

PLANNING & ECONOMIC DEVELOPMENT  
ENGINEERING DEVELOPMENT SERVICES

EXHIBIT "A"  
May 23, 2019

55 W 8th St  
DeTurk Winery Village  
PRJ18-087

- 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 City Storm Water Low Impact Development Technical Design Manual in effect at the time this application was deemed complete.
- III. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance adopted by the Santa Rosa City Council, Ordinance 4051, on December 1, 2015.
- IV. Prior to approval of the Public Improvements Plans, a Variance is required for the proposed narrowed width street section, diagonal parking, frontage valley gutter and non-standard curb and gutter geometrics. Additionally, if a narrower than standard width is pursued for the City Standard 243 Valley Gutter a Variance shall be required or the above Variance shall include the proposed Valley Gutter width.**
- V. Prior to approval of the Public Improvements Plans, the developer shall obtain a City Council Vacation of Right of Way for the area subject to City File Number VAC15-004.**
- VI. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on the plans stamped received 4/18/19:

**PUBLIC EASEMENT DEDICATIONS**

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.

**MAINTENANCE RESPONSIBILITY THROUGH DONAHUE CORRIDOR**

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. The Donahue Street improvements, curb, gutter, sidewalk, street trees, landscape and parking area pavement, striping and pavement markings shall be privately owned and maintained.

## **MERGER**

5. Prior to approval of Public Improvement Plans or issuance of a Building Permit 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. 2005R185858 shall be recorded.

## **VACATION OF RIGHT OF WAY VAC15-004**

6. The legal description and plat of the proposed right of way vacation attached as "Exhibit A" to City Council Resolution 28768 stating the intention of the City Council to consider vacation of right of way for said area shall be attached to the vacation resolution.
7. Reservations of Public Access, Sewer, Water, and Storm Easements with a Public Utility Easement will be made over the portion of the Right of Way to be vacated. The easement reservations shall encompass all public and franchise utilities. The City of Santa Rosa shall have access to this easement at all times, day and night. All utility surface structures (i.e. manholes, storm drain inlets, underground boxes and vaults, etc.) shall be fully accessible at all times. The reservation of the easement shall be worded as follows:
  - a. "Excepting and reserving from said vacation pursuant to the provisions of Section 8340 of the Streets and Highways Code and for the benefit of public access and all utilities lying within this described area, the permanent easement and the right at any time, or from time to time, to construct, maintain, operate, replace, remove, renew and enlarge sanitary sewers, storm drains, appurtenant structures in, upon, over, and across this street proposed to be vacated and, pursuant to any existing franchise or renewals thereof, or otherwise, to construct, maintain, operate, replace, remove, renew, and enlarge lines of pipe, conduits, cables, wires, poles and other convenient structures, equipment, and fixtures for the operation of gas pipelines, telephone and telegraph lines and other communication facilities, railroad lines, or for the transportation and distribution of electric energy, petroleum and its products, ammonia, and water, and for incidental purposes, including access to protect these works from all hazards in, upon, and over the street proposed to be vacated."
8. Design of private improvements in the public easement corridor on Donahue Street shall be subject to review and approval of the City Engineer, Director of Economic Development Department. The Water Department in the course of Public Utility maintenance activities will take due caution when performing or repair of public utilities and will not be responsible for repairs or replacement of tree, landscaping or structures not specifically approved by the City Engineer, Director of Economic Development or City Engineer, Water Department on City public utilities.
9. The City Clerk shall be directed by City Council that the Vacation of Right of Way is not to

be recorded until notified by The Chief Building Official that the Building Permit has been approved and is ready to be issued. The Vacation of Right of Way shall be recorded and conformed copy returned to Planning and Economic Development Engineering Development Services prior to issuance of any building permit.

10. The vacation of Donahue Street is subject to execution and recordation of a parking agreement between the City and the Developer to retain a shared public use of the parking stalls within the vacated right of way on Donahue Street.
11. An Irrevocable Offer of Dedication of the Vacated Right of way shall be recorded concurrently with the approved Vacation by which the City shall take back the Vacated Right of Way if the project does not get built before the expiration of all City approved time extensions of City entitlements and or Building Permits.
12. All of the documents (vacation, easements, parking agreement and irrevocable offer of dedication) shall be recorded concurrently by the City Clerk with conform and original recorded copies returned to Planning and Economic Development Engineering Development Services.

