision Map Act and shall be provided with improvement plans submitted for review. The report shall examine the site for backfill areas and state what will be required to bring backfill up to the specifications of the latest City adopted Building Code Standards. An additional soils report shall

be submitted with the building permit application for a grading permit or for the construction of new structures. The soils report shall include subsurface boring and the report shall include recommendations for pad grading, paving design and foundation design. The report shall include grading, paving and foundation design recommendations for how the project will comply with California Building Code Chapters 18 and Appendix J design and construction requirements.

- a) Grading improvements shall be done under the direction of the project Soils Engineer in compliance with the latest (at time of permit application) City adopted Building Code, and as required by the approved project Soils report.
- b) Temporary stockpiling adjacent to existing homes is not permitted.
- c) Filling is restricted to 1 foot maximum above existing ground adjacent to existing residential lots unless specifically approved otherwise. A retaining wall is required for the elevation difference when the elevation difference exceeds 1 foot. The maximum combined height of a retaining wall and fence measured from the lowest side elevation shall not exceed 6 feet without a Conditional Use Permit.
- d) Any existing septic systems shall be removed under supervision of project Soils Engineer. Obtain Permits from the Sonoma County Permit and Resource Management Department. Obtain a City Building permit if an existing structure is being converted from a connection to the septic system to the public sewer system.
- e) Existing wells shall be removed with permits from the Sonoma County Permit and Resource Management Department. Any wells designated to remain must meet City and County Codes. Obtain a City building permit if an existing structure is being converted from a connection to the well to the public water system.
- f) Prior to any grading operation, the contractor shall install protective fencing around any trees designated to be saved in compliance with the City Tree Ordinance. Grading plans shall show all trees and the elevation at the base of trees. Cutting, filling, paving, or trenching within the root zone of trees to be saved must be reviewed and approved by a City approved Arborist. Drip lines of trees overhanging the project shall be afforded the same level of protection as those on-site to remain.
- g) Any required blasting must be done under a permit from the City Fire Department.

4. A building permit is required for all interior and exterior changes or for any change of occupancy from one building code group to another.
5. Existing buildings proposed to remain must comply with the City Code Chapter 18-48 “Review and Abatement of Existing Buildings” (also known as 9820). Contact the Building and Code Compliance Division to determine if the buildings proposed to remain have been previously reviewed for structural adequacy. If not, a study will be required and any deficiencies identified shall be corrected prior to recordation of the final or parcel map.
6. Existing structures to remain shall be inspected by the Building Division for the existence of substandard housing conditions and zoning compliance prior to approval of improvement plans by the City Engineer. Any structure identified as substandard or noncompliant must be repaired or demolished. A building permit is required for any repairs.
7. A Demolition Permit is required for the removal of any existing structures not designated to remain. (Note: Structures must be removed prior to recording Final Map.)
8. Any existing zoning or building violations must be cleared prior to or in conjunction with any new permits.
9. The plans shall show compliance with the accessibility requirements of the latest City adopted Building Code requirements. The applicant is also responsible for compliance with Federal standards (ADA, FHA, etc.).
10. Any retaining wall/sound wall systems on site shall be designed by a Registered Civil Engineer, per the recommendations included in the soils report by the soils engineer.
  - a) Any retaining walls along property lines or within influence lines of a structure exceeding one foot in height shall be constructed with concrete, masonry, or other durable non-wood material.
  - b) The retaining and sound walls design shall be based on recommendations included in the soils report noise mitigation report and requirements of the latest City adopted Building Code. All retaining and sound walls shall be shown on the improvement plans with the first plan check submittal.

### Utilities:

1. Water and sewer mains and appurtenances thereto shall be designed to serve the project in accordance with the City of Santa Rosa Standard Plans and Specifications, Design Standards and shall be constructed to the satisfaction of

the City Engineer.

