

City Council

Mayor Patrick Slayter
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City of Sebastopol Planning Department

May 20, 2022

Caleb Roope
Pacific West Communities
439 East State Street, Suite 100
Eagle, ID 83616

Re: 7716, 7760 Bodega Ave./Permit Number 2021-010
Woodmark Apartments Project – Incompleteness Review

Dear Mr. Roope:

The City of Sebastopol has received your applications referenced above for Streamlined Ministerial Approval Process on April 4, 2022. We are required by state law to review your application and notify you within 60 days of that date if the submitted application materials contain all of the required information and comply with all objective standards and criteria in conformity with the requirements contained in Senate Bill 35. To determine compliance with these, staff has reviewed the General Plan, Municipal Code, and other requirements and objective design guidelines.

The Woodmark Project includes 83 income restricted units and a market rate (Manager's Unit). The application materials submitted for a streamlined ministerial review also include materials for three subsequent permits including tree removal permits, a sign permit, and a voluntary parcel merger/lot line adjustment. Unlike the previous application for the project, phased construction is not being proposed.

Staff has completed its review of the submitted application materials. Based on this review, staff has identified a number of items that indicate that the project is **inconsistent** with the City's objective standards and submittal requirements. Consequently, the City is rejecting the proposed project submittal as inconsistent with the City's objective standards. Pacific West Communities may choose to address these inconsistency items and resubmit their project plans for City review under the provisions of Government Code Section 65913.4(c)(1). The formal inconsistency items are listed below.

1. Staff is aware that an adjacent property filed a lawsuit concerning the exact location of the lot lines between the properties addressed as 7710 Washington Avenue and 7760 Bodega Avenue. According to the negotiated Settlement Agreement, a portion of the project site

will be transferred to the owners of 7710 Washington Avenue. This future transfer is also not shown on the plan set and is not included in the Title Reports. Consequently, the project plans show improvements that will be located on this adjacent site. The submitted application is inconsistent with the City's requirements since the application forms were not signed by this adjacent property owner to authorize the use their property for the project. A consistent application would either need to show all of the improvements located on the applicant's property, or submit application forms signed by the property owner of the adjacent property authorizing the use of their property.

2. Monument Sign Illumination. Plan Sheet E1.00 indicates that electrical service and associated lighting fixture (identified on GR-1) will be used to illuminate the proposed monument sign on Bodega Avenue. Paragraph 17.120.050(C)(4) of the Sebastopol Municipal Code prohibits the illumination of residential signage. This requested project feature is inconsistent with the provisions of the Sebastopol Municipal Code.
3. Demolition Plan, Plan Sheet A1.1D. An inspection of the site identified a number of onsite items that will be in conflict with the proposed project improvements and that are not identified on the demolition plan. The City's published application submittal requirements state that the demolition plan shall include all structures, site features, and trees that are proposed for removal or retention. It is noted that the trees proposed for removal are depicted on a separate sheet in the plan set are not part of this inconsistency determination. Examples of these missing or incorrectly identified features include, but are not limited to an existing fence along the northeastern boundary and a seating wall/planter near the northwestern boundary, and the existing street edge improvements (i.e. are they being removed or retained?). The submitted Demolition Plan is inconsistent with the City's published application material required.
4. During the City's review of the previous project, the existence of a waterline Blow Off on the project site was identified. The existence of this item has not been identified on the SB-35 project plans. A recent site inspection of the project site further identified the location of the waterline blow off on the project site. We have included several images (See Pages 2 through 4 of Attachment B) to assist in your identification of the actual location. The first image shows the blow-off on the project site. The second image shows the location of the ladder used to take the picture of the blow-off from the adjacent property. The third image provides more context for the location of the blow-off. To be consistent with the City's objective standards, the project would need to take into account the location of the blow-off. To the extent that this would require a redesign of the project, the City cannot determine whether or not these future modifications will be consistent with the City's objective standards at this time.

However, City staff has identified an alternative approach that could address the design issues associated with the Blow Off and potentially reduce future development costs in a subsequent application. The solution would involve connecting the end of the Blow Off to the proposed fire water supply main. This could eliminate the need for approximately 150 feet of 8" line entering the site from Bodega Avenue and eliminate another trench in that area. A diagram of this design solution is included in Attachment D to this letter. If this alternative approach is acceptable, please provide a written confirmation that this alternative project design can be made a condition of approval on the project.

5. General Plan Policy CIR 1-7 requires that Projects that would substantially impact circulation conditions shall provide a circulation impact report. The purpose of the report is to address the Level of Service standards contained in the General Plan. The application materials did not include a report. The previous project application did include a circulation impact report. This document was peer-reviewed by the City's transportation consultant. A copy of the comments is included in Attachment A. These comments will need to be addressed in any the circulation impact report/transportation impact assessment to ensure consistency with the City's adopted standards.
6. Update the Preliminary Stormwater Management Plan to reflect the current configuration of the project and verify that the design will comply with the requirements of the program. At this time, the City is unable to determine whether the proposed stormwater management system will comply with the City's requirements or whether any required changes would necessitate a redesign of the proposed project. The lack of a Stormwater Management Plan which reflects the actual project creates an inconsistency with the City's standards.

As part of any future resubmittal, staff is also providing a number of design recommendations/requirements that could improve the overall quality of the project and/or would result in a project that more compatible with the surrounding area.

