DEPARTMENT OF PLANNING & ECONOMIC DEVELOPMENT
ENGINEERING DEVELOPMENT SERVICES

EXHIBIT "A"
06/15/23

Mosaic Apartments
Petaluma Hill Rd (1683)
DR20-051

I. Prior to issuance of any building permit for this project, permission to work from owner of the southerly adjacent property (APN 044-021-033) for the scope of work shown on the plans that occurs on private property or impacts said property. A letter from the owner of the affected adjacent parcel shall be submitted. All coordination efforts between the developer and the property owner shall be the responsibility of the developer. The City shall not be held liable for any time delays or costs resulting from these efforts even though the City holds ultimate authority for approval of the dedications and Improvement Plans.

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. Final Plans shall address the storm water quality and quantity along with a maintenance agreement or comparable document to assure continuous maintenance of the source and treatment.

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 4-27-23:

PUBLIC EASEMENT DEDICATION

1. All public easement and right of way dedications shall be granted by separate instrument.
2. All water meters shall be located within public right of way or water easements and multiple meters shall be clustered where possible. Water easements shall be dedicated over the first valve of the Double detector check valve, public water meters and public fire hydrants and other public utilities. Easements shall be

determined during first plan check to the approval of the City Engineer.

3. The applicant shall dedicate the following public easements:
    a. Along Colgan Avenue, a sidewalk easement per City Standard STD 230 C Sidewalk and Planter Dimensions for Avenues, from the westerly limits of the project to the westerly limit of the transition to contiguous sidewalk, modified to begin at the property line which is within the area of the proposed sidewalk. The easement shall end at the back of sidewalk per STD 230 C.
    b. Along Colgan Avenue, a PUE per City Standard STD 230 C Sidewalk and Planter Dimensions for Avenues, from the westerly limits of the project to the westerly limit of the transition to contiguous sidewalk, modified to begin at the property line which is within the area of the proposed sidewalk. The easement shall end 12.5-feet behind the front of sidewalk per STD 230 C.
    c. Along Colgan Avenue, a sidewalk easement which transitions from the location dictated by City Standard STD 230 C Sidewalk and Planter Dimensions for Avenues to that dictated by City Standard STD 230 G R/W for Contiguous Sidewalks, from the westerly limit of the transition to contiguous sidewalk to the end of this transition approximately 10-feet from the existing curb return.
    d. Along Colgan Avenue, a PUE which transitions from the location dictated by City Standard STD 230 C Sidewalk and Planter Dimensions for Avenues to that dictated by City Standard STD 230 G R/W for Contiguous Sidewalks, from the westerly limit of the transition to contiguous sidewalk to the end of this transition approximately 10-feet from the existing curb return.
    e. Along Colgan Avenue, a PUE per City Standard STD 230 G R/W for Contiguous Sidewalks, from the end of the transition to contiguous sidewalk to approximately 10-feet from the existing curb return. The easement shall end 7.5-feet back of sidewalk per STD 230 G.
    f. Along the proposed bus stop on Petaluma Hill Road, a PUE per City Standard STD 230 G R/W for Contiguous Sidewalks, from the existing curb return to the northerly limit of the transition from contiguous sidewalk to sidewalk per City Standard STD 230 J Parkway. The easement shall end 7.5-feet back of sidewalk per STD 230 G.
    g. Along Petaluma Hill Road, a PUE which transitions from the location dictated by City Standard STD 230 G R/W for Contiguous Sidewalks to that dictated by City Standard STD 230 E Sidewalk and Planter Dimensions for Boulevards & Parkways, from the northerly limit of the transition to contiguous sidewalk to the end of this transition approximately 16-feet from the proposed driveway apron for Emergency Access Only.
    h. Along Petaluma Hill Road, a sidewalk easement per City Standard STD 230 E Sidewalk and Planter Dimensions for Boulevards & Parkways, from

approximately 16-feet north of the proposed driveway apron for Emergency Access Only to the southerly project limit along Petaluma Hill Road, modified to begin at the property line which is within the area of the proposed sidewalk. The easement shall end at the back of sidewalk per STD 230 E.

i. Along Petaluma Hill Road, a PUE per City Standard STD 230 E Sidewalk and Planter Dimensions for Boulevards & Parkways, from approximately 16-feet north of the proposed driveway apron for Emergency Access Only to the southerly project limit along Petaluma Hill Road, modified to begin at the property line which is within the area of the proposed sidewalk. The easement shall end 12.5-feet back of the front of sidewalk per STD 230 E.

    i. Note: The transitions of the sidewalk easement and PUE between City Standards STD 230 C, E, and G shall be to the satisfaction of the City Engineer during plan check.

j. A public emergency vehicle access easement (EVA) over the proposed driveway for Emergency Access Only as shown on the site plan may be required by the Fire Department. Any required EVA shall be to the satisfaction of the City Engineer in consultation with the Fire Department.

