

PLANNING & ECONOMIC DEVELOPMENT  
ENGINEERING DEVELOPMENT SERVICES

EXHIBIT "A"  
September 26, 2016  
(Revised January 24, 2017)

808 Donahue St  
DeTurk Village  
PRJ16-012

- I. Developer's engineer shall obtain the current City Design and Construction Standards and the Community Development Department's Standard Conditions of Approval dated August 27, 2008 and comply with all requirements therein unless specifically waived or altered by written variance by the City Engineer.
- II. Developer's engineer shall comply with all requirements of the current Municipal Separate Storm Sewer System (MS4) and City Standard Urban Storm Water Mitigation Plan Low Impact Development Guidelines. Final Plans shall address the storm water quality and quantity along with a maintenance agreement or comparable document to assure continuous maintenance of the source and treatment.
- III. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on the plans stamped received October 24, 2016:

**PARCEL AND EASEMENT DEDICATION**

1. A 7-foot Public Utility Easement shall be granted to the City along W.8<sup>th</sup> Street frontage from the edge of the existing building to Donahue Street.
2. A Public Access Easement on Donahue Street shall be granted to the City to contain the sidewalk area from the vacated Right of Way limit to the building frontages.
3. The proposed diagonal street parking on Donahue Street shall be subject to a parking agreement with the City to allow public use of the private property for parking and establish policing responsibilities. The agreement shall be submitted for review and approval by the City Attorney Office with the submittal of the Public Improvement Plans to be recorded prior to issuance of the first Building Permit.
4. Prior to approval of Public Improvement Plans or issuance of a Building Permit

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the Lot Merger of the Lands of Railroad Square Village, APN 010091001, Doc No.2005R185858 and the Lands of Railroad Square Village, APN010091007, Doc No. 2005R1855858 shall be recorded.

5. The vacation of Donahue Street Right of Way shall reserve Public Access, Sewer, Water, Drainage and Public Utility Easements.

**PUBLIC STREET IMPROVEMENTS**

6. An Encroachment Permit must be obtained from Engineering Development Services of the Planning and Economic Development Department prior to beginning any work within the public Right-of-Way or for any work on utilities located within public easements.
7. Public Improvement Plans are required for public and private improvements within the public right of way and public access easement on Donahue Street, W.8<sup>th</sup> Street, and W.9<sup>th</sup> Street.
8. The intersections of Donahue at W.8<sup>th</sup> and W.9<sup>th</sup> Street shall be removed and reconstructed with 25-foot radius curb returns reducing the Donahue Street curb to curb width to 30-feet.
9. Donahue Street shall be reconstructed per City Standards and Soils Lab recommendations as a collector street along the entire project frontage reduced to a 30-foot width providing a 12-foot travelway on project side of constructed roadway centerline with a 10-foot travelway and 8-foot parking strip on the opposite side of centerline. Project frontage improvements shall provide a 12 foot travelway from the constructed roadway centerline to a center of a City Standard 243 Valley Gutter. The existing westerly top of curb elevation of Donahue Street is to be used as control for the reconstructed street cross section and the new constructed centerline is to be measured 20 feet from the westerly curb line. The centerline grade is to be raised as necessary to reflect minimum cross fall to the new valley gutter.
10. The width of the City Standard 243 Valley Gutter along the project frontage may be reduced to be 4 foot wide. The reduction of the valley gutter width is to minimize impacts to the City Sewer Manhole structure.
11. Improvements to W.8<sup>th</sup> Street shall consist of the removal and replacement to City Standards of the drive approach with new curb gutter and sidewalk. Minimum sidewalk width is 5 feet behind a 6-foot planter or SUSMP BMP LID. Sidewalk may remain contiguous to the curb and shall be a minimum width of 6 feet widening to provide 4 foot clear around any obstacles and reverting to 6 feet once that obstacle is cleared. Contiguous sidewalks are to be provided with City Standard 262 tree wells and installed with street trees chosen from the City Tree list for collector streets and are to be irrigated by the property owner. The existing sidewalk and planter strip on W.8<sup>th</sup> Street may remain, be extended and

conform to the new sidewalk constructed for the new curb returns and curb ramp at the Donahue Street intersection. Tree well spacing is to be determined during the improvement plan review process. The existing City Bus stop is to be removed existing bench may remain.

