

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

**EXHIBIT "A"  
OCTOBER 8, 2018 revised  
DUTTON AVENUE RESIDENCES -107 Apartments  
3510 Dutton Avenue  
DR17-074**

- 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. The entitlement application shows wetlands which may require a permit from the North Coast Water Quality Control Board. Mitigation measures required by the Board may not be consistent with the approval of this Project, which would require a re-application of the project for approval with the new configuration. It is recommended that the applicant work closely with the Board and the City to achieve a mutually acceptable project.
- III. The approval of this project shall be subject to the latest adopted ordinances, resolutions, policies and fees adopted by the City Council at the time of the building permit review and approval. The project is subject to the approved Roseland Specific Plan.
- IV. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on the plans stamped received Sept. 24, 2018 and the civil grade plan received Sept. 27, 2018:

**PARCEL AND EASEMENT DEDICATIONS**

1. Vehicular access rights shall be dedicated to the City along the Dutton Avenue Roadway frontage of the site except at the planned driveways and street entrances to the project and any emergency access points that shall be required but do not appear on the present plan to prohibit additional access points along Dutton Avenue.
2. The Commercial Owners Association or a tax district shall be responsible to replace and repair the Best Management Practices (BMP) features within common parcels and those BMPs adjacent to the public street including; the flush bio swale under

the sidewalk and landscape strips in public utility easements that are damaged or removed through City Utility maintenance operations. This shall be noted on the utility plans of the improvement plans.

3. Property line fences—shall not encroach into the Public Access and Public Utility Easement.
4. A 13-foot wide Public Utility Easement containing a 6.5-foot wide public sidewalk access easement shall be dedicated to the City from the Right of Way (ROW) at the back of planter strip along all public streets on the project.
5. Buildings cannot be built over easements of record. Quitclaims shall be recorded in the County Recorder's office prior to building permit issuance for the easement to Alexander Garay. If the easements cannot be released, then the building permit cannot be issued.
6. Multi-Family units over 50 units shall have at least two entrances/exits to the development. The applicant shall install two commercial entry driveways along Dutton Avenue and or record a private EVA access agreement that shall be implemented for the southern access driveway. A copy of the EVA shall be reviewed and approved by the City Engineer and recorded at the County of Sonoma Records Office prior to building permit issuance at the applicants' sole expense. The applicant shall provide a copy of the recorded document to Engineering Development Services (EDS) for their records prior to issuance of a building permit.
7. The existing 25-foot wide water main easement along the east property line to Cleo Gulley per document 82-013652, the 30-foot wide private storm drain main easement to Alexander Garay per document 80-073912 along the east property line, the 10-foot wide water main and accompanying easements along the south property line to Cleo Gulley per document 82-006678 that are existing on/over Lot 2 shall not be encumbered by this project without written permission. No proposed structures or buildings are permitted to be built over the easements and/or render them un-usable. Curb and gutter and asphalt is permissible within the easement at the applicants' sole risk. Minimal ground cover cuts shall not disturb the existing pipe bedding. Provide approvals from the easement holders in written form for any proposed encroachments over the easements prior to building permit issuance or provide quit claims to remove the easements prior to building permit issuance.
8. A revocable license agreement and/or consent agreement shall be obtained from the Sonoma County Water Agency (SCWA) for any encroachments within their existing 25-foot wide water easement for their aqueduct water facilities located within the project along the east property line. The applicant shall provide prior written approval from the SCWA for any proposed improvements within their easement prior to City building permit issuance. The existing and proposed

improvements shall be shown on the construction drawings. Permitting and consent from SCWA shall be obtained by the applicant at the applicants' sole expense.