4. The applicant shall dedicate as public right of way all areas along the frontage of the project where private property is located in front of the right of way line as shown in the appropriate Standard. No Vacation of right of way is required.
5. All the onsite utilities to the development shall be privately owned mains and service connections. No private utilities such as water service laterals, sewer service laterals or fire mains are permitted to run parallel in a public utility easement (PUE) joint trench area. No private improvements shall encroach into the PUE per City Code 20-16.140, A, 1, a, including but not limited to LID BMPs.
6. All costs associated with map, plan, easement, plat, legal description, and/or support document preparation shall be the sole responsibility of the developer.

MAPPING

7. A merger of the parcels with the following APNs is required prior to issuance of any Building Permit:
    a. 044-021-019
    b. 044-021-022
    c. 044-021-035
    d. 044-021-071
    e. 044-021-072
    f. A Lot-Line Adjustment (LLA) between the parcels in question may be pursued instead on a merger. If an LLA is pursued, cross lot drainage, egress and parking easements (or Covenant of Easements if all parcels remain under the same ownership) shall be recorded by separate instrument with conformed copies

provided to the Planning & Economic Development Department prior to issuance of any Building Permit. No structure shall be placed over a property line.

PUBLIC STREET IMPROVEMENTS

8. 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.
9. 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.
10. An Encroachment Permit shall 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.
11. The General Plan classifies Colgan Avenue as a Transitional/Collector Street. The City Street Design and Construction Standard that applies to Colgan Avenue is Avenue STD 200 F. This Standard calls for an 8-feet planter strip, and a 5-feet sidewalk.
12. Public Improvements for Colgan Avenue shall consist of the following:
    a. The installation of pavement on the project side to widen the curb to curb width of Colgan Avenue to 42-feet. Colgan Avenue shall have a TI of 9.6 along the project frontage.
    b. An 8-feet planter strip, and a 5-feet sidewalk per Avenue STD 200 F which transitions to contiguous sidewalk at the existing curb return. At no point along the meandering sidewalk transition shall the grade exceed 5% maximum slope in the direction of travel and 2% maximum cross-slope. The sidewalk meander shall transition through reversing curves with a radius per City Standard 231 Typical Sidewalk Obstruction Transition at minimum or greater to the satisfaction of the City Engineer during Plan Check.
    c. Curb and gutter per City Standard 241.
    d. A 32-foot wide City Standard 250 A Driveway Curb Cut.
    e. The existing edge of pavement westerly of the project shall transition to the full frontage buildout with a 15:1 taper line and Type G raised pavement markers similar to City Standard 212 Road Width Transitions or as otherwise approved by the City Engineer in consultation with the City Traffic Engineer.

f. The installation of a sidewalk barricade per City Standard STD 236.

13. If the existing curb return at the intersection of Petaluma Hill Road and Colgan Avenue is found not to be to current ADA requirements during plan check, it shall be removed and replaced with a Caltrans Standard A88A Curb Ramp or as otherwise to the satisfaction of the City Engineer.

14. The General Plan classifies Petaluma Hill Road as a 4-Lane Regional/Arterial Street. The City Street Design and Construction Standard that applies to Petaluma Hill Road is Boulevard STD 200 I. This Standard calls for an 8-feet planter strip, and a 6-feet sidewalk. A Variance (ENGV23-009) to modify the width of the planter strip to 6-feet has been approved. All paving on Petaluma Hill Road shall have a TI of 9.4 along the project frontage.

15. Public Improvements for Petaluma Hill Road shall consist of the following:

    a. Installation of a 12-inch white thermoplastic limit line 5-feet in advance of the crosswalk marking at the northbound approach on Petaluma Hill Road at Colgan Avenue.

    b. Restriping of the full width of Petaluma Hill Road from the stop bar at Colgan Ave to the southerly project limits to accommodate the below:

        i. A 12-feet wide travel lane in each direction.

        ii. A 6-feet wide bike lane with a 2-feet wide buffer between it and the travel lane in each direction.

        iii. A 12-feet wide left turn pocket for approximately 115-feet in the northbound direction and a 12-feet wide left turn pocket for a length to be determined during plan check to the City Engineer in consultation with City Traffic Engineer subject to ENGV23-008.

        iv. A 12-feet wide 2-way left turn lane between the aforementioned left turn pockets and between the intersection of Petaluma Hill Road and Santa Ana Dr subject to ENGV23-008.