Should you have any questions please do not hesitate to contact project planner David Hogan at 408.809.9513 or via email at dhogan@m-group.us.

Sincerely,



Kari Svanstrom
Planning Director

Attachments:

- A. April 15, 2022 Memorandum from W-Trans
- B. Images of Public Works Dept Visual Plan Set comments
- C. Comments & Design Recommendations
- D. Water Line Blow Off Design Alternative

cc:

Lauren Alexander, laurenrhalexander@gmail.com
Building Department
Engineering Department
Fire Department
City Manager



Memorandum

Date: April 15, 2022
Project: SEB071
To: Mr. David Hogan
City of Sebastopol
From: Cameron Nye
cnye@w-trans.com
Subject: Review of Updated Materials for the Woodmark Apartments SB 35 Application

As requested, W-Trans has reviewed the updated project materials provided to the City of Sebastopol for the Woodmark Apartments Senate Bill (SB) 35 Application as an affordable housing project. As you know, we previously provided comments on the May 2020 version of the traffic study in a memorandum dated August 17, 2020 as well as the October 2, 2020 draft version of the traffic study in a memorandum dated January 13, 2021. In addition to the comments provided in our January 13, 2021 memorandum (attached for reference), which have not yet been addressed, we offer the following new comments:

- In general, the draft TIS should be updated throughout to reflect the changes between the previous proposal as market rate housing and the current proposal as affordable housing. The project was previously proposed to be built in phases, which is not the case of the current proposal.
- The trip generation should be revised using the ITE rates for “Affordable Housing – Income Limits” available in the 11th Edition of the *Trip Generation Manual*. Additionally, the size of the community center component appears to have changed, which should be accounted for in the revised trip generation calculations.
- The LOS analysis, queuing, warrants, etc. should be updated using the revised trip generation numbers taking into consideration previous comments.
- LOS can no longer be used to assess CEQA impacts, though is required to determine compliance with the City’s General Plan. As a result, the term “impact” should not be used when referring to LOS. The term “effect” could be used instead.
- With the restriction of the western driveway to right-turn movements only, consideration should be given to the potential for westbound U-turns at the Bodega Avenue/Nelson Way intersection. Turning movement exhibits should be provided to demonstrate that there is room at the intersection to accommodate these maneuvers.
- It should be clarified that a previous comment asked for an analysis of Vehicle Miles Traveled (VMT). A quantitative analysis is no longer required to satisfy CEQA as an affordable housing project, though a brief screening discussion should be included in the TIS with details on why this analysis is not required.
- Note that the City currently has plans to install pedestrian-activated crossing beacons on the west leg of the Bodega Avenue/Robinson Road intersection. The project should upgrade the curb ramp on the northwest corner of the intersection to comply with currently ADA requirements. Design plans for the crossing can be provided upon request.

Attachments

- "Review of Updated Traffic Analysis for Woodmark Apartments," January 13, 2021

- Traffic volumes on the north leg of Bodega Avenue/Robinson Road: Previous counts were not available for this leg of the intersection. We did estimate traffic volumes for this leg of the intersection by estimating traffic volumes for the 27 condominium units which feed into this leg. We determined that the existing counts are on par with our estimate. However, it is unusual that the southbound approach includes 5 right-turn vehicles and 0 left-turn vehicles. No left-turn movements will be a red flag.

Analysis

- Tables 13 and 14 analyze "Bodega Avenue/Eastern Driveway." This label is confusing, throughout the report, identify this location as "Robinson Road Extension/Eastern Driveway."
- A number of the 95th percentile queueing results show queue lengths of less than 25 feet. This will be confusing to the public and appears to be non-sensical. We suggest keeping a floor of 25 feet for queue lengths. Also, there is some confusion in the queue tables if they represent queue lengths or vehicles. Please clarify.
- Because of the extremely short queuing distance on the north leg of the Bodega Avenue/Robinson Road intersection for the two-lane approach, it would be appropriate to assume a one lane approach on the southbound leg of the Bodega/Robinson Road intersection in order to be conservative.
- Highlight the impacts of the short queuing storage between Bodega Avenue and the intersection of the project driveway with the Robinson Road extension including a narrative explaining if the southbound queue will cause delays to the existing residents.
- The narrative for Table 12 indicates a less than significant finding, but the table shows intersection #3 in bold where "Bold indicates queue length exceeds available storage length." Please clarify.
- For Scenario 2, we suggest that all outbound left-turn movements be assigned through the Bodega Avenue/Robinson Road intersection. However, there will be a concern that this access condition will cause some traffic to travel through the neighborhood on Nelson Way and Washington Avenue. Provide a side discussion of the potential for this occurrence and the relative amount of traffic increase given this activity.

Sight Distance

- The southbound approach of the Robinson Road extension to Bodega Avenue is the primary corner sight distance constraint related to the project. This location needs to be evaluated, both under existing conditions and with the project frontage improvements, whether they improve or impact sight distance further. A graphic would be helpful.