9. The improvement plans shall show all existing and proposed easements including:
  - A. The proposed 13-foot Public Utility easement (PUE) along the frontage;
  - B. The proposed emergency vehicular access (EVA) easement located at the southern entrance from Dutton Avenue.
  - C. The SMART train Right of Way located to the east of the site.
  - D. The existing 25-foot wide SWCA (water main) easement per 1824 O.R. 303.
  - E. The existing 15-foot wide sidewalk access easement.
  - F. The existing private 30-foot wide storm water main easement to Alexander Garay along the east property line per Document 80-073912.
  - G. An existing 10-foot wide storm water easement over the south 10-feet of the parcel per Document 82-006678.
  - H. As applicable, the proposed access and maintenance easement from Dutton Avenue Right of Way (ROW) through the project to the entire rear property line for 24-hour access to existing easement holders to maintain the storm drain main and county water mains.
10. All document numbers shall be referenced on the drawings. Private improvements such as BMPs shall not be located in the easements or PUE. As applicable, the PUE and sidewalk access easements shall be required to be quitclaimed, revised and re-dedicated to current city standard, as reviewed and approved by the City Engineer to facilitate the frontage revisions.
11. Dutton Avenue shall be dedicated to City parkway standards 200J along the entire project frontage. Modified Half width street dedication shall consist of a 6-foot wide left/right turn median lane, one 11-foot wide travel lane, a 5-foot wide bike lane, curb and gutter, an 8-foot wide planter strip and a 6-foot wide sidewalk. The ROW irrevocable offer of dedication shall be recorded prior to building permit issuance. The current ROW is shown as offset on record drawings as 20-foot wide on the west side of the centerline of Dutton and 30-foot wide on the east side of Dutton Avenue Centerline. The project shall dedicate any needed ROW to the City of Santa Rosa, or as approved by the City Engineer for a total of 30-foot half street width and a 6-foot wide sidewalk, and a 13-foot wide public utility easement and 6.5-foot-wide sidewalk easement behind the property line.
12. As applicable, the applicant shall enter into an Utility maintenance access agreement with the SCWA regarding 24-hour access from Dutton Avenue Right of way to the water easement located at the east property line. The agreement shall be recorded prior to building permit issuance. See the grant deed easement documents for additional restrictions.
13. The applicant shall dedicate to the City of Santa Rosa a bus shelter easement which

shall extend 12'-8" back from the public right way line and 5-feet to each side of the proposed location of the shelter or an approved dimension as required to grant access for potential repairs in the future. Right of Way and easement dedication documents are subject to review and approval by the City Engineer and shall record at the County of Sonoma prior to approval of the Public Improvement plans.

14. All publicly maintained improvements shall be completely installed within the existing City Right of Way and /or Public Utilities easement. Any additional required right of way or public utility easement dedications shall be provided at the sole expense of the applicant and shall be dedicated to the City of Santa Rosa.
15. All dedication costs shall be borne by the developer or property owner, including preparation of any legal descriptions, plats, title reports, and deeds that are necessary. Legal descriptions and plats ("R" sheets) shall be prepared by a registered Land Surveyor or Civil Engineer licensed to practice Land Surveying in the State of California and approved by the City Engineer. City forms are available at the City of Santa Rosa Planning and Economic Development Department, Engineering Development Services Division, Room 5, City Hall. All project easement and or Right of way dedications shall be recorded at the County of Sonoma recorder's office prior to building permit issuance.

## **PUBLIC STREET IMPROVEMENTS**

15. A City of Santa Rosa Encroachment Permit is required prior to issuance of the grading permit. Any improvements, proposed or required, within the public right or any existing public storm sewer or water easements shall be reviewed and approved with the Encroachment Permit application.
16. Dutton Avenue shall be improved to City modified Parkway Standard detail 200J along the entire project frontage. Interim Half width street improvements shall consist of restriping the existing structural pavement section which is 22.5 feet wide from the centerline to face of curb, to accommodate an offset 12-foot wide L/R turn Lane, one 11-foot wide travel lane; a 5-foot wide class-2 bike lane (bike lane striping shall be deferred until the ultimate conditions are constructed), a 6-inch concrete curb and gutter, an 8-foot wide minimum planter strip and a 6-foot wide sidewalk. The eastern half-street right of way width shall be approximately 11.5-foot wide center lane + 11 Travel lane + 8 feet wide planter= 30.5-feet wide. The existing curb and gutter shall remain in place, located 22.5-feet offset from centerline. No parking shall be allowed on the project frontage. The project curb and gutter shall not be relocated at this time by the applicant. The frontage improvements include installment of the new traffic striping, planter strip, city trees, irrigation, sidewalk, bus stop and landscape buffer strip. The applicant shall construct all required transitions at the north and south property lines to meet existing conditions including traffic striping for the center turn lane transitions,