12. Improvements to W.9<sup>th</sup> Street shall consist of the removal and replacement to City Standards of the existing contiguous sidewalk and raised planters and stairway access with new contiguous sidewalk and construction of a City Standard 250A driveway curb cut 30 feet wide to the new garage entrance and 18 feet wide to the utility room. Minimum sidewalk width is 5 feet behind a minimum 6-foot planter or SUSMP BMP LID however sidewalk along W.9<sup>th</sup> Street may remain contiguous to the curb and building front with tree wells providing 4 foot clear around any obstacles and reverting to full width once that obstacle is cleared. Contiguous sidewalks are to be provided with City Standard 262 tree wells and installed with street trees chosen from the City Tree list for collector streets and are to be irrigated by the property owner. Tree well spacing is to be determined during the improvement plan review process.
13. Use of BMP LID's improvements adjacent to public street pavements shall be constructed with a City Standard 264 Moisture barrier. No Utilities crossing are allowed through the moisture barrier all services shall be in an undisturbed crossing from the street to the property outside of the boundary of the BMP LID improvement. Tree Wells may be used in LID design as a proprietary design element requiring Regional Water Quality Control Board approval and shall meet the performance criteria outlined in the "Tree Filter Unit" fact sheet of the City LID Technical Design Manual.
14. Curb ramps per Caltrans Standard Plan RSP A88A shall be constructed at the corners of Donahue Street at the W.8th and W.9th Street intersections with new crosswalk stripping on Donahue Street at both intersections. Curb ramp at W.9<sup>th</sup> street shall provide for a two directional future crossing with extension of Donahue Street to the north, the crosswalk layout is to be shown on the public improvement plans and noted as not in project.
15. Two copies of the Phase 2 Environmental Site Assessment shall be included with the submittal of the first 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 Development Services Division Planning and Economic Development Division. Grading, demolition or construction permits shall not be issued until the Fire Department has reviewed and approved the clean-up and remediation plan.
16. No overheard utility lines and services are allowed. Any overhead utility services on Donahue Street shall be placed underground from offsite riser poles. All over head distribution lines along project frontage on W.9<sup>th</sup> Street shall be placed underground per City ordinance with spare conduit for future undergrounding of electrical main feeder lines. Undergrounding of overhead utilities shall extend through the Donahue-W.9<sup>th</sup> Street intersection to a riser pole on the westerly

corner of the intersection.

## **PRIVATE STREET**

17. The existing curb line on Donahue Street shall be removed and reconstructed to City Standards with a new curb, City Standard 270 fall away gutter and contiguous sidewalk between the building and curb line with City Standard Tree Wells. Street Trees are to be selected from the City's Collector Street tree list or as approved by the City Recreation and Parks Department. The curb and gutter line shall be set back from the public right of way to allow establishing on site diagonal parking to the public right of way. The parking area shall be graded to drain from the curb to a valley gutter at the new right of way line.
18. The parking pavement section shall be used as a SUSMP BMP LID improvement with a porous asphalt pavement structural section over structural soil and constructed with City Standard Moisture barrier at the edge of Valley Gutter bordering Donahue Street.
19. The Donahue Street improvements, curb, gutter, sidewalk, street trees, landscape and parking area pavement, striping and pavement markings shall be designed and built to City Standards to be privately owned and maintained and included on the public improvement plans.
20. Diagonal parking stalls on Donahue Street shall not overhang the flow line of the valley gutter. No parking stall markings or striping shall be done on the valley gutter except for ADA and Fire Department requirements. A limited number of diagonal parking stalls shall be established on Donahue Street to provide clear 26-foot width surface area within the limits as directed by the Fire Department for staging purposes. The border of the required 26-foot wide Fire Department clear zone shall be designated on the private side of the valley gutter with red thermoplastic limit line and marked as "Fire Zone Keep Clear".
21. Regulatory parking signs shall be per CAMUTCD and City Standards indicating the hours of restricted parking along the Donahue Street project frontage.

## **TRAFFIC**

22. Decorative luminaire Street lighting shall be installed per City Standard 615D for Street Lights along the Donahue, W.8th, and W.9th, Street frontages at 170-foot center to center spacing and as directed by the City Traffic Engineer.
23. Electrical boxes for street lights and signals shall be provided with grounded vandal resistant inserts, McCain Tamper Resistant Inserts or City approved equal, in street light pull boxes at locations as directed by the City. Catalog cuts shall be provided with the first plan check submittal for review and approval by the City Engineer. The street light improvement plans shall include the following

note; "The contractor may use their own locks during construction for ease of access, however once the conductors in the pull box are live the contractor shall coordinate with the City Inspector to have the City lock installed. Electrical pull boxes in planter strips shall be provided with a 2-foot concrete apron around box."