Pedestrian Crossing Impacts and Recommendations

- The analysis of pedestrian facilities concludes: "The project does not propose changes to the sidewalk along the project frontage". Per our previous comments: Note that the elevated nature of the existing sidewalk along the project frontage and if it meets ADA standards. I believe Public Works may have also already made this comment.
- The analysis also concludes: "The recommendations discussed above (need for improvement to the crosswalk at the Bodega Avenue/Robinson Road intersection) would encourage pedestrian travel to and from the project site and increase pedestrian activity along Bodega Avenue. The proposed project does not conflict with existing and planned pedestrian facilities or the proposed recommendations by W-Trans; therefore, the impact to pedestrian facilities is less-than-significant." We disagree with the conclusions. The project will

generate pedestrian crossings which will not be sufficiently be served by existing crosswalk. Therefore, the project should complete these improvements as mitigation.

- Finally, the identification of crosswalk conditions should note that some of the ramps may not meet current ADA design standards. If so, those should be updated with upgrades to the crosswalk.

Requests for Updates

1. Include a description of the access scenarios in the Project Description section of the report.
2. All analysis of Scenario 2 including intersection delay and Level of Service, queuing and signal warrants for the intersection of Bodega Avenue/Robinson Road need to be corrected so that in Scenario 2, all left-turns in and out of the project occur via the Bodega Avenue/Robinson Road intersection.
3. Given the drop in traffic volumes on Bodega Avenue, it is recommended that the existing counts be updated using the 2016 traffic volumes which are attached. Before running the analysis, TJKM should email us with the new volumes for approval.
4. The southbound approach volumes at Intersection #3 should be revised to a majority of left-turn movements.
5. Identify the eastern driveway in Tables 13 and 14 as "Robinson Road Extension/Eastern Driveway."
6. For the queueing analysis, keep a floor of 25 feet for queue lengths.
7. Because of the extremely short queuing distance on the north leg of the Bodega Avenue/Robinson Road intersection for the two-lane approach, it would be appropriate to assume a one lane approach on the southbound leg of the Bodega/Robinson Road intersection in order to be conservative.
8. Highlight the impacts of the short queuing storage between Bodega Avenue and the intersection of the project driveway with the Robinson Road extension including a narrative explaining if the southbound queue will cause delays to the existing residents.
9. Clarify the narrative for Table 12 which indicates a less than significant finding, but the table shows intersection #3 in bold where "Bold indicates queue length exceeds available storage length."
10. For Scenario 2, ensure that all outbound left-turn movements be assigned through the Bodega Avenue/Robinson Road intersection.
11. Provide a side discussion of the potential for traffic to travel through the neighborhood on Nelson Way and Washington Avenue and the relative amount of traffic increase given this activity.
12. Address corner sight distance for the intersection of Robinson Road/Bodega Avenue. This location needs to be evaluated, both under existing conditions and with the project frontage improvements, whether they improve or impact sight distance further. A graphic would be helpful.
13. Update the pedestrian facility recommendations per the comments above.

Attachments

- Year 2016, 24-hour segments counts on Bodega Avenue and Robinson Road

VOLUME

Bodega Ave Bet. Washington Ave & Robinson Rd

Day: Wednesday
Date: 9/7/2016

City: Sebastopol
Project #: CA16_7611_006

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	6,502	7,010	13,512					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			7	23	30	12:00			108	95	203			
00:15			4	12	16	12:15			86	118	204			
00:30			7	5	12	12:30			112	128	240			
00:45			4	22	2	12:45			118	424	120	461	238	885
01:00			2	6	8	13:00			131	103	234			
01:15			4	6	10	13:15			114	129	243			
01:30			3	4	7	13:30			102	118	220			
01:45			4	13	6	13:45			124	471	125	475	249	946
02:00			0	9	9	14:00			120	114	234			
02:15			3	1	4	14:15			135	138	273			
02:30			6	2	8	14:30			112	135	247			
02:45			3	12	4	14:45			135	502	134	521	269	1023
03:00			2	4	6	15:00			112	150	262			
03:15			4	4	8	15:15			115	152	267			
03:30			11	8	19	15:30			120	136	256			
03:45			3	20	4	15:45			124	471	150	588	274	1059
04:00			9	1	10	16:00			100	123	223			
04:15			13	3	16	16:15			118	120	238			
04:30			10	5	15	16:30			129	154	283			
04:45			11	43	6	16:45			115	462	110	507	225	969
05:00			24	9	33	17:00			110	149	259			
05:15			27	14	41	17:15			106	148	254			
05:30			17	13	30	17:30			101	128	229			
05:45			36	104	18	17:45			105	422	150	575	255	997
06:00			27	16	43	18:00			95	133	228			
06:15			39	27	66	18:15			81	126	207			
06:30			60	43	103	18:30			92	117	209			
06:45			75	201	36	18:45			92	360	130	506	222	866
07:00			74	44	118	19:00			71	107	178			
07:15			117	72	189	19:15			63	117	180			
07:30			104	76	180	19:30			51	81	132			
07:45			100	395	103	19:45			61	246	78	383	139	629
08:00			139	105	244	20:00			73	80	153			
08:15			140	132	272	20:15			45	82	127			
08:30			145	141	286	20:30			52	76	128			
08:45			152	576	114	20:45			38	208	78	316	116	524
09:00			119	98	217	21:00			42	63	105			
09:15			109	106	215	21:15			29	39	68			
09:30			113	102	215	21:30			24	52	76			
09:45			124	465	107	21:45			15	110	40	194	55	304
10:00			128	83	211	22:00			15	22	37			
10:15			120	95	215	22:15			14	24	38			
10:30			108	108	216	22:30			10	24	34			
10:45			102	458	105	22:45			12	51	24	94	36	145
11:00			112	106	218	23:00			11	10	21			
11:15			115	118	233	23:15			4	13	17			
11:30			118	120	238	23:30			4	27	31			
11:45			98	443	102	23:45			4	23	12	62	16	85
TOTALS				2752	2328	5080	TOTALS			3750	4682	8432		
SPLIT %				54.2%	45.8%	37.6%	SPLIT %			44.5%	55.5%	62.4%		