public street and sidewalk improvements. The applicant shall provide a Public Improvement plan for traffic signing and striping plan for review and approval by the City Engineer of Dutton Avenue depicting the 3-lane street configuration, the interim 3-lane configuration striping, the transitional striping to include the center left/right turn lane, one northbound lane and no parking lane. All traffic striping shall meet CA. MUTCD or as approved by the City Engineer. The future traffic striping of Dutton Avenue is anticipated to be revised in the future upon development of the west side of Dutton Avenue.

17. The construction plans shall show the interim and future Dutton Avenue cross-section on the plans. Install a 7-foot wide minimum landscape buffer between the back of sidewalk and the BMP along the Dutton Road frontage to screen the parking lot from the street view.
18. Public Improvement plans shall include a complete set of construction drawings including grading and drainage, photometric lighting plan, traffic signal design and construction plans for Bellevue Avenue/Dutton Avenue Intersection, signing and striping, in line bus stop and ADA landing plans, utility plans, erosion control plan and sidewalk plans as applicable.
19. Sidewalk connections shall be coordinated with the approved plans so there is a continuous minimum 8-foot wide planter and 6-foot wide sidewalk along Dutton Avenue frontage connecting to both the north and the south at the property lines. All private and public sidewalk shall be compliant with the Americans with Disabilities Act (ADA). Sidewalks shall connect to the proposed bus stop and buildings.
20. New services (electrical, telephone, cable or conduit) to new structures shall be underground.
21. The applicant shall connect into the closest adjacent public storm drain system within their contributory area that has capacity for their project drainage outfall. Concrete shall not be installed over the top of public utilities. Pot holing of existing utilities shall be required prior to construction to provide a workable gravity design.

## **INTERSECTION IMPROVEMENTS /TRAFFIC SIGNALS**

22. The Roseland Specific Plan indicates that the locally adjacent intersection of Bellevue Ave and Dutton Avenue shall require a signal installation and the addition of left-turn pockets on all four approaches. The project Traffic Engineer shall provide a preliminary intersection design based on the design parameters determined by the City Traffic Engineer with the submittal of the public Improvement plans. The preliminary traffic signal shall include left turn and median lane expansions and revisions; intersection geometry, a detailed engineers' cost estimate for the traffic

signal and intersection improvements including Right of Way costs, signal design and construction costs for review and approval by the City Transportation and Public Works Traffic Department. The applicant shall pay a proportional fair share for the new intersection and traffic signal at the intersection of Dutton Avenue and Bellevue Avenue based on the approved cost estimate prior to issuance of the Building permit. The intersection/signal design shall be designed for an 8-phase signal providing thermos-plastic pedestrian crossings on four legs and protected left-turn lanes on all four legs with class-2 bike lanes on both Dutton Avenue and Bellevue Avenue. The applicant shall not be required to construct the signal/intersection at this time.

23. If the applicant chooses to install the signal and intersection improvements, then the traffic signal and left turn lane extensions and median modifications may be eligible for credit of impact fees for the public improvements built by the applicant. The amount of the credit is subject to approval of the cost estimate and contribution allowed by the City Engineer. It is the Developer's responsibility to follow the City's procedures for entering into a valid credit agreement.
24. All fair share cost and traffic impact fees shall be paid prior to building permit issuance. The fair share cost for the traffic signal at Bellevue Avenue and Dutton Avenue, is approximately 4.5%.
25. Located in the County of Sonoma, the Standish Avenue/Todd Road/ Ghilotti Avenue intersections' future traffic signal (and or other approved intersection improvements) shall be installed and operational prior to building occupancy release by the City Building Department. The project applicant shall coordinate with the County of Sonoma on the installation of the traffic signal or an All Way Stop Control (AWSC) to mitigate the identified impact to the intersection prior to occupancy release.
26. The project is subject to the Traffic Impact Study Report entitled "Traffic Impact Study for a Residential Project at 3150 Dutton Avenue" dated July 20, 2018, as prepared by W-Trans, Inc. and all subsequent addendums thereto.