2. Water laterals and meters shall be sized to meet domestic, irrigation and fire protection uses and double check back flow per City Standard 875 will be required on all water services. The flow calculations shall be submitted to the Utilities Department during the plan check phase of the Improvement Plans or Encroachment Permit to determine adequate sizing.
3. Backflow prevention devices shall be designed and installed in accordance with current City Standards, State Health and Safety Code and Title 17, and as required by the Director of Utilities
4. Provide meters per Section X of the Water System Design Standards.
5. For subdivisions, submit the square footage of each lot to determine sewer and water demand fees. The lot sizes should be listed on the information sheet of the Final Map.
6. Where bio swales are required, meter boxes, cleanouts, fire hydrants, etc. must be located without conflict with the swales. Locations of infrastructure will be reviewed during plancheck.
7. Fire Protection is to be provided in accordance with City Fire Department Requirements. Generally, Fire hydrants shall be no further than 500 feet apart in residential areas and no further than 300 feet apart in commercial or business areas. For specific fire hydrant locations and flow requirements see Section XII of the Water System Design Standards.
8. A fire flow test will be completed at the time of the tie in of the project to the City system. The hydrant which will most likely produce the least flow will be tested. In the case of a project that has multiple dead end systems such as cul de sacs, a fire flow test will be completed at the hydrant on each separate cul de sac or dead end system. The fire flow must meet the requirement for the project before the project is accepted. The City will perform the fire flow test. The fee to have the test performed must be paid to the Utilities Department prior to the test being performed.
9. Any existing wells are subject to compliance with the City Well Ordinance as administered by the City Building Official. If a well exists on the property, one of the following conditions apply:
  - a) Retention of wells must comply with City and County codes. An approved backflow prevention device must be installed on any connection to the City water system.

- b) Abandonment of wells requires a permit from the Sonoma County Permit and Resource Management Department.
  - c) Wells may not serve more than one parcel, and any lines from existing wells that cross lot lines must be severed
10. Except where specifically authorized by permit, any septic tanks shall be abandoned in conformance with the Sonoma County Permit and Resource Management Department regulations as administered by the City Building Official. Existing buildings shall connect to sewer.
  11. Separate sewer laterals shall be installed for each lot.
  12. Private mains shall be a minimum of 6" in diameter and public mains shall be a minimum of 8" in diameter. Connections between private and public sewer mains shall be at manholes. Public water mains must be sized to meet criteria per Section VII of the Water System Design Standards.
  13. For purposes of leak detection and maintenance access, no reinforced concrete may be designed over publicly maintained water or sewer facilities. Unreinforced concrete will be allowed under special circumstances such as crosswalks. Water system valves must be located outside of the concrete area.
  14. Any tentative map must clearly identify lots requiring private sewage lift stations. Subdivision improvement plans must show all lots requiring private lift stations, and must show all points of connection of private force mains to City systems with reference to City Standard #515. The plan must also show reduced pressure backflow devices per City Standard #876 on the water services for these lots.
  15. If this project involves the extension of a water main for the public benefit outside this project, the developer may contact Utilities Engineering for information regarding a possible Reimbursement Agreement.
  16. Any existing water or sewer service that will not be used must be abandoned at the main per City Standards #850 and # 507 under an encroachment permit.
  17. Connection to the existing main will require a shut down for a tie-in inspection. Call Utilities Engineering for fees and scheduling. Advance notice is required.
  18. For residential subdivisions, submit landscape and irrigation plans in conformance with the Single Family Residential Landscape Policy adopted by the Santa Rosa City Council, Resolution No. 26690, on October 17, 2006.

Submit Peak Month Water Use Estimate (Appendix A) and Certificate of Conformance (Appendix B) per the Water Efficient Landscape Policy.

19. For commercial and multifamily residential projects, submit irrigation plans in conformance with the Water Efficient Landscape Policy adopted by the Santa Rosa City Council, Resolution No. 21142, December 22, 1992. Submit a Preliminary Landscape Statement, Certificate of Conformance and Certificate of Completion (Water Efficient Landscape Policy).
20. On landscape and irrigation plans, include a table with the following: the total planned square footage of planted areas for high water use plants (i.e. - turf, annuals and container plants); moderate water use plants (i.e. - ornamental trees, shrubs ground covers, and perennials primarily irrigated by sprinklers); and low water use plants (i.e. - drought tolerant plants irrigated primarily through drip emitters). The planting plan must include specific plant names that fit in each category.