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	6,502	7,010	13,512

AM Peak Hour			08:00	08:00	08:00	PM Peak Hour			14:00	15:00	15:00
AM Pk Volume			576	492	1068	PM Pk Volume			502	588	1059
Pk Hr Factor			0.947	0.872	0.934	Pk Hr Factor			0.930	0.967	0.966
7 - 9 Volume	0	0	971	787	1758	4 - 6 Volume	0	0	884	1082	1966
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:15	17:00	16:30
7 - 9 Pk Volume	0	0	576	492	1068	4 - 6 Pk Volume	0	0	472	575	1021
Pk Hr Factor	0.000	0.000	0.947	0.872	0.934	Pk Hr Factor	0.000	0.000	0.915	0.958	0.902

VOLUME

Robinson Rd S/O Bodega Ave

Day: Wednesday
Date: 9/7/2016

City: Sebastopol
Project #: CA16_7611_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					544	673	0	0	1,217		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	2			2	12:00	9	8			17
00:15	3	4			7	12:15	5	6			11
00:30	4	0			4	12:30	8	10			18
00:45	2	9	1	7	3	12:45	10	32	10	34	20
01:00	1	0			1	13:00	8	10			18
01:15	0	1			1	13:15	9	4			13
01:30	1	0			1	13:30	9	10			19
01:45	0	2	0	1	0	13:45	5	31	6	30	11
02:00	0	4			4	14:00	9	10			19
02:15	1	1			2	14:15	7	11			18
02:30	1	0			1	14:30	9	10			19
02:45	0	2	1	6	1	14:45	8	33	12	43	20
03:00	0	0			0	15:00	11	14			25
03:15	0	0			0	15:15	9	17			26
03:30	0	0			0	15:30	10	16			26
03:45	0	0			0	15:45	16	46	12	59	28
04:00	1	0			1	16:00	8	8			16
04:15	2	0			2	16:15	9	9			18
04:30	1	0			1	16:30	9	20			29
04:45	0	4	0		0	16:45	11	37	13	50	24
05:00	0	0			0	17:00	8	12			20
05:15	0	0			0	17:15	12	7			19
05:30	0	1			1	17:30	9	11			20
05:45	2	2	0	1	2	17:45	13	42	10	40	23
06:00	0	0			0	18:00	7	16			23
06:15	3	4			7	18:15	6	22			28
06:30	5	2			7	18:30	4	28			32
06:45	9	17	1	7	10	18:45	11	28	17	83	28
07:00	7	5			12	19:00	5	20			25
07:15	11	7			18	19:15	6	9			15
07:30	5	9			14	19:30	6	5			11
07:45	5	28	9	30	14	19:45	4	21	12	46	16
08:00	14	17			31	20:00	24	7			31
08:15	9	29			38	20:15	13	8			21
08:30	15	12			27	20:30	3	7			10
08:45	14	52	17	75	31	20:45	7	47	6	28	13
09:00	8	7			15	21:00	11	5			16
09:15	7	6			13	21:15	14	6			20
09:30	6	6			12	21:30	2	4			6
09:45	4	25	5	24	9	21:45	2	29	3	18	5
10:00	4	7			11	22:00	2	2			4
10:15	7	9			16	22:15	1	5			6
10:30	5	4			9	22:30	1	4			5
10:45	5	21	14	34	19	22:45	1	5	2	13	3
11:00	5	6			11	23:00	1	1			2
11:15	3	10			13	23:15	3	4			7
11:30	10	8			18	23:30	0	0			0
11:45	8	26	14	38	22	23:45	1	5	1	6	2
TOTALS	188	223			411	TOTALS	356	450			806
SPLIT %	45.7%	54.3%			33.8%	SPLIT %	44.2%	55.8%			66.2%