## **TRAFFIC**

27. Install "No parking signs" along the entire projects frontage along Dutton Avenue. There shall be an "interim traffic striping" design installed by the applicant as shown on the civil plans sheet C1.0. The interim striping shall allow the right/left center lane to be "Offset" until such time as the project across the street develops and full width of the street improvements can be achieved. In the future development of the property across the street, then the Dutton Avenue street striping shall be revised to allow a half street cross section of a "centered" 12-feet wide median, an 11-feet wide travel lane and a 5-feet wide bike lane. See the reference plans for detailed dimensions.

28. "No parking" and "fire lane" signs shall be installed along the private driveways between the Buildings per Fire Department requirements and shall provide a minimum 20-foot clear travel lane within the entire parking lot for emergency vehicular circulation. A minimum of 26.5-foot clear shall be required where fire department aerial access is required adjacent to 3-4 story buildings. Signage shall be determined during plan review.
29. City Standard 611 cobra style street lights shall be installed along the frontage to current spacing requirements, using LEOTEK LED fixtures. Street light spacing, wattages, and locations shall be determined during the improvement plan review process.
30. 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 shall 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 each box."
31. Adequate sight distance from the driveways shall be maintained at all times and landscaping shall be maintained at maximum 36" height within the stopping site distance triangle using a stopping site distance as designated by Caltrans standards. Signs and monuments shall not be placed in the stopping sight distance triangle. Tree canopies shall be maintained at least 7-feet off the ground. Dutton Avenue shall be posted for no parking for 50-feet both north and south of the driveway entrances and also along the bus transit stop.
32. Appropriate street name signs, pavement markings, and regulatory signs, as approved by the City Engineer, shall be installed. Developer shall be responsible for any transitional improvements required between new construction and existing improvements.
33. The project developer shall be responsible for repairing/removing any debris, damage, or deterioration occurring to existing local streets and/or private driveways as a direct result of construction activity related to installation of the improvements (grading, road construction, utility installation, etc.). Required repair shall involve patching, cleaning, sealing or overlaying affected areas as appropriate to return the roads to as good a condition as they were in prior to construction. If the project developer does not act prudently in a timely manner, the City shall, at its discretion, perform the correction and charge the owner/subdivider for all costs and overhead incurred.

## **TRANSIT**

34. An ADA-compliant, in-line curb bus stop shall be installed on northbound Dutton Avenue, north of the northern project driveway for a Sonoma County Transit stop. The applicant shall install an ADA-compliant landing pad consistent with ADA-Architectural Barriers Act (ABA) Accessibility Guidelines section 810.2, and the bus stop shall be connected to the proposed pedestrian path to the facility entrance via an accessible route, consistent with ADA-ABA Accessibility Guidelines section 402. Install no parking zones and bus stop signage along the bus stop. Delete the planter strip and install contiguous sidewalk along the bus stop zone. Design and location shall be to the approval of the City Engineer and Traffic Engineering Division. Contact Sonoma County Transit at (707)585-7516 for more information regarding the bus stop signage installation.
35. The bus stop shall be provided with a 6-feet x 10-feet wide concrete shelter pad. An easement dedication to the City of Santa Rosa for the bus pad may be required if located outside the ROW.

