

DEPARTMENT OF PLANNING & ECONOMIC DEVELOPMENT
ENGINEERING DEVELOPMENT SERVICES

EXHIBIT "A"
July 21, 2020

38 Degrees North Phase 2
2660 Petaluma Hill Rd
PRJ19-017

- I. Prior to scheduling the project for approval, a reciprocal access, drainage and parking easement shall be obtained from the apartment project to the north (38 Degrees North Phase 1).
- II. Developer's engineer shall obtain the current City Design and Construction Standards and the Engineering Division of the Planning & Economic 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.
- III. 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.
- IV. 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.
- V. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on the plans stamped received [REDACTED]:

PUBLIC EASEMENT DEDICATION

1. All public easement and right of way dedications shall be granted by separate instrument. They shall be consistent with the alignments shown in City File Number 2005-0040—the Kawana Meadows Phase 1 subdivision Improvement Plans (hereafter “**2005-0040**”) and City File Number 2019-0030—the 38 Degrees North Phase 1 apartment project to the north (hereafter “**2019-0030**”), and to the satisfaction of the City Engineer in consultation with the City Traffic Engineer.
2. Prior to the signing of Improvement Plans the following public easements and rights of way shall be dedicated;
 - a. Where not already existing, right-of-way shall be dedicated so that a Caltrans Standard A88A curb ramp and the 4-foot sidewalk landing are contained within 6 inches of the right-of-way at the curb return
 - b. sidewalk easements

- c. public utility easements (PUEs)
 - d. A public roadway and emergency vehicle access easement (EVA) and the Fire Dept. hammerhead turnaround as shown on the site plan or determined by the Fire Department during plan check.
3. All costs associated with map, plan, easement, plat, legal description, and/or support document preparation shall be the sole responsibility of the developer.
 4. Prior to the signing of Improvement Plans or the issuance of any Encroachment Permit, a reciprocal access, drainage and parking easements shall be granted to the apartment project to the north (38 Degrees North Phase 1).

PUBLIC STREET IMPROVEMENTS

5. 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 developer 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.
6. Civil improvement plans shall be prepared by a Registered Civil Engineer licensed to practice in the State of California for approval by the City Engineer.
7. 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.
8. All street sections, sidewalk and planter widths along the frontage of the project shall be consistent with the Improvement Plans for the Kawana Springs Phase 1 subdivision (2005-0040) and the 38 Degrees North Phase 1 apartment project to the north (2019-0030) except where otherwise indicated. The entire project frontage shall be installed to the satisfaction of the City Engineer in consultation with the City Traffic Engineer.
9. All driveway curb cuts along the project frontage shall be per City Standard 250 A.
10. **Franz Kafka Ave** shall be dedicated and improved along the entire project frontage and shall include the following;
 - a. Half width street improvements shall consist of a 12-foot travel lane, an 8-foot parking lane, curb and gutter, and a planter strip, with a sidewalk behind the planter strip.

- b. Where the frontage is immediately adjacent to the private open space preserve the sidewalk shall meander per City Standard 231 to contiguity. No planter strip shall be installed along this segment of frontage
- 11. The northwest curb return at intersection of Franz Kafka Ave and Farmers Lane extension shall be similar to the City Standard 232 series or Caltrans a88a, and shall have the following elements;
 - a. The radius shall be 35 feet.
 - b. a bulb out southerly into Farmers Lane Extension, prohibiting the westbound vehicle lane to start until after intersection. With the new location of the bulb out,
 - c. the pedestrian ramp line up with the ramp on the east side of the street and they shall have a crosswalk between them.
- 12. On street parking along the frontage of Franz Kafka Ave except for the first 50-feet north of the driveway which shall be signed and striped to the satisfaction of the City Engineer in consultation with the City Traffic Engineer.
- 13. Farmers Lane Extension shall be dedicated and improved along the entire project frontage to the satisfaction of the City Engineer in consultation with the City Traffic Engineer.
- 14. In the westbound direction, the developer shall install a left turn lane/pocket, a travel lane and right turn lane at the intersection of Petaluma Hill Rd and Farmers Lane Extension.
- 15. At the westerly end of curb return at the intersection of Franz Kafka Ave and Farmers Lane Extension the width of roadway shall not include the 13-foot right turn lane. Westerly of this point the curb line shall meander northerly through reversing curves similar to City Standard 221 until the full 13-feet of the right turn lane is realized. This width shall be maintained for the remainder of the frontage. The bike lane shall be retained on Farmers Lane Extension on the east and west sides of the intersection.
- 16. On Farmers Lane Extension, westbound, approaching Petaluma Hill Road, the transition where the bicycle crosses the right turn only lane shall be painted green to highlight the transition zone to the satisfaction of the City Engineer in consultation with the City Traffic Engineer.
- 17. A 2-foot wide median shall be installed on Farmers Lane extension at the following locations;
 - a. beginning at the intersection of Franz Kafka Ave and Farmers Lane Extension and terminating at the transition from center turn lane to left turn lane.