DAILY TOTALS					NB	SB	EB	WB	Total
					544	673	0	0	1,217

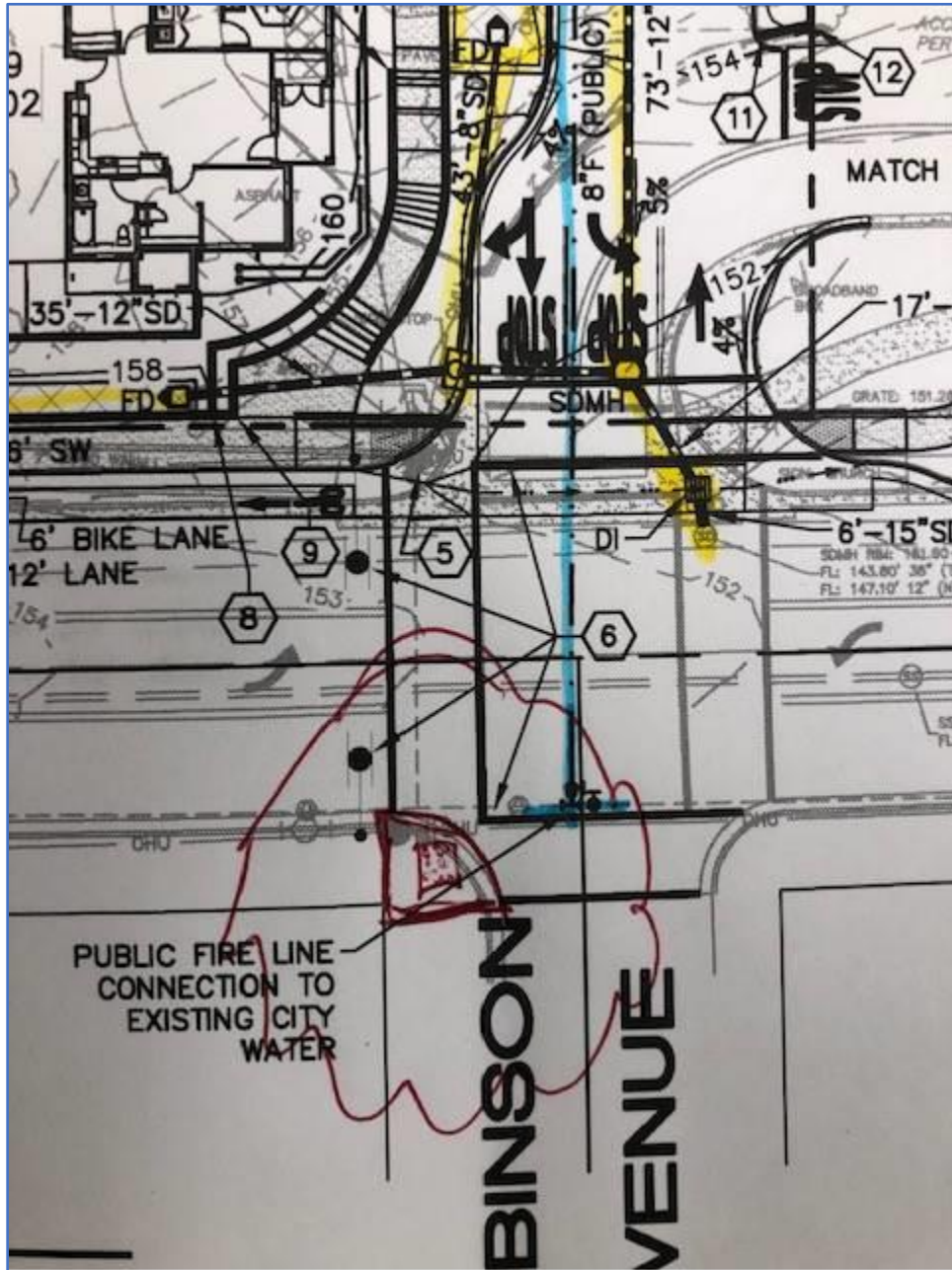
AM Peak Hour	08:00	08:00			08:00	PM Peak Hour	19:30	18:15			18:15
AM Pk Volume	52	75			127	PM Pk Volume	47	87			113
Pk Hr Factor	0.867	0.647			0.836	Pk Hr Factor	0.490	0.777			0.883
7 - 9 Volume	80	105	0	0	185	4 - 6 Volume	79	90	0	0	169
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	17:00	16:15			16:30
7 - 9 Pk Volume	52	75	0	0	127	4 - 6 Pk Volume	42	54	0	0	92
Pk Hr Factor	0.867	0.647	0.000	0.000	0.836	Pk Hr Factor	0.808	0.675	0.000	0.000	0.793







2. Add the accessible ramp to the corner opposite the ramp being installed as part of the project will need to be constructed to complete accessibility requirements.