#### **PUBLIC IMPROVEMENTS AND IMPROVEMENTS IN PUBLIC EASEMENT**

13. 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.
14. Civil 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 and shall be prepared by a Registered Civil Engineer licensed to practice in the State of California for approval by the City Engineer.  

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 or according to an approved Variance and shall be included on the public improvement plans.
15. The intersections of Donahue with both 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 excluding diagonal parking.
16. 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, excluding diagonal parking, providing a 12-foot travel way on project side of constructed roadway centerline with a 10-foot travel way and 8-foot parking strip on the opposite side of centerline, or as otherwise approved by the City Engineer in consultation with the City Materials Engineer.

17. The existing curb line on Donahue Street shall be removed and reconstructed as follows;
  - a. Along the segments of the Donahue Street project frontage containing diagonal parking a City Standard 243 Valley Gutter shall be installed centered upon the grade break line demarking the separation of said parking and the roadway.
  - b. The remaining segments shall have a curb and gutter as shown on the plan.
  - c. The flowline of the valley gutter shall align with the flowline of the gutter maintaining positive drainage along the frontage.
18. The centerline grade shall be raised as determined to be necessary during the plan check of the improvement plans to reflect minimum cross fall to the new valley gutter within the grade limitations of City Street Design and Construction Standards.
19. Street Trees are to be selected from the City's Collector Street tree list or as approved by the City Recreation and Parks Department.
20. The curb and gutter line along the diagonal parking stalls 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.
21. 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".
22. The width of the City Standard 243 Valley Gutter along the project frontage may be reduced to be 4 foot wide with an approved Variance. The reduction of the valley gutter width is to minimize impacts to the City Sewer Manhole structure.
23. 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 shall 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.
24. 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 two City Standard 250 A driveway curb cuts. 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 per City Standard 231. Contiguous sidewalks shall 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.

25. 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. The Final SUSMP Submittal shall reflect the moisture barrier. The Final SUSMP Submittal shall also reflect the use of tree wells as LID BMPs if opted for.
26. Curb ramps per Caltrans Standard Plan RSP A88A shall be constructed at the corners of Donahue Street at the W 8<sup>th</sup> and W 9<sup>th</sup> Street intersections with new crosswalk striping 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.
27. 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.
28. 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. Undergrounding determination shall be made during Plan Check to the satisfaction of the City Engineer.

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.

## **TRAFFIC**

29. Regulatory parking signs shall be per CAMUTCD and City Standards indicating the hours of restricted parking along the Donahue Street project frontage.
30. 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.
31. 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."
32. 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.
33. 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.
34. 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. All striping, raised curbs, traffic related signage and parking shall be as detailed in this condition or as otherwise approved by the City Traffic Engineer during Plan Check.
35. 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.
36. 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 AND STORM WATER COMPLIANCE (SUSMP)**

37. The developer's engineer shall comply with all requirements of the latest edition of the City Standard Urban Storm Water Mitigation Plan (SUSMP) 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.

38. 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.
39. 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.
40. 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.
41. 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 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.

42. 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.
43. 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.
44. 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.
45. 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** (Building memo dated April 23, 2019)

46. The two existing lots need to be merged and all 4 buildings analyzed for compliance on a single parcel or Buildings A and B could be on one parcel and Buildings C and D could be on another parcel.
47. Buildings A and B would need to be analyzed as a single building because of the elevated walkways between the two buildings (or a specialized walkway design is required for them to be considered separate buildings).
48. If Buildings A and B are designed as separate buildings for building code compliance based on an assumed property line (virtual property line, not physical), then the setbacks for the dwelling units facing the assumed property line may need to be increased.
49. Building B's design relies on the proposed interior courtyard meeting the building code definition of a court. The courtyard is partially covered.
50. Building C is currently considered two separate buildings (there is a property line between 808 and 812 Donahue. The property line would need to be eliminated to allow the proposed opening for the parking area connection.
51. Building C is proposed to provide access to Building D with a stairway and elevator. Buildings C and D would need to be analyzed as a single building for building code compliance (or a specialized connection is required for the stairway and elevator access connection).
52. Egress / escape windows for bedrooms in Building D need to open onto a court.