## **PRIVATE DRIVEWAY IMPROVEMENTS**

36. The two commercial driveway aprons on Dutton Avenue shall be constructed in accordance with City Standard detail 250D. The private driveways shall have a minimum width of 24-feet at the back of sidewalk, accessing through an additional 6- feet in width at the curb cut per City Standard 250D. Provide for a 6-feet wide sidewalk, with a level portion of sidewalk behind the driveway ramp. Install curb and gutter at the edge of asphalt that extends at least 10-feet behind the driveway aprons. Paint onsite curbs red to indicate no parking along the entry ways.
37. Submit an on-site signing and striping plan for the new parking lot improvements at first review.
38. Submit parking lot and street lighting plans for review and approval. Lighting shall meet minimum lighting requirements.

## **GRADING**

39. A soils and geologic report is required and shall be provided with the improvement plans submitted for review.

## **STORM WATER COMPLIANCE (SWLID)**

40. The developer's engineer shall comply with all requirements of the latest edition of



the City Storm Water Low Impact Development (SWLID) Technical Design Manual. Final Plans shall incorporate all Storm Water Low Impact development (SWLID) 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 Plans shall be accompanied by a City approved Declaration of Maintenance Agreement to assure continuous maintenance in perpetuity of the SWLID BMP's and shall include a maintenance schedule to be implemented by the owner.

41. Perpetual maintenance of SWLID BMP's shall be the responsibility of the owner of these BMP's. The owner shall be responsible for performing and documenting an annual inspection of all BMP's on the property. 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.
42. The SWLID "Declaration of Maintenance" document shall be recorded at the Sonoma County recorder's office prior to grade permit issuance or as required by the Building Official. A recorded copy of the document shall be given to the City of Santa Rosa EDS division for their records.
43. After the SWLID BMP improvements have been constructed, the developers Civil Engineer or qualified professional shall prepare and sign a written certification that they were constructed and installed as required or per the manufacturer's recommendation. Written certification of SWLID BMP's shall be received by the City prior to acceptance of public improvements.
44. A Storm Water Pollution Protection Plan (SWPPP) shall be required at building plan submittal to show protection of the existing storm drain facilities during construction. This project shall comply with all current State Water Board General Construction Permit Requirements.
45. No debris, soil, silt, sand, bark, slash, sawdust, rubbish, cement or concrete washings, oil or petroleum products, or other organic or earthen material from any construction or associated activity of any nature, shall be allowed to enter into or be placed where it shall be washed by rainfall into the storm drain system. When operations are completed, any excess material or debris shall be removed from the work area.
46. Where bio swales or BMP facilities are located in landscape strips, other utilities such as DDCV, joint trenches, backflow/reduced pressure devices, solar panels, transformers, irrigation meters, meter boxes, cleanouts, fire hydrants, etc. shall be located without conflict with the swales/water infiltration or collection. Each trench crossing shall extend the length of a bioswale by 5 additional linear feet. Locations of infrastructure shall be present on the plans and shall be reviewed during plan check.

47. The Civil Engineering plans shall show sufficient construction details and dimensions of each BMP device on the drawings, so the BMP shall be replaced in the future. Landscape plans and civil plans shall be coordinated with the approved SWLID report and show the BMP locations clearly to prevent them from being filled in with landscape materials.
48. All BMP's shall be constructed using the LID manual construction details, priority type 1 or 2, using landscaped based infiltration/storage. BMPs constructed using any other detail other than priority 1 or 2 shall be reviewed and approved by the State Water Board via a separate direct submittal by the applicant at their sole expense. Provide a copy of an approval letter for alternative BMP installations from the State Water Board to the City for its files.
49. A trash capture device shall be installed at all storm drain outfalls for this project per the State Water Board City permit requirements. The manufacturers cut sheets of the device shall be shown on the construction plans.
50. Provide field percolations test to support the retention/infiltration devices shall work as proposed. Provide a memo from the geotechnical engineer supporting the underground retention basin and the depth of the water table and any other recommendations. Verify by testing that the infiltration/drawdown shall occur within 72-hours to support vector control. The percolation test shall support your current design. Compliance to the current permit is required.
51. In the report and on the construction drawings, clearly indicate the private underground retention facilities shall be privately owned and maintained by the property owner for perpetuity. The City shall not accept any maintenance responsibility for the BMPs or underground retention facilities at any point in time. Insert the preliminary standard SWLID maintenance agreement for the developer to sign into the SWLID report. Include the calculation per the City's Storm water calculator of the required 100% volume retention required for the project and show the volume is being retained. Use the City SWLID report format and city forms for the report in order to meet the requirements for the City MS4 permit.