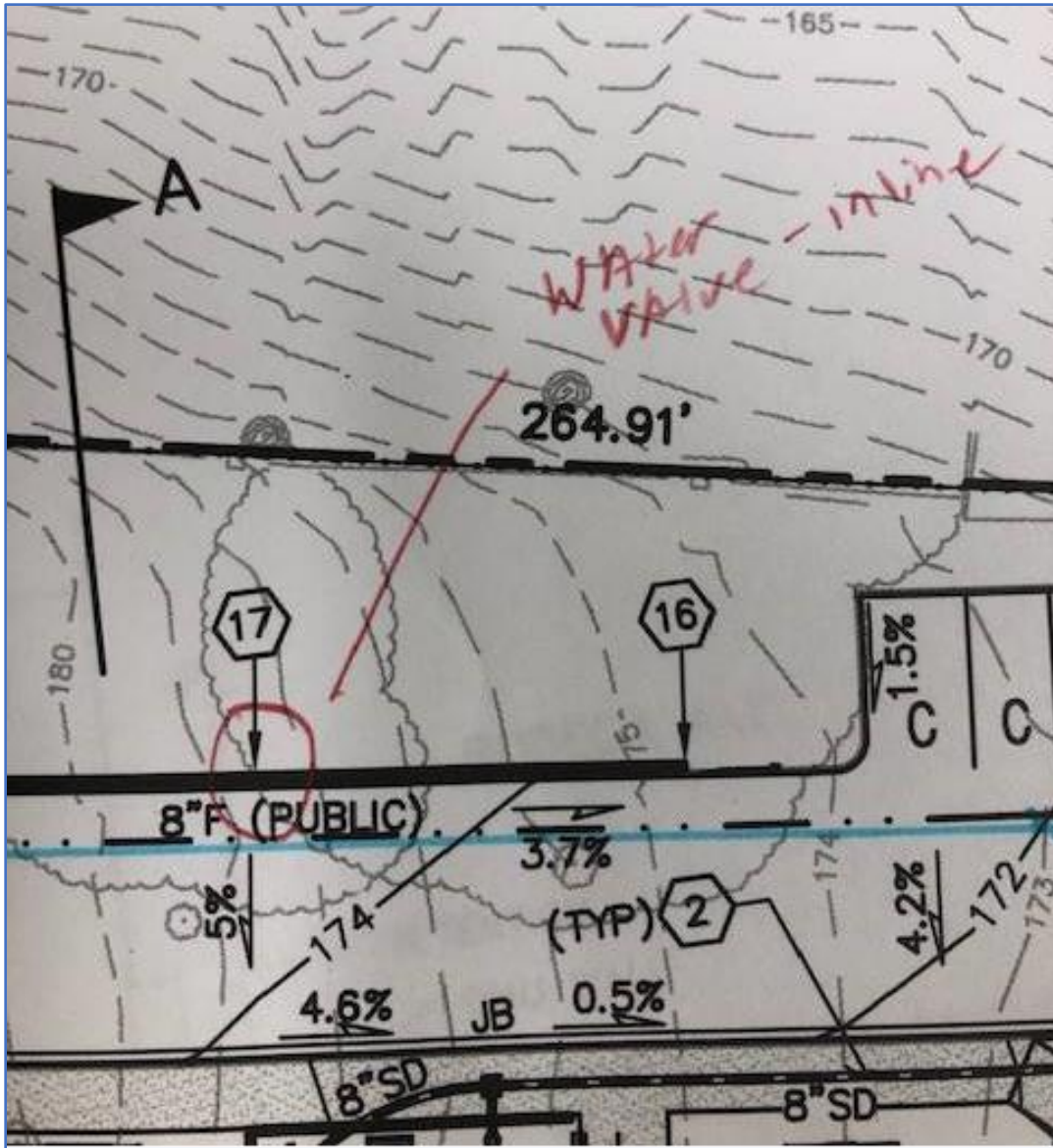


3. To allow the different sections of the fire hydrant loop to be selectively turned off (as opposed to being either all on or all off), the next series of images identify the locations to add isolation valves to the system.

Image 1 of Number 3.



Image 2 of Number 3.



Attachment C
COMMENTS & DESIGN RECOMMENDATIONS

1. On January 13, 2021, the Department of the Public Works provided comments on the proposed water system. Those design issues are included here as Attachment B. These design issues will need to be addressed on any construction plans that may be submitted to the City.
2. Show the location of the DCD (the fire hydrant connection valve) on all project plan sheets and integrate the location(s) into the project plans to eliminate any locational conflicts.
3. Geotechnical Report. Prior to the issuance of any construction permits, an updated geotechnical report that evaluates the approved project will be required.
4. After reviewing the design of the elevations of the “A” Buildings fronting on Bodega Avenue, there appears to be a ‘blank sidewall’ issue. Specifically, the upper wall planes of the two-bedroom units that face the three-bedroom units. Some additional architectural detailing or enhancement is probably needed in this area. This comment is referring to the wall surfaces that are visible from Bodega Avenue and may be most effective if done on the third or second floors. One possible suggestion is the addition of a window between the front doors of the two-bedroom units and the balconies.
5. It is recommended that an additional street address sign be added to the eastern driveway location; maybe it could be attached to the retaining wall adjacent to the driveway.
6. The City’s Arborist has reviewed the tree report submitted with you application and has determined that Tree Nos. 4, 5, 14, and 68 will be adversely affected by project construction and will also be considered as being removed by project construction. The Arborist’s Report will need to be modified to reflect these changes and to provide a detailed Tree Protection Plan that includes how construction will be undertaken within the protected zones are any retained trees.
7. Tree Nos. 6, 8, 58, 59, and 69 appear to be border trees that are in locations that create conflicts with the proposed project fencing. The final design of the fencing will need to be adjusted or redesigned prior to the issuance of any construction permits for the proposed fencing.
8. Any proposed easements need to be shown on the Site Plan. These easement documents need to be recorded prior to the issuance of any building permit.
9. Landscape Plans. The following are the updates to the landscape plans.
Recommendations
 - a. The parking lot/project boundary Red Oaks should be changed to an evergreen species to provide year-round buffering of the parking lot and project. This comment does not specifically apply to the three Red Oaks near the western driveway.

- b. Provide larger specimens for the Valley Oaks along the western driveway near Bodega Avenue; 48" or larger would be appropriate in this location. Larger specimen trees should also be provided at the western driveway entrance.
 - c. It is recommended that plant materials which routinely attract a lot of bees not be located in the central courtyard/play area.
10. Overhang Parking. All overhanging parking is subject to the approval by the Design Review Board.
11. The location of the EV spaces need to shown on any final plans.