- b. beginning at the intersection of Petaluma Hill Rd and Farmers Lane Extension and terminating at the transition from center turn lane to left turn lane.
18. In the case that the non-project side of Farmers Lane Extension is not improved by the time that this project proceeds with construction, the developer shall install a minimum 12-foot wide eastbound lane and an asphalt berm similar to City Standard 200 K on the non-project side of the street.
 19. The driveway access into and out of the site onto Farmers Lane Extension between Franz Kafka and Petaluma Hill Road shall have signage indicating right turn in/out only.
 20. On the **Yolanda Ave** side of the intersection of Petaluma Hill Rd, Farmers Lane extension and Yolanda shall be widened and restriped to include an eastbound left turn pocket. If any equipment, such as signal poles and cabinets, or other infrastructure needs to be moved to accomplish this, it shall be the developer's responsibility to do so at no cost to the City.
 21. **Petaluma Hill Rd** shall be dedicated and improved along the entire project frontage to the satisfaction of the City Engineer in consultation with the City Traffic Engineer.
 22. The northbound approach to the intersection of Petaluma Hill Rd, Farmers Lane extension and Yolanda shall be restriped to include a northbound left turn pocket, two through lanes, and a bike lane.
 23. The developer shall continue the two northbound lanes and bike lane to the southerly limit of the northerly project on Petaluma Hill Rd between Farmers Lane extension and the northerly project.
 24. The proposed bus stop along the project frontage shall be to the satisfaction of the City Engineer in consultation with CityBus.
 25. Pedestrian connections from on site to the public sidewalk shall to the satisfaction of the City Engineer in consultation with the City Traffic Engineer.
 26. Any broken curb, gutter and/or sidewalk shall be replaced per current City standards.
 27. The minimum and maximum cross-slope for all streets shall be 2% and 5% respectively. Minimum gutter slope for all streets shall be 0.5%.
 28. Existing streets being cut by new services will require edge grinding per City Standard 209, trenching per Standard 215, and an A.C. overlay.
 29. Installation of street lights and the street lighting pattern will be determined during plan check phase of the improvement plans as approved by the City Engineer.
 - a. Decorative luminaire Street lighting shall be installed per City Standard 615D for Street Lights.

- b. City Standard 611 cobra style street lights are to be installed along the frontage to current spacing requirements, using LEOTEK LED fixtures. Street light spacing, wattages, and locations will be determined during the improvement plan review process.
- 30. Electrical boxes for new and/or relocated 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."
- 31. 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 development 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 development 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.
- 32. New services (electrical, telephone, cable or conduit) to new structures shall be underground.
- 33. Developer shall coordinate, and where necessary, pay for the relocation of any power poles or other existing public utilities, as necessary.
- 34. Developer shall install traffic signal interconnect along the Petaluma Hill Road frontage of the project connecting to the existing interconnect south of the intersection of Kawana Springs and Petaluma Hill Road to the satisfaction of the City Engineer in consultation with the City Traffic Engineer. Refer to City File Number 1995-0090.

TRAFFIC AND LINE OF SIGHT

- 35. The height of signs, vegetation or other obstructions near street intersections shall maintain clear line of sight for all vehicles approaching the intersection to the satisfaction of the City Traffic Engineer during review of (Building Permit, Encroachment Permit, Improvement Plans).

36. Vegetation over 3-feet in height shall be planted no closer than 40-feet from stop bar of stop sign controlled intersections.