        v. An 8-feet wide parking lane, from the southerly end of the bus stop to the southerly project limit along project frontage, and from the intersection of Petaluma Hill Road and Santa Ana Dr to the southerly project limit along opposite frontage.

        vi. Stop bars and crosswalks to the satisfaction of the City Engineer in consultation with City Traffic Engineer.

        vii. All appropriate arrow and bike lane markings not above mentioned.

    c. A City Standard 220 Bus Stop with a City Standard 222 Concrete Bus Pad at Intersection starting south of the existing curb return.

    d. An 8-feet contiguous sidewalk along the proposed bus stop.

    e. A 6-feet planter strip per ENGV23-009 and a 6-feet sidewalk which transitions from contiguous sidewalk at the proposed bus stop. At no point along the meandering sidewalk transition shall the grade exceed 5%

maximum slope in the direction of travel and 2% maximum cross-slope. The sidewalk meander shall transition through reversing curves with a radius per City Standard 231 Typical Sidewalk Obstruction Transition at minimum or greater to the satisfaction of the City Engineer during Plan Check.

f. A 26-feet wide City Standard 250 A Driveway Curb Cut with bollards or other vehicular access prevention method to the satisfaction of the City Engineer in consultation with the City Traffic Engineer and the Fire Department. This is a 2nd driveway along this frontage subject to ENGV23-007.

g. A 32-feet wide City Standard 250 A Driveway Curb Cut.

16. The applicant shall install 70-feet of red curb from the crosswalk marking at the intersection of Petaluma Hill Road and Santa Ana Dr to 15-feet east of the existing fire hydrant on the north side of Santa Ana Dr.
17. Existing streets being cut by new services will require edge grinding per City Standard 209, trenching per Standard 215, and an A.C. overlay.
18. This project shall underground existing overhead utilities per section 13-12.250 of the Santa Rosa City Code.
19. New services (electrical, telephone, cable or conduit) to new structures shall be underground.
20. Developer shall coordinate, and where necessary, pay for the relocation of any power poles or other existing public utilities, as necessary.

TRAFFIC

21. All traffic signage and striping shall be to the satisfaction of the City Engineer in consultation with the City Traffic Engineer.
22. The height of signs, vegetation or other obstructions on the project side of site entrances shall maintain clear line of sight for all vehicles approaching and exiting the facility to the satisfaction of the City Traffic Engineer during review of Improvement Plans.
23. Vegetation over 3-feet in height shall be planted no closer than 40-feet from stop bar of stop sign controlled intersections.

TRANSIT

24. A City standard, ADA-compliant bus stop shall be constructed. The bus stop area shall be connected to the sidewalk by an accessible route complying with ADA-ABA Accessibility Guidelines section 402 and shall include an ADA-compliant landing pad per ADA-ABA Accessibility Guidelines section 810.2.

PRIVATE DRIVEWAY IMPROVEMENTS

25. The driveway shall be built to City minor street structural standards.
26. A queuing area shall be provided at the driveway entrances between the street and the first point where vehicles may maneuver within the parking facility with a minimum of 15 feet clear behind the sidewalk to the first parking space.
27. Installation and maintenance of red curbing, fire lane signage, striping and all other fire lane markings or designators required by the Fire Department on Private property and private driveways shall be the responsibility of the property owner. Fire lanes shall be designated with signs, red curbs and or pavement striping and marked per Fire Department Standards for all fire apparatus access roads.

STORM DRAINAGE

28. 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. The final hydrology and hydraulic report shall be submitted to the Sonoma County Water Agency for review and approval. The applicant shall submit an approval letter from the Sonoma County Water Agency to the City prior to approval of the public improvement plans.
29. Systems designed to accommodate storm events larger than the LID design storm are subject to approval by the Sonoma County Water Agency (SCWA). If it is determined that the project design doesn't adequately address all storm events per City Standards and the most current SCWA Flood Management Design Manual dated March 2020 an extension of the public storm drain system may be required.
30. Hydrology and Hydraulic design of the storm drain system shall conform to Sonoma County Water Agency (SCWA) criteria and City of Santa Rosa Design and Construction Standards.
31. Where applicable, proposed drainage patterns shall follow the existing regional master plan drainage patterns for the area as provided by Sonoma County Water Agency (SCWA) or City of Santa Rosa.
32. 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.
33. Along the Petaluma Hill Road frontage, the existing roadside drainage ditch shall be removed and replaced with a new 15-inch minimum public storm drain per City Standards. The method of connection to the Colgan Avenue Conduit (Old Colgan Creek, hereafter "**1991-0045**") shall be per Sonoma Water.
34. The rip rap inlet proposed at the transition from roadside ditch begin at the southerly end of the southerly neighbor's driveway shall be similar to Sonoma County Drawing Number 402—Storm Drain Outlet Rock Slope Protection. Minimum culvert diameter

shall be per City Standards to the satisfaction of the City Engineer during plan check. All maintenance for non-City Standard infrastructure shall be the responsibility of the fronting property owner.