53. A noise assessment study needs to be submitted with the building permit applications that will identify the potential noise impacts of Hwy 101 and the SMART rail line on dwelling units and what type of mitigation measures need to be implemented during construction to ensure interior and exterior noise levels do not exceed code criteria.
54. The identified commercial uses appear to be for different tenants than the current tenants in the building. Building permit applications will be required for the individual tenant spaces in Building C in addition to the building remodel to create the parking area.
55. The project is subject to compliance with State and Federal accessibility criteria. The building permit plans will be reviewed for compliance with State criteria (CBC Chapters 11A and 11B). The applicant's design team is responsible for ensuring compliance with Federal criteria (ADA and FHA).
56. Buildings A, B and D have elevators. Adaptable dwelling units need to be provided on all floors of the buildings.
57. The project is subject to building codes in effect at the time of building permit applications. The applicable building codes change on January 1, 2020.
58. The building code requirements for apartments and condominium units are the same. Federal accessibility codes are different for condominium units.
59. Obtain a demolition permit for the structures to be removed and revisions to Building C.
60. Provide a geotechnical investigation and soils report with the building permit application. The investigation shall include subsurface exploration and the report shall include grading, drainage, paving and foundation design recommendations.
61. Obtain building permits for the proposed project.
62. 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.

## **WATER AND WASTEWATER**

63. Public water and sewer systems and appurtenances thereto shall be designed to serve the project in accordance with the City of Santa Rosa Design and Construction Standards and shall be constructed to the satisfaction of the City Engineer.
64. Onsite private water and sewer systems and appurtenances thereto shall meet all applicable City, State and Federal laws, codes and guidelines to the satisfaction of the Chief Building Official.
65. All underground improvements including sewer lines, water lines, storm drains, public utility facilities, and house services shall be installed, tested, and approved prior to any final project paving.
66. 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.

67. This project shall install a 12" water main in Donahue Street. All existing offsite fire hydrants shall be connected to the new 12" main.
68. 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.
69. Per the Water Distribution System Design Standards, III. WATER MAINS - GENERAL, E., for system reliability, to minimize pipe size, and to minimize the number of people affected by a system shutdown, either for domestic or fire protection purposes, no more than 100 residential units may be served by a single-feed water system. A dual-feed (looping) public water system shall be designed to provide a secondary source of water to developments serving more than 100 units or in situations where a single feed does not have sufficient hydraulic and/or fire flow capacity. Onsite private fire requirements, such as dual fire services and looping mains, will be determined by the Fire Department for residential and nonresidential developments.  
  
The simplest way to achieve this looping is the installation of a mainline valve between 2 separate services with separate meters and separate backflow devices which connect behind the backflow devices.
70. The following backflow prevention devices are required;
  - a. a City Standard 880 double check detector backflow assembly on the fire main
  - b. a City Standard 876 reduced pressure back flow device on the domestic service and on the irrigation system connection to the public main.
71. 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.
72. 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.
73. 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.
74. Sewer laterals are limited to 1 per lot unless it is shown that a single service lateral cannot be designed to serve all structures during Plan Check to the satisfaction of the City Engineer.
75. Applicants shall provide fire sprinkler demand calculations for projects indicating compliance with CFC Appendix III-A with the Encroachment Permit submittal.
76. Demand fees and meter sizes are to be determined based on use and area with review

building plans.

77. 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.
78. 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.

**FIRE** (memo dated April 30, 2019)

Concept DR, Major LMA and DR for DeTurk Winery Village, a modification to an existing approved 185-unit apartment project with 20,000sf commercial. Modification includes removal of residential units from the commercial building (Building C). Addition of a fourth floor on Building B, addition of a new building (Building E). All residential units from Building C will be relocated to the fourth floor of Building B and the new Building E. Modification to elevation north and south side of Building A.

1. The building configuration has been modified and Building E has been removed; therefore, the prior non-complaint comment provided by Assistant Fire Marshal Ian Hardage 1/23/19 listed as item #1 has been deleted. The remaining conditions listed as #2-#13 are still in effect for this project moving forward.