GRADING (from Building Memo dated March 2, 2020)

37. 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.
38. Obtain building permits for the proposed project.

STORM DRAINAGE

27. Drainage facilities and drainage easements shall be provided to the satisfaction of the City Engineer or the Chief Engineer of the Sonoma County Water Agency at the developer's expense.
28. Drainage facilities shall be designed per the Flood Control Design Criteria manual of the Sonoma County Water Agency. If flows exceed street capacity, flows shall be conducted via an underground drainage system (with minimum 15" diameter and maximum 72" diameter pipe sizes) to the nearest approved downstream facility possessing adequate capacity to accept the runoff, per the City's design requirements. Such runoff systems shall be placed within public street right-of-way wherever possible.
29. 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. 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.
30. 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.
31. Concentrated drainage flows shall not be permitted to cross sidewalks, or slope areas subject to erosion problems.
32. Drainage system within the area designated Open Space Preserve shall be subject to the approval of the Sonoma County Water Agency and shall connect to the City system at its Westerly terminus.

STORM WATER COMPLIANCE (SUSMP)

33. Final Public 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.
34. Perpetual maintenance of SUSMP Best Management Practices (BMP's) shall be the responsibility of the property owner. Building Permit shall be accompanied by a maintenance agreement or comparable document to assure continuous

maintenance in perpetuity of the SUSMP BMP's which shall be approved by the City Engineer and the City Attorney's Office prior to the signing of Improvement Plans.

35. The maintenance schedule and the Final SUSMP are to be included as part of and recorded along with the maintenance agreement. The maintenance agreement shall note the maintenance schedule required by the Final SUSMP is to be followed by the property owner and all logs are to be made available for review by the City on an annual basis.
36. 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 occupancy of the complex.
37. A Final Storm Water Mitigation Plan (SWMP) using BMPs is to be included with the Improvement Plans submitted for the First Plan Check. Private improvements required by the Final SWMP are to be contained on the property and shall be maintained by the property owner.
38. Use of vortex separators for water treatment is not allowed in Santa Rosa. In-line filters used for water treatment are limited to those tested by independent testing laboratories and approved by the California Regional Water Quality Control Board. The filter separator currently approved for use in Sonoma County is limited to the Hydro International, www.hydro-international.biz, "Up-Flo Filter". Filter systems other than the approved "Up-Flo Filter" will require full testing data from an independent testing laboratory be submitted for review and approval by the California Regional Water Control Board prior to approval of subdivision improvement plans.

WATER AND WASTEWATER

38. 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.
39. All underground improvements shall be installed, tested, and approved prior to paving.
40. This project is subject to the latest fees in effect at the time of connection or Building Permit issuance.
41. All onsite utilities shall be privately owned and maintained.
42. Private mains shall be a minimum of 6" in diameter and public mains shall be a minimum of 8" in diameter. Connections between private and public sewer mains shall be at manholes. Public water mains must be sized to meet criteria per Section VII of the Water System Design Standards.

43. For purposes of leak detection and maintenance access, no reinforced concrete may be designed over publicly maintained water or sewer facilities. Un-reinforced concrete will be allowed under special circumstances such as crosswalks. Water system valves must be located outside of the concrete area.
44. All onsite mains shall be private and shall be a minimum of 6" in diameter. Connections between private and public sewer mains shall be at manholes located at the edge of the Public Right of Way.
45. Final design of onsite sewer and water shall occur at the time of Building Permit.
46. The applicant shall extend a 12-inch public water main along the full project frontage of Farmers Lane. It shall connect to the existing 12-inch main in Petaluma Hill Road (City File Number 2000-0049) per City Standards.
47. The applicant shall extend a 12-inch public water main along the full project frontage of Petaluma Hill Road. It shall tee off of the above referenced main extension and connect to the existing 12-inch main in Petaluma Hill Road (City File Number 2000-0022) per City Standards.
48. Connection to the existing water main will require a shut down for a tie-in inspection. Call Water Engineering Services for fees and scheduling. Advance notice is required.
49. The applicant shall extend an 8-inch public sanitary sewer interceptor main at each point of connection between a City Standard Manhole just behind the right of way line and a Manhole at the point of connection with the existing 12-inch sewer main (City File Number 1999-0053). Connections between private and public sewer mains shall be at manholes.
50. Applicant must install combination services per City Standard #870 for fire service, public fire hydrant, domestic and irrigation meters.
51. Water services and meters must be provided per Section X of the Water System Design Standards and shall be sized to meet domestic, irrigation and fire protection uses. Any services placed in driveway areas shall have meters with traffic rated boxes.
52. Since the development creates more than 100 units a second domestic connection to public water shall be required.
53. 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 Santa Rosa Water.
54. Reduced pressure back flow per City Standard 876 will be required on all domestic and irrigation water services.
55. Any existing water service or sewer lateral that will not be used must be abandoned at the main per City Water System Design Standards Section XVIII, Abandonment of Water Mains and Services, City Sewer System Design Standards Section XII, Abandonment of Sewer Mains and Services, and City Standard 507 under an Improvement Plans. The existing meter must be collected