35. At the southerly property line south of the project, the applicant shall move the existing DI on southerly property out of the area of future sidewalk per City Standards.

36. The applicant shall route run-off from the southerly neighbor into the new public system per City Standards.

37. Storm drain pipes that only serve one property shall be maintained by that property owner in perpetuity unless that responsibility is reassigned to the satisfaction of the City Engineer.

38. Along the Colgan Avenue frontage west of the new driveway apron, the applicant shall install a new STD 402 Type II Catch Basin (CB-4) to convey flows to 1991-0045. The method of connection to 1991-0045 shall be per Sonoma Water.

39. An Encroachment Permit from Sonoma Water will be required before any work on their facilities. The box culvert (1991-0045) shall be protected in place and construction drawings shall show this. No reinforced concrete shall be installed over the culvert.

40. No trees in shall be installed in the planter strip along Colgan Avenue due to its proximity to 1991-0045.

41. The design as shown on the Site Plan proposes to tie into 2 existing blind connections to 1991-0045. In counter-clockwise fashion, the 1st is approximately 16-feet southeast of the existing curb return at the intersection of the Petaluma Hill Road and Colgan Avenue. The 2nd is northwest of the property line shared with 044-011-027. Blind connections are not allowed by City Storm Drain Standards. However, Sonoma Water has jurisdiction over this facility. According to correspondence from Sonoma Water on June, 15 2023, they have no objection to the 2 existing blind connections subject to the following:

    a. Provide documentation verifying the connection (details of work) of the existing 30” CMP connection near the southwest corner of the property on Colgan Avenue.
    b. Verify the existing 18” and 30” CMP pipes and related connections to the box culvert are adequate to accommodate the increased flows resulting from this project or revise the plans to replace these pipes and related connections per current standards.
    c. Designate on the plans who will be responsible (City or Project) for the ownership and ongoing maintenance of these 18” and 30” storm drain lines, including piping and related connections to the box culvert.
    d. No variance is required for these connections. (a) through (c) shall be to the satisfaction of Sonoma Water and the City Engineer during plan check.

42. 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.

43. Provide storm drain and easements for any lot-to-lot drainage. The project site shall be drained in a manner so as not to adversely affect the adjacent lots. No lot-to-lot overland drainage is permitted. Lot drainage and private storm drain facilities shall be approved by the Chief Building Official or designated representative. Private drainage inlets and lines shall be required and shall be privately owned and maintained.
44. 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.
45. Concentrated drainage flows shall not be permitted to cross sidewalks.

STORM WATER COMPLIANCE (SUSMP & SWPPP)

46. The developer's engineer shall comply with all requirements of the latest edition of the City Storm Water Low Impact Development Technical Design Manual. Final Plans shall incorporate all Standard Storm Water Low Impact Development Plan (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.
47. Perpetual maintenance of SUSMP BMPs shall be the responsibility of the owner of the apartment project.
48. 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.
49. After the SWLID BMP improvements have been constructed, the developers Civil Engineer or qualified professional 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 acceptance of the improvements.
50. A Storm Water Pollution Protection Plan (SWPPP) or erosion control plan 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.
51. Note on the plans that "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 may 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."

52. 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 bio 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. BMPs shall not be located within a Public utility easements or access easement.
53. The Civil Engineering plans shall show sufficient construction details and dimensions of each BMP device on the drawings, so the BMP may 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.
54. 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 devices shall be reviewed and approved by the State Water Board. Provide a copy of any approval letter for alternative BMP installations from the Board to the City for its files.
55. Install a trash capture device per the SWLID permit at the project storm drainage outfall on private property. The owner shall maintain the device for perpetuity.

GRADING (from Building Memo dated January 19, 2021)

56. Obtain a demolition permit for structures to be removed.
57. 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.
58. Obtain building permits for the proposed project.

WATER AND WASTEWATER

59. 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.
60. Private water, fire, sewer and storm drain mains shall not be permitted within the joint trench PUE. Public water meters or backflow devices shall not be located under private asphalt, sidewalks and driveways.
61. This project is subject to the latest fees in effect at the time of connection or Building Permit issuance.
62. Private sewer mains shall adhere to City Design Standards providing gravity flows with minimum 2-FPS velocity and shall be no larger than the public main in the street.