#### Fire:

1. Two copies of a Phase 1 Environmental Site Assessment shall be included with submittal of the first Engineering plan check. One copy is to be submitted directly to the Fire Department and review fee paid; a copy of the receipt shall be submitted with the remaining copy to the Engineering Department. Grading, demolition or construction permits shall not be issued until the Fire Department has reviewed and approved the Phase 1 study.
2. A Fire Flow Analysis including proposed building areas, type of construction, and calculated available fire flow at proposed fire hydrants shall be provided to the Fire Department for review and approval concurrent with submittal of Public Improvement plans. Minimum required Fire Flow for any individual fire hydrant is 1500 gpm with 20 psi residual in the main. The actual required Fire Flow shall be determined by 2007 CA Fire Code Table B105.1. Maximum reduction of required Fire Flow for buildings protected by automatic fire sprinklers systems is 50%. If Fire Flow Analysis indicates that required fire flow is not available, applicant shall obtain Fire Marshal's approval of an Alternate Materials or Methods to mitigate increased hazard, prior to Planning Department approval of the project.
3. Hydrant spacing for commercial, educational or multi-family residential projects shall be maximum 300 feet on center. Hydrant spacing for single-family residential or duplex projects shall be maximum 500 feet on center.
4. Fire Department access roads shall be provided to within 150 feet path-of-travel distance of all portions of first floor exterior walls of all structures and hazardous materials use or storage areas. Access roads shall be designed to current Fire

Department standards: 20 feet wide minimum for structures two-stories or less in height, and 26 feet wide minimum, with the nearest edge of pavement located no less than 15 feet and no more than 30 feet from one entire side of the proposed building, for structures more than 30 feet in height. Dead-end private access roads more than 150 feet in length shall have an apparatus turn-around per current Fire Department standards. Required Fire Department access roads shall be signed “No Parking – Fire Lane” per current Fire Department standards.

5. Site Owner(s) shall be responsible for maintaining all private fire protection appliances and roadways to current applicable standards.
6. Site address signage per current Fire Department Standards shall be established and maintained during and after any combustible construction or intensification of site use. See SRFD Information Bulletin 015 for details.
7. All development projects in the Very High Fire Hazard Severity Zone (VHFHSZ) shall comply with CA Government Code Section 51182 regarding clearances from flammable vegetation and limits on combustible construction. Firebreak areas from 30 to 100 feet between occupied structures and flammable vegetation shall be maintained by the property owner. Roof and Attic Construction, Roof Covering, Valley Flashing, Roof Gutters, Attic Ventilation and Eave or Cornice Vents shall comply with specific Building Code requirements. See SRFD Information Bulletin 051 for details.
8. Traffic control devices and permanent fences or gates limiting vehicle access shall be approved by the Fire Department. Vehicle gates limiting access to two to four dwelling units shall be equipped with an electric operator with Knox key override on both the ingress and egress sides. 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.
9. Lockable gates limiting vehicle access to commercial facilities shall be equipped with a Fire Department approved locking device or Fire Department approved key system (“Knox” lock or “Knox” keyed lock). Call 543-4351 for assistance in obtaining the required lock or key system.
10. The City of Santa Rosa has adopted a local ordinance which requires automatic fire sprinkler systems in virtually all new construction. Multi-family residential structures four stories or less in height may be protected with an automatic fire sprinkler system designed and installed per NFPA 13R. Covered parking areas and non-residential structures shall be protected per NFPA 13. Sprinkler systems for single-family residences (designed and installed per NFPA 13D) typically require 1-1/2" service laterals, 1" water meters and 1" backflow devices.
11. Storage or use of any hazardous materials at the site will require a Hazardous Materials Inventory Statement to be submitted to the Fire Department for review. Materials in excess of the permit amounts will require a Hazardous Materials Management Plan to be submitted to the Fire Department for review and approval



and may require payment of Hazardous Material Use or Hazardous Waste Generator fees.

12. Access roads and water supplies for fire protection shall be installed and made serviceable prior to storage or construction of any combustible materials.
13. Applicant may propose alternate means of mitigating conditions identified in Fire Department Plan Review as not complying with current Fire Department standards. Identified alternates (correlated to the hazards they propose to mitigate) shall be submitted to the Fire Marshal for approval as Alternate Methods or Materials of Construction. Proposed Alternates must provide an equivalent level of protection, quality, strength, effectiveness, fire resistance, durability and safety to the condition they are replacing. All Specific Conditions of accepted Alternates shall be recorded with the Final Map.

E. MISCELLANEOUS

1. New street names shall be subject to the approval of the Department of Community Development and the U.S. Postal Service.