by the City Meter Shop. Call Water Engineering Services at 543-3950 to arrange pick up.

56. If a well exists on the property, one of the following conditions apply:
- a. Retention of wells must comply with City and County codes. An approved backflow prevention device must be installed on any connection to the City water system.
 - b. Abandonment of wells requires a permit from the Sonoma County Permit and Resource Management Department.
 - c. Wells may not serve more than one parcel, and any lines from existing wells that cross lot lines must be severed
57. Wells may not serve more than one parcel, and any lines from existing wells that cross lot lines must be severed.
58. Any existing septic systems shall be removed under supervision of project Soils Engineer. Obtain Permits from the Sonoma County Permit and Resources Management Department. Obtain a City Building permit if an existing structure is being converted from a connection to the septic system to the public sewer system.
59. Where bio swales are required, meter boxes, cleanouts, fire hydrants, etc. must be located without conflict with the swales. Locations of infrastructure will be reviewed during plan check. No bio swales or SUSMP BMP LID improvements shall cross public sewer, water, or storm drain utilities.
60. A Fire Flow Analysis will be completed at the time of the tie in of the project to the City system. See Fire Conditions below for specific details. The fee to have the test performed must be paid to the Santa Rosa Water Department prior to the test being performed.
61. 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 fireline. Provide two copies of the approved onsite plans showing private firelines and private fire hydrant 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.

FIRE (from Fire Memo dated October 22, 2018)

59. 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.
60. Structures will be required to be protected by an automatic fire sprinkler system.
- a. The Fire Department Connection (FDC) for the sprinkler and standpipe systems will be required within 100 feet of the FDC.

61. Structures will be required to install a standpipe system in the buildings – required in buildings three or more stories in height.
 - a. A temporary fire standpipe system, for use during construction, is required for any construction above the 3rd Floor. The standpipe system must be extended to each floor, as construction progresses.
62. 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.
 - a. A Fire Flow test shall be performed prior to delivery of combustible materials.
63. 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”.
64. CA Fire Code requires fire apparatus access roads (“Fire Lanes”) to within 150 feet hose-pull distance of all first-floor exterior walls.
 - a. There shall be a minimum of 26-foot access provided on the long side of each structure that exceed 30 feet to the eave line of the proposed structures that allows for placement of the Fire Department aerial apparatus to be positioned 15 – 30 feet from the face of the building(s).
 - b. There shall be no projections or obstructions that would limit the articulation of the aerial apparatus.
 - c. The site shall be provided with two points of access that are located half of the diagonal of the project area from one another.
65. The structure shall have addressing that complies with the Fire Department Standard with a minimum of a 12” exterior address located address side of the structure, apartment units shall have a minimum of 4” letters or numbers.
 - a. All addresses required to be displayed on a building or other permanent structure shall be illuminated during all hours of darkness.
 - b. Exterior monument maps shall be provided for building identification, and interior complex directories shall be required at each floor level.
66. 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. Phase 1 Environmental Site Assessment
 - b. Private Underground Fire Main
 - c. Fire Sprinkler System
 - d. Standpipe System
 - e. Fire Alarm
 - f. Emergency Responder Radio System

67. A Fire Department key box shall be provided for each structure for access.
- 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.



A. R. Jesús McKeag

PROJECT ENGINEER