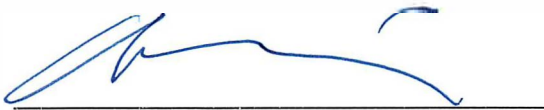
Applicant is advised and acknowledged that the following Fire Department **General Conditions** apply to all portions of this this project:

2. A Phase 1 Environmental Site Assessment shall be provided to the Fire Department Hazardous Material Program for review. Phase 1 shall be approved prior to issuance of any grading, demolition or construction permit.
3. All structures will be required to be protected by an automatic fire sprinkler system designed to NFPA 13.
  - a. The Fire Department Connection's (FDC) for the sprinkler and standpipe required to be installed on the address side of the structures, in a location to be approved by the Fire Code Official and a fire hydrant will be required to be within 100 feet of all FDC's.
    - i. For wall mounted FDC's a personnel protection hard surface awning/roof will be required over the fire department connections to protect ground personnel from falling debris, glass or building features, as approved by the Fire Code Official.
  - b. Based on the size and height of the structure and available water supply a fire pump may be required to support the building suppression systems.
4. Structures three stories or greater shall install a standpipe system.

- a. A temporary fire standpipe system, for use during construction, is required for any construction above the 3rd Floor. The standpipe systems must be extended to each floor, as construction progresses above the third floor.
5. Fire flow and location of fire hydrants shall be installed in accordance with California Fire Code Chapter 5, Appendix B, and Appendix C as adopted by the City of Santa Rosa and as approved by the Fire Code Official.
  - a. A Fire Flow test shall be performed prior to delivery of combustible materials.
6. Required Fire Department access roads shall be signed "No Parking – Fire Lane" per current Fire Department standards.
  - a. Parking allowed only in designated spots. All curbs shall be painted red and posted "No Parking – Fire Lane".
7. Approved fire apparatus access roads shall be provided for every facility, building or portion of building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of the California Fire Code and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building of facility. Fire apparatus access roads shall be installed and accessible to fire apparatus prior to construction with an asphalt, concrete or other approved driving surface capable of supporting 75,000 pounds.
8. Where the vertical distance between grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. For the purposes of this requirement, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive shoulders, in the immediate vicinity of the building or portion thereof. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building and shall be positioned parallel to one entire side of the building providing the maximum access to the building (typically the longest side). The side of the building on which aerial fire apparatus access road is positioned shall be approved by the Fire Code Official. Overhead utility and power lines shall not be located over the aerial apparatus access road or between the aerial apparatus access road and the building being served.
9. Elevators shall be provided in compliance with gurney requirements and Fire Department emergency operations and controls.
10. The structures shall have addressing that complies with the Fire Department Standard with a minimum of a 12" exterior address located address side of the structure.
  - a. All addresses required to be displayed on a building or other permanent structure shall be illuminated during all hours of darkness.
  - b. Interior complex directories shall be required at each floor level.
11. The following are a list of deferred plan submittal items that will be required by the Fire Department - additional items may be called out based on proposed use(s) of commercial spaces:

- a. Private Underground Fire Main
  - b. Fire Sprinkler System
  - c. Standpipe System
  - d. Fire Pump (TBD)
  - e. Fire Alarm
  - f. Emergency Responder Radio System
12. A Fire Department key box(s) shall be provided for each of the structures for access in numbers and locations to be determined by the Fire Code Official.
- a. Should a gate be planned to the parking area, the gate shall be equipped with a Knox Company key operated electric gate release switch with dual key option for the Police Department. Contact the Fire Department at 707-543-3500 for the order form.
  - b. During a power failure, gate shall release for manual operation OR be equipped with standby power or connected to the building emergency panel.
  - c. In addition to sending the request to exit signal to the gate operator, the magnetic detection loop (when activated) shall prohibit the gate from closing upon fire apparatus

More detailed building plans will be needed to determine compliance with California Building (CBC) and Fire (CFC) Code requirements for construction type, building setbacks, restrictions on exterior openings, fire resistiveness of exterior openings and occupancy separations between mixed uses, etc.



A. R. Jesús McKeag

PROJECT ENGINEER