## **STORM DRAINAGE**

52. All drainage flows from offsite shall be intercepted at the property line and conveyed through a private system to discharge into the public right of way. Cross lot drainage is not permitted without a storm drainage easement being recorded at the Sonoma County Recorder's office in favor of the upstream property.
53. Hydraulic design shall conform to Sonoma County Water Agency (SCWA) criteria. All storm water run-off shall be collected via an underground drainage system and discharged to the nearest public downstream facility possessing adequate capacity

to accept the run-off. Provide a hydrology/hydraulic report prepared by a registered Civil Engineer at first plan review. Provide a review and approval letter from SCWA to City of Santa Rosa EDS division for the final storm water system design. Project design plans shall conform to the approved hydrology/hydraulics report design. There appears to be a public storm drainage system in Dutton Avenue in the project frontage and it flows to the north.

54. Lot drainage and private storm drain facilities shall be approved by the Chief Building Official's designated representative. Private drainage inlets and lines shall be required and shall be privately owned and maintained.
55. Blind connections to the public storm drainage system are not permitted. As applicable, install a 48" manhole at each connection point to the public storm drain system. The minimum pipe size in the Right of way shall be a 15-inch pipe.
56. All storm drain inlets shall be labeled per the City standard detail 409 - "DRAINS TO CREEK" or an approved equal.
57. Any off-site storm water runoff shall be conveyed across the project site in a separate bypass storm drain system or shall be fully treated by the project. Collection points along the boundary of the project shall convey storm water to the bypass system to separate treated and untreated storm water.
58. Clearly show the existing storm drain main and its facilities, pipe size and pipe material on the construction drawings, landscape and civil plans. Protect the existing underground pipe in place.

## **WATER AND WASTE WATER**

59. Sewer, irrigation and water demand fees, meter installation fees and processing fees shall be paid prior to building permit and connection to City water. The applicant shall contact the EDS Engineering Water Services staff to determine estimated sewer, irrigation and water demand processing and meter fees.
60. This property lies within a high-water pressure area. Individual pressure regulators shall be required on this lot.
61. Clearly show the existing water main and its facilities, pipe size and pipe material on the construction drawings, civil and landscape plans. Protect the pipe in place.
62. Water services shall be provided per Section X of the Water System Design Standards. Commercial and irrigation uses shall be metered separately.
63. A combination service per City Standard #870 for fire sprinkler, public and/or private

fire hydrant, domestic and irrigation meters shall be installed to service the project.

64. The water services and meters shall be sized to meet fire protection, domestic and irrigation uses. A dedicated fire protection service with an associated double detector check valve per City Standard 880 shall be installed to serve the building. The flow calculations shall be submitted to the Engineering Development Services Division during the plan check phase of the Encroachment Permit application.
65. The applicant shall install a separate irrigation service with a reduced pressure backflow device per current City Standards 876. See Section X.O. of the Water System Design Standards. Meter size is dependent on peak demand and shall be determined upon review of irrigation plans. Irrigation demand, processing and meter fees shall be paid prior to issuance of building permit.
66. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance adopted by the Santa Rosa City Council, Resolution No. 4051, on October 27, 2015. Plans shall be submitted with the Building Permit application.
67. All irrigation and domestic water meters shall be protected with reduced pressure backflow devices.
68. No plumbing for landscape irrigation or any other use shall cross property lines.
69. Any existing sewer laterals without a cleanout shall be provided with a clean out at the right of way line or edge of easement per City Standard 513. Sewer laterals shall have clean outs at all angle points or changes in direction and/or every 100 feet.
70. Submit a full fire flow analysis to the Fire Department for review. Connections to the City water system shall be dependent on meeting fire flow requirements. Private hydrants shall be required on site and the locations shall be determined with the Building Permit Application. Fire sprinklers shall be required in addition to the private hydrants. The location shall be determined during the plan check process of the Improvement Plans.
71. Santa Rosa Water Engineering provides mapping of private onsite water mains and fire hydrants for the Fire Department and processes the fee collection and meter installation for the fire line. Provide two copies of the approved onsite plans showing private fire lines and private fire hydrants locations to the Utilities Engineering Division prior to requesting meter sets and commencing service. Refer to section XI.A of the Water System Design Standards for submittal of plans for private fire systems.
72. The existing 25-foot wide water aqueduct easement along the easterly property line