ABBREVIATIONS

- AD AREA DRAIN
BO BLOW-OFF VALVE
BSL BUILDING SETBACK LINE
BSW BACK OF SIDEWALK
CONC CONCRETE
DI DROP INLET
DOC DOCUMENT
EG EXISTING GRADE
EASMT EASEMENT
EX EXISTING
F FIRE LINE
FC FACE OF CURB
FD FIELD DRAIN
FDC FIRE DEPARTMENT CONNECTION
FF FINISH FLOOR
FG FINISH GRADE
FH FIRE HYDRANT
FL FLOW LINE
GB GRADE BREAK
GV GATE VALVE
HP HIGH POINT
IRR IRRIGATION
JB JUNCTION BOX
LAT LATERAL
LIP LIP OF GUTTER PAN
LF LINEAR FEET
LP LOW POINT
MAX MAXIMUM
MIN MINIMUM
PG PAGE(S)
PGE PACIFIC GAS AND ELECTRIC
PIV POST INDICATOR VALVE
PL PROPERTY LINE
PUE PUBLIC UTILITY EASEMENT
PWE PUBLIC WATER EASEMENT
RFB RECTANGULAR RAPID FLASHING BEACON
R/W RIGHT OF WAY
SD STORM DRAIN
SDAD STORM DRAIN AREA DRAIN
SDCB STORM DRAIN CATCH BASIN
SDDI STORM DRAIN DROP INLET
SDFD STORM DRAIN FIELD DRAIN
SDMH STORM DRAIN MANHOLE
SHLDR SHOULDER
SS SANITARY SEWER
SSCO SANITARY SEWER CLEAN OUT
SS-LAT SANITARY SEWER LATERAL
ST-LT STREET LIGHT
SW SIDEWALK
TC TOP OF CURB
TEL TELEPHONE
TYP TYPICAL
UTIL UTILITY
W WATER LINE
WM WATER METER
WV WATER VALVE
YI YARD INLET

BENCHMARK

THE ORTHOMETRIC ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 1988) AND WERE DETERMINED BY STATIC GPS TIES TO CGPS STATION CASR (PID D07031) WITH PUBLISHED ELLIPSOIDAL HEIGHT OF 31.459m, IN ADDITION TO APPLYING THE NGS GEOID HEIGHT MODEL "GEOID2012B".