24. The driveways on Donahue Street shall be City Standard 250A, for a 24-foot width at back of sidewalk and driveway may taper on site to 22 feet 20 feet from back of sidewalk.
25. The driveway on W.9<sup>th</sup> Street shall be per City Standard 250A for a 24-foot width at the building and be signed right turn exit only. The exit onto W.9<sup>th</sup> Street shall be provided with a pedestrian alert upon vehicle entering into the driveway tunnel from the garage. The design and operation of the pedestrian alert system shall be reviewed and approved by Engineering with the Building Permit.
26. W.9<sup>th</sup> Street shall be marked with a "Keep Clear Zone" in front of the garage exit. A raised curb shall be constructed along the centerline of W.9<sup>th</sup> Street from the Rail Road Crossing to the curb return of Donahue Street with a "one way" sign posted at the Garage entrance, curb and sign design shall be as directed by the City Engineer. The centerline curb shall begin at the easterly end of the garage curb cut and end at the curb return of the Donahue Street intersection. W.9<sup>th</sup> Street shall be posted "no parking" and restriped for a 5-foot bike lane from the intersection of Donahue Street to the Railroad crossing. Parking restrictions shall remain on W.8<sup>th</sup> Street.
27. If driveways from the parking areas are to be gated the gates shall fail in the open position in the event of a power outage. All gated vehicle entrances shall be reviewed and approved by the City with the Building Permit.
28. A striped crosswalk shall be marked on Donahue Street from the curb ramp on the northerly corner of the Boyce Street Donahue Street intersection extending to a new Caltrans Standard A88A curb ramp. Line of sight to the crosswalk through the diagonal parking stalls from Donahue Street traffic shall be maintained and any landscaping shall be kept to a low height standard and no street trees allowed within 10 feet from the end of the parking stalls. A raised truncated dome detectable warning surface shall be installed in the valley gutter the full width of the crosswalk marked area.

## **STORM DRAINAGE**

29. The developer's engineer shall comply with all requirements of the latest edition of the City Standard Urban Storm Water Mitigation Plan (SUMP) Guidelines. Building Permit Improvement Plans shall incorporate all SUSMP Best Management Practices (BMP's) and shall be accompanied by a Final Storm Water Mitigation Plan which shall address the storm water quality and quantity. Final SUSMP shall be accompanied by a maintenance agreement or comparable

document to assure continuous maintenance in perpetuity of the SUSMP BMP's, and shall include a maintenance schedule.

Perpetual maintenance of SUSMP BMP's shall be the responsibility of one or more of the following:

- a) The property owner fronting or owning these BMP's. Individual owners shall be responsible for performing and documenting an annual inspection of the BMP's on their respective properties. The annual reports shall be retained by the private property owner for a period of the latest five years, and shall be made available to the City upon request.
- b) A Property Owners Association. If perpetual maintenance of these BMP's is through a Property Owner's Association, the documents creating the Association and the Covenants, Conditions and Restrictions governing the Association shall be submitted to the City Attorney's Office and the Department of Community Development for review.
- c) A special tax district for public BMP facilities.
- d) An alternate means acceptable to the City of Santa Rosa.

After the SUSMP BMP improvements have been constructed, the developers Civil Engineer is to prepare and sign a written certification that they were constructed and installed as required or per the manufacturer's recommendation. Written certification of SUSMP BMP's is to be received by the City prior to Final Sign off of the Building Permit.

- 30. Project site is within a 50-foot radius of a contaminated site and proposed BMP will require review and approval by the Regional Water Quality Control Board. Soil investigation in conjunction with the Phase 2 analysis is to map any soil contamination on site, is to be shown on the grading plans for the site development, and location mapped in the Final SUSMP report submitted with the Building Permit.
- 31. Any subdrains required for BMP LID's shall be connected to the Public Storm Drain system through drainage structures, no blind connects to the public system are allowed.
- 32. Off-site storm water runoff shall be conveyed across the project site in a separate bypass storm drain system, or shall be fully treated. Collection points along the boundary of the project shall convey storm water to the bypass system to separate treated and untreated storm water. All storm water systems shall be sized to convey the storm water per Sonoma County Water Agency standards.
- 33. The existing storm drain crossing and manhole at the W.9<sup>th</sup> and Donahue Street intersection shall be removed and the existing storm drain extended at same line

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and grade to a new manhole and crossing connection to the public main on W.9<sup>th</sup> Street. A new City Standard Type II curb inlet shall be constructed on the Donahue street side of the intersection and gutter flows from W.9<sup>th</sup> Street are to be directed to the new curb inlet location. The new storm drain manhole is to be located outside the future crosswalk area of future Donahue Street intersection.