shall not be encumbered with trees, light posts with foundations, BMP's, transformers or other improvements blocking or installed within the easement. The easement(s) cannot be gated or walled off. Removable fencing may be required. All special improvements within the water main easement(s) shall be "specifically approved" in writing prior to installation by the stake holder, SWCA engineer prior to installation within the easements. Construction plans shall indicate clearly the pipe location and main size and a note "to protect the pipe in Place"

73. Multi-family units of 4-99 units, can be designed for an appropriately designed master meter, a master meter for each building cluster, or individual meters for each unit. For complexes over 100 units or more, show that at least two metered connections shall be required if the project is to be master metered. All meters shall be within the right of way or easements and easily accessible, and multiple meters shall be clustered where possible.
74. No structures shall encroach on, above or below the surface of the ground in any public water/storm drain easement. This includes footings of foundations or eaves from the roof of any adjacent structure, pools, ponds or outbuildings on slabs or foundations. Decks, sheds or other structures which shall be easily removed for maintenance of the water system shall be allowed at the discretion of the Director of Santa Rosa Water.
75. The water, sanitary sewer and fire services, fire hydrants shall be relocated behind the new curb line by the applicant to city standard locations.

#### **ENVIRONMENTAL SERVICES (No conditions 12.6.17)**

#### **FIRE DEPARTMENT (Nov. 28, 2017, April 5, 2018 AAMM and Aug 14, 2018)**

76. CA Fire Code requires aerial apparatus access to buildings with wall heights of 30 feet or more above grade or three stories or greater (Buildings B, C, D, and E). This access shall be provided to one long side of each building as approved by the Fire Code Official. Relocate covered parking to outer parking stalls or otherwise remove from obstructing aerial access. Fire Department access roads a minimum of 20-feet in unobstructed width, 13'-6" clear height, shall be provided to within 150 feet path-of-travel distance of all portions of first floor exterior walls of all structures and hazardous materials use or storage areas. Access roads for buildings over 30 feet shall be 26-feet unobstructed width, 13'-6" clear height, located no closer than 15-feet and no more than 30-feet from one entire long-side of buildings. The proposed median indicated on the main access roadway between Buildings A & B shall be removed, painted flush or the roadways on both sides widen to a minimum of 20 feet.
77. Four of five proposed buildings do not have elevators. Fire Department personnel shall be able to negotiate a loaded medical gurney down proposed switchback stair.

Proposed elevator at Building D shall be sized to accommodate a medical gurney.