63. Private mains shall be a minimum of 6-inches in diameter. Connections between private and public sewer mains shall be at manholes. All portions of the sewer service extending from the public main shall be privately maintained and identified as private infrastructure on the public improvement plans.
64. The sewer lateral shall be sized and oriented to the satisfaction of the City Engineer in consultation with the Water Department during plan check of the Encroachment Permit for this project. The lid for the cleanout shall be traffic rated.
65. Any existing sewer lateral and/or cleanout structure that will not be used shall be abandoned at the main per City Sewer System Design Standards Section XII, Abandonment of Sewer Mains and Services and City Standard 507 under an Encroachment Permit.
66. Water services and meters shall 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.
67. Since the development creates more than 100 units a second domestic connection to public water shall be required. This project proposes a combo service at the water service connection west of the proposed driveway on Colgan Ave, and at the water service connection north of the proposed driveway on Petaluma Hill Rd.
68. 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.
69. All connections to the public main shall require reduced Pressure Backflow Devices per City Standard 876 on the domestic water and irrigation services and Double Detector check valves Backflow Assemblies per City Standard 880 on the fire line services. The flow calculations shall be submitted to the Santa Rosa Water Department during the plan check phase of the Improvement Plans or Encroachment Permit to determine adequate sizing. All laterals and meters shall be sized according to the flow calculations.
70. Meters shall be located in the right of way or water easements dedicated to the City of Santa Rosa. Meters and backflow devices shall be installed outside of any traffic areas.
71. Applicant shall install combination services per City Standard 870 for fire service, public fire hydrant, domestic water and irrigation meters at both frontages.
72. Design of hydrant locations shall be per City Standard 857, meet the Fire Code requirements and shall be approved by the Fire Department for logistics and by Santa Rosa Water Department for maintainability.
73. Any existing water service that will not be used shall be abandoned at the main per City Water System Design Standards Section XVIII, Abandonment of Water Mains and Services and City Standard 507 under an encroachment permit. The existing meter shall be collected by the City Meter Shop.
74. Where bio swales are required, meter boxes, cleanouts, fire hydrants, etc. shall 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.

75. Provide a separate irrigation service. See Section X. O. of the Water System Design Standards.

FIRE (from Fire Memo dated July 21, 2021)

This is a proposed 147 unit 3 story walk-up apartment project. The project site is just under 5 acres and is located at the southwest corner of Petaluma Hill Rd and Colgan Avenue (1683 to 1775 Petaluma Hill Rd APN #'s 044-021-019, -022, -035, -071, -072). The project will have 7 buildings - 5 buildings with 20 units, 1 building with 17 units, and 1 building with 10 units.

76. Fire Department has the following **concerns** on this project:

77. 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).

78. There shall be no projections or obstructions that would limit the articulation of the aerial apparatus, such as carports, unless approved.

79. The Emergency Vehicle Access located off Petaluma Hill Road shall be a minimum of 20 feet wide.

Fire Department has the following **General Comments** on this project:

80. 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.

81. Structures will be required to install a standpipe system in the building – required in buildings three or more stories in height.

82. A Fire Flow test shall be performed prior to delivery of combustible materials.

83. Required Fire Department access roads shall be signed “No Parking – Fire Lane” per current Fire Department standards.

84. If provided, elevators shall be in compliance with gurney requirements and Fire Department emergency operations and controls.

85. 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.

86. 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:

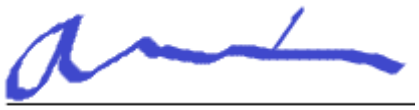
    a. Phase 1 Environmental Site Assessment

b. Private Underground Fire Main
c. Fire Sprinkler System
d. Standpipe System
e. Fire Alarm
f. Emergency Responder Radio System

87. Prior to combustible materials delivery to the site or any vertical construction fire department access roads and approved and operable fire hydrants shall be provided.

PARKS AND RECREATION (from Rec & Parks Memo dated 01-26-21)

88. Street trees shall be required and planted by the developer. Selection shall be made from the City's approved master plan list. 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 and standards.
89. Parks acquisition and/or park development fees shall be paid at the time of building permit issuance unless the applicant enters into a fee deferral agreement with the Building Division. The fee amount shall be determined by the resolution in effect at the time.
90. All landscaping shall be privately maintained and irrigated. Property owners and/or homeowners' association shall be responsible for the irrigation and maintenance of the street trees and maintenance of the planter strips in front of and alongside of their lots.



A. R. Jesús McKeag

PROJECT ENGINEER