34. A public storm drain is to be extended per City and Sonoma Water Agency Standards in Donahue Street from the new curb inlet at W.9<sup>th</sup> Street designed and constructed at minimum grade to end at a new manhole structure. Existing sewer main in Boyce Street shall be located with line and grade shown on the public improvement plans and public storm drain grade and alignment adjusted as necessary to avoid conflicts with the existing main.
35. Private storm drain systems shall be connected to public storm drains from private drainage structures behind the right of way through minimum 15-inch diameter pipes to a public structure.
36. The grated inlets in the Donahue Street valley gutter shall be private, per City Standard with traffic rated bicycle proof lock down grate and be centered on the flow line of the valley gutter. Minimum pipe size for private storm drain through public right of way shall be 15 inches. All private storm drain systems shall be connected to the nearest public system and all connections to the public storm drain system are to be done through drainage structures no blind connections are allowed.
37. The proposed valley gutter on Donahue Street shall discharge into a City Standard Type II curb inlet with City Standard 404 gallery at the Donahue and W.9<sup>th</sup> Street intersection. The flow line of the valley gutter shall be the projected curb and gutter flow lines at the intersections. The Hydraulic design for the public and private storm drain system shall be reviewed and approved by the Sonoma County Water Agency prior to approval by the City Engineer.

**GRADING**

38. This site requires a Phase 2 Assessment. A clean up and remediation plan will be required to be approved by the Regional Water Quality Control Board and permit issued by the Santa Rosa Fire Department Hazardous Materials Section for product line and tank removal. The limits of the required clean up, decontamination, and remediation will be determined upon excavation and removal of the tank and piping. No contaminated soils shall be used in grading or trench backfill.

**SEWER AND WATER:**

39. 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.

40. The project shall extend the existing 8-inch diameter public sewer in Donahue Street ending in a public manhole above the last lateral connection. The sewer main extension is to be located outside of the lip of the valley gutter and manholes structures may be offset as necessary to fall outside the lip of the valley gutter.
41. This project shall install a 12" water main in Donahue Street. All existing offsite fire hydrants shall be connected to the new 12" main.
42. Water laterals and meters shall be sized to meet domestic, irrigation and fire protection uses. Applicant shall install combination service per City Standard #870 for the private fire main, domestic and irrigation connections to the public main. This project will require a looped fire and domestic system for developments over 100 units with City Standard 880 double check detector backflow assembly for fire main and City Standard 875 double check back flow device on the domestic service at all connections to the public main and City Standard 876 Reduced Pressure Backflow on the irrigation system connection to the public main. The irrigation system is not to be a looped connection to the public main unless demonstrated to the City Engineer that 2 connections are necessary due to maintenance and service limits. All flow calculations shall be submitted to Santa Rosa Water Department during the plan check phase of the Improvement Plans or Encroachment Permit to determine adequate sizing.
43. Backflow prevention devices shall be designed and installed in accordance with current City Standards, State Health Code Title 17, and as required by the Director of Utilities. Backflow devices are to be located in the building not behind the curb and shall be covered with a letter to the City accepting maintenance responsibility of the devices.
44. Provide meters per Section X of the Water System Design Standards. Meters are to be located behind the curb. Services for the different building areas may be through individual meters with manifold behind the public meter.
45. Sewer laterals are limited to 1 per lot. Multiple sewer laterals will be considered only if it is shown that a single service lateral cannot be designed to serve all structures. Services to multiple buildings shall be through a main lateral with separate connections to the individual building locations, size of the main lateral shall be 6 inches, at 1% slope and minimum 24-inch cover. Connection of main lateral to public sewer main shall be per City Standard 513 with cleanout behind sidewalk.
46. The proposed sewer lateral connection to W.8<sup>th</sup> Street is not allowed. If 2 sewer service connections are allowed sewer service is to the southerly buildings near W.8<sup>th</sup> Street shall be provided from Donahue Street through a 6-inch private lateral connection to the new Public Sewer main being extended in Donahue



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Street.

47. Applicants shall provide fire sprinkler demand calculations for projects indicating compliance with CFC Appendix III-A with the Encroachment Permit submittal.
48. Demand fees and meter sizes are to be determined based on use and area with review building plans.
49. Any existing water or sewer services that will not be used must be abandoned at the main per City Standards under an encroachment permit. Existing meters must be collected by the City Meter Shop. Contractor is to coordinate through the City's Encroachment Officer for water meter removal and pick up by the City.
50. Provide a separate irrigation service per Section X. O. of the Water System Design Standards. Street trees are to be irrigated on a metered and backflow protected irrigation system.
51. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance adopted by the Santa Rosa City Council, Ordinance 4051, on October 27, 2015. Plans shall be submitted with the Building Permit application. Submit the following with the above mentioned plans: Maximum Applied Water Allowance (Appendix A) and Hydrozone Table (Appendix B).



Larry Lackie  
Project Engineer