78. City Engineering Standards require two connections to separately valved sections of the public water main when more than 100 dwelling units are served by a water system. Fire Department Connections (FDCs) are required to be within 100 feet of a fire hydrant. Fire hydrants and FDC's shall be 40 feet from the structures served. FDCs shall be reviewed and approved by the Fire Department.
79. Buildings appear to be Type V-A construction and sprinklered. The largest single building approximately 67,980 requiring a minimum of 4,750 GPM fire flow reduced to a maximum 50% reduction requiring a minimum of 2,389 GPM at a minimum of 20 PSI for a duration of 2-hours. Submit fire flow analysis to the fire department at first plan review.
80. The landscaping plans shall require approval from the Fire Department as it relates to expected proposed tree diameters and their proximity to the edge of roadway along access roadways and the expected height of the proposed trees along the aerial access to the buildings shall be less than 15 feet.
81. Carports in excess of 1,000 square feet shall be protected by an automatic fire sprinkler system on accordance with City of Santa Rosa Code.
82. Access Easement for this use shall be recorded prior to beginning construction. The northern driveway is not required. The southern driveway shall be 20-foot minimum wide, paved, with an electronically -operated gate set back from Dutton Avenue at least 20 -feet. The gate shall be rolling /sliding or swinging and shall be a continuation of the site fencing or stand-alone pipe gate. The gate operator shall be strobe-actuated, with a Knox-key override, and shall fail to open condition in the event of a power failure. This driveway shall only for fire department use and shall be signed "Fire Lane – No Parking" on both sides and on the gate.
83. The separation-between-access-points for this project was waived by an Alternative Means and Methods as approved by the Fire Department April 5, 2018 under F18-0409.
84. Building D is four stories in height and flat-roofed. Roof Access per CA. Building Code and approved by Fire Department shall be provided.
85. Hydrant spacing for this commercial project shall comply with current Fire Department standards: maximum 300 feet on center. A hydrant shall be located within 100 feet of the Fire Department Connection (FDC) supplying the building sprinkler system. Fire Hydrants and FDC's should be located a minimum of 40 feet from structures served.
86. A Fire Flow Analysis including proposed building areas, type of construction, and calculated available fire flow at the new fire hydrants shall be provided to the Fire

Department for review and approval concurrent with submittal of Improvement plans.

87. All new buildings over 25,000 sf in area are required to be tested to determine whether they need to include an In Building Public Safety Radio System, designed and installed to performance standards developed by the Fire Marshal.
88. Permanent fences or gates limiting emergency vehicle access shall be approved by the Fire Department. Lockable gates limiting vehicle access to commercial facilities shall be equipped with a Fire Department approved locking device or Fire Department approved key system ("Knox" lock or "Knox" keyed lock). Call 543-3500 for assistance in obtaining the required lock or key system.
89. Two copies of a Phase 1 Environmental Site Assessment shall be included with submittal of the first Engineering plan check. One copy is to be submitted directly to the Fire Department and review fee paid; a copy of the receipt shall be submitted with the remaining copy to the Engineering Department. Grading, demolition or construction permits shall not be issued until the Fire Department has reviewed and approved the Phase 1 study.
90. Storage or use of any hazardous materials at the site shall require a Hazardous Materials Inventory Statement to be submitted to the California Environmental Reporting System (CERS). Materials more than permit amounts shall require a Hazardous Materials Management Plan to be submitted to the Fire Department for review and approval and shall require payment of Hazardous Material Use or Hazardous Waste Generator fees.
91. Access roads and water supplies for fire protection shall be installed and made serviceable prior to storage or construction of any combustible materials.
92. Traffic calming measures (speed bumps, humps, speed tables or undulations) are not approved as a part of this review. CA Fire Code 503.4.1 requires Fire Department approval of any traffic calming measures on required Fire Lanes.

#### **RECREATION AND PARKS (Nov. 13, 2017)**

93. Street trees shall be required and planted by the developer. Selection shall be made from the City's approved master plan list and inspected by The Parks Division. Planting shall be done in accordance with the City Standards and Specifications for Planting Parkway Trees. Contact the Recreation and Parks Division Office (707) 543-3770 for copies of the master street tree list. This declaration shall be added to the General Notes of the improvement plans.
94. Parks acquisition and/or park development fees shall be paid at the time of building permit issuance. The fee amount shall be determined by the resolution in effect at

the time.

95. The property owner shall be responsible for the irrigation of the street trees and the maintenance landscape in the planter strips and bermed planting area along Dutton Avenue.

A handwritten signature in cursive script, appearing to read 'CEC', is positioned above a horizontal line.

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CAROL CLARK - EDS PROJECT ENGINEER

[file:///E:/ENG/CEC/DR/Dutton 3150. Dutton Ave Residences .107 apartments](file:///E:/ENG/CEC/DR/Dutton%203150%20Dutton%20Ave%20Residences%20107%20apartments)