OWNER

PACIFIC COMPANIES
430 E. STATE STREET, SUITE 100
EAGLE, IDAHO 83616
(208) 461-0022

ARCHITECT

PACIFIC WEST ARCHITECTURE
430 E. STATE STREET, SUITE 100
EAGLE, IDAHO 83616
(208) 461-0022

ENGINEER

CIVIL DESIGN CONSULTANTS, INC.
2200 RANGE AVENUE, SUITE 204
SANTA ROSA, CA 95403
(707) 542-4820

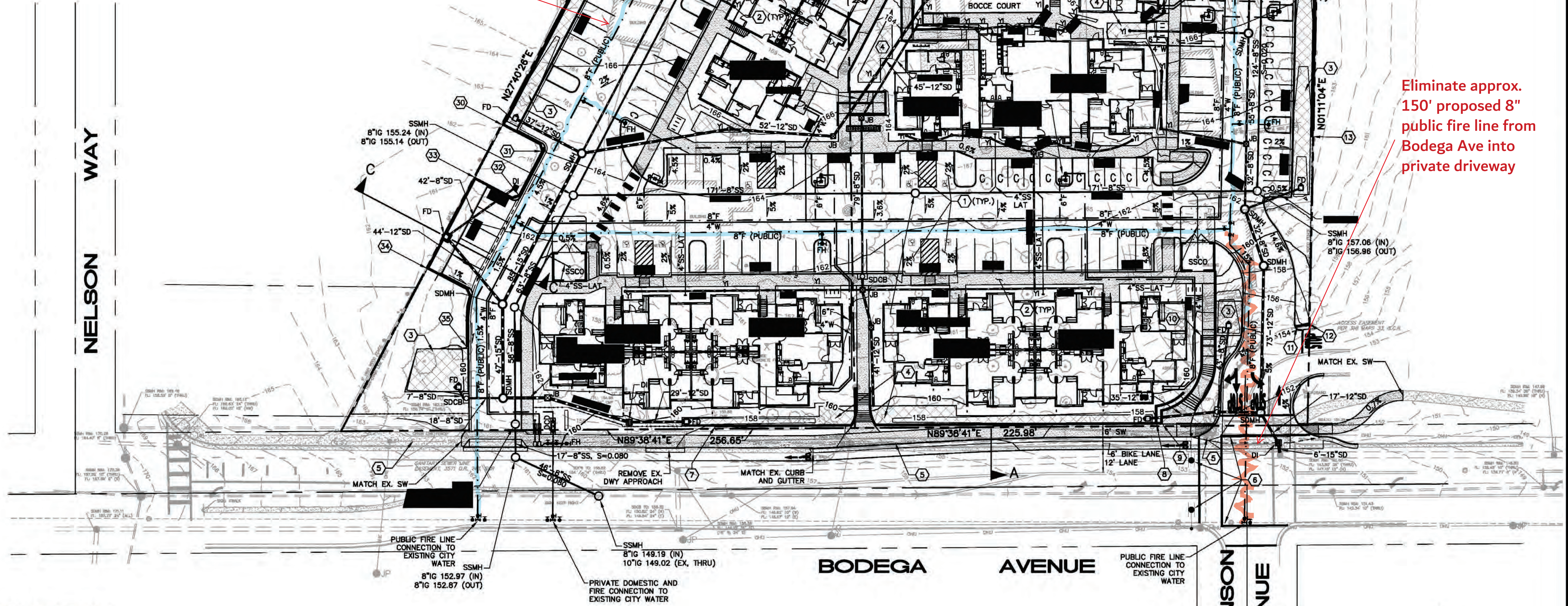
SURVEYOR

CINQUINI & PASSARINO, INC.
1360 NORTH DUTTON AVE., STE 150
SANTA ROSA, CA 95401
(707) 542-6268

blue line is proposed new 8" public fire line

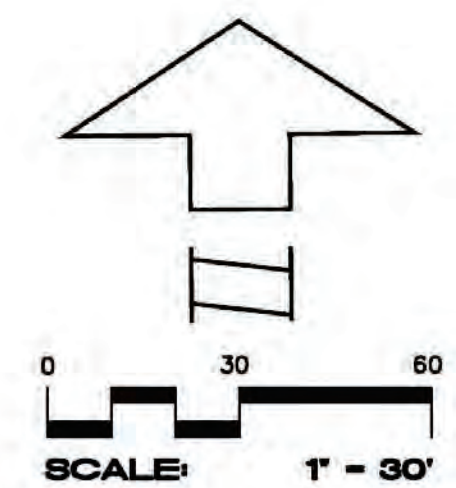
Extend waterline (approx. 40') from existing blowoff to new 8" public fire line

Eliminate approx. 150' proposed 8" public fire line from Bodega Ave into private driveway



KEY NOTES

- 1 ACCESSIBLE PARKING STALLS SHALL HAVE A 2% MAXIMUM SLOPE IN ALL DIRECTIONS.
2 ACCESSIBLE PATHS OF TRAVEL SHALL HAVE A 2% MAXIMUM CROSS SLOPE AND A 5% MAXIMUM LONGITUDINAL SLOPE.
3 PRIORITY 2 ROADSIDE BIoretENTION WITH CURB OPENINGS PER LID DETAIL P2-04.
4 PRIORITY 2 ROADSIDE BIoretENTION WITH NO CURB AND GUTTER PER LID DETAIL P2-05.
5 EXISTING OVERHEAD UTILITIES ALONG THE BODEGA AVENUE PROJECT FRONTAGE SHALL BE PLACED UNDERGROUND.
6 RE-STRIPE CROSSWALK AND INSTALL RFBs ON MAST ARMS.
7 RETAINING WALL: TW=158.42; FG=158.25; BSW=157.57
8 RETAINING WALL: TW=157.66; FG=157.49; BSW=153.07
9 RETAINING WALL: TW=156.72; FG=156.56; SW=153.00
10 RETAINING WALL: TW=159.61; FG=159.44; SW=159.57
11 RETAINING WALL: TW=154.65; FG=154.48; EG=154.21
12 RETAINING WALL: TW=157.55; FG=157.38; EG=153.72
13 RETAINING WALL: TW=163.60; FG=163.43; EG=163.07
14 RETAINING WALL: TW=168.40; FG=168.23; EG=163.63
15 RETAINING WALL: TW=169.94; FG=169.77; EG=169.80
16 RETAINING WALL: TW=174.86; FG=174.71; EG=174.69
17 RETAINING WALL: TW=178.74; FG=178.54; EG=178.57
18 RETAINING WALL: TW=183.84; FG=178.39; EG=183.67
19 RETAINING WALL: TW=183.40; FG=177.18; EG=183.23
20 RETAINING WALL: TW=185.95; FG=176.41; EG=185.78
21 RETAINING WALL: TW=185.84; FG=175.89; EG=185.67
22 RETAINING WALL: TW=183.74; FG=175.07; EG=183.57
23 RETAINING WALL: TW=180.15; FG=173.85; EG=179.98
24 RETAINING WALL: TW=179.26; FG=172.98; EG=179.09
25 RETAINING WALL: TW=174.35; FG=171.23; EG=174.18
26 RETAINING WALL: TW=174.78; FG=171.15; EG=174.61
27 RETAINING WALL: TW=173.25; FG=170.90; EG=173.08
28 RETAINING WALL: TW=170.81; FG=169.98; EG=170.64
29 RETAINING WALL: TW=168.87; FG=168.70; EG=168.07
30 RETAINING WALL: TW=165.31; FG=165.14; EG=162.14
31 RETAINING WALL: TW=164.58; FG=164.41; EG=161.34
32 RETAINING WALL: TW=163.44; FG=163.27; EG=160.02
33 RETAINING WALL: TW=163.60; FG=163.43; EG=160.63
34 RETAINING WALL: TW=162.23; FG=162.06; EG=160.44
35 RETAINING WALL: TW=161.50; FG=161.33; EG=160.02



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PRELIMINARY GRADING, DRAINAGE AND UTILITY PLAN
WOODMARK APARTMENTS
3.59 ACRES
7716 AND 7760 BODEGA AVENUE
SEBASTOPOL, CALIFORNIA
APN 080-230-067
A/PF 004-211-007
JANUARY 2021

JOB NO. 19-119

SHEET NO.



OF 2 SHEETS