

APPENDIX A: REFERENCES

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- City of Santa Rosa. SB 610 Water Supply Assessment for Downtown Station Area Specific Plan. December 12, 2006.
- . Santa Rosa Creek Master Plan. September 21, 1993.
- . 2005 Urban Water Management Plan. June, 2006.
- . Zoning Code. October, 2005.
- Coastland Civil Engineering. Santa Rosa Specific Plan Utilities Infrastructure Evaluation. Santa Rosa: California, November 8, 2006.
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- . Downtown Station Area Specific Plan Land Use and Circulation Alternatives Report. Berkeley: California, August 4, 2006.
- . Downtown Station Area Specific Plan Opportunities Assessment Report. Berkeley: California, March, 2006.
- Dyett & Bhatia. Santa Rosa 2020: General Plan. San Francisco: California, June, 2002.
- Gruen, Gruen & Associates. The Market for Retail, Residential, and Office Space in Downtown Santa Rosa. San Francisco: California, December, 2005.
- West Yost and Associates. Technical Memorandum No. 1, City of Santa Rosa Water Supply Analysis. Davis: California, March, 2002.
- West Yost and Associates. Technical Memorandum, Project No.: 405-02-06-19, Evaluation of Potential Change in Water Demands Associated with the Preferred Land Use Alternative for the Station Planning Area. Pleasanton: California, October 20, 2006.
- Whitlock & Weinberger Transportation, Inc (W-Trans). Parking Analysis for the Downtown Station Area Specific Plan. Santa Rosa: California, October 16, 2006.
- Wilbur Smith Associates. Santa Rosa Bicycle and Pedestrian Master Plan. San Francisco: California, August 2001.

APPENDIX B

Table B-1: Street Specifications Table

| COURTHOUSE SQUARE SUB-AREA | | | | | | | | | | | | | |
|---------------------------------|-------------------------------|---------------------------|-----------------------|------------------|--------------------|----------------------------|----------------------|---------------------------|------------------------------------|--------------------------------------|------------------------|-------------------|--------------|
| Street Segment | | Development Guidelines | | | | Streetscape Standards | | | | | | | |
| | | Building Height (stories) | Stepback (at x floor) | Ground Floor Use | Building Placement | Street Trees (height/lane) | Pedestrian Crossings | Street Lights (standards) | Streetscape Furnishing (standards) | Bicycle Provisions Class (direction) | Sidewalk (width range) | Parking Lane(s) | Travel Lanes |
| Urban Center Street Type | | | | | | | | | | | | | |
| 3rd Street | Hwy. 101 to E Street | 2-10 | above 5th | MIX | property | UC | bulb-outs if poss. | CHS | CHS | II | 6-10 ft. | parallel | 3-6 |
| B Street | 7th Street to 1st | 2-10 | above 5th | MIX | property | UC | bulb-outs | CHS | CHS | II (SB) | 6-10 ft. | -- | 3 |
| Santa Rosa Avenue | Sonoma Avenue to 3rd Street | 2-10 | above 5th | MIX | property | UC | bulb-outs | CHS | CHS | II (NB) | 6-10 ft. | parallel | 4 |
| 1st Street | B Street to Santa Rosa Avenue | 2-10 | above 5th | MIX | property | UC | bulb-outs | CHS | CHS | -- | 6-10 ft. | -- | 2 |
| Shop Front Street Type | | | | | | | | | | | | | |
| 4th Street | Hwy. 101 to E Street | 2-10 | above 3rd | RET | property | SF | bulb-outs | CHS | CHS | -- | 8-12 ft. | diagonal parallel | 2 |
| Mendocino Avenue | College Avenue to 4th Street | 2-10 | above 3rd | MIX | property | SF | bulb-outs | CHS | CHS | II (NB) | 8-12 ft. | parallel | 2-3 |
| 6th / A / 7th Street Corridor | Hwy. 101 to Humboldt Street | 2-7 | above 3rd | MIX | property | SF | bulb-outs | CHS | CHS | II | 8-12 ft. | parallel | 2 |
| Entryway Street Type | | | | | | | | | | | | | |
| B Street | Healdsburg Avenue to 7th | 2-5 | above 3rd | MIX | property | E | bulb-outs if poss. | CHS | CHS | II (SB) | 6-10 ft. | parallel | 2 |
| Healdsburg | College Avenue to B Street | 2-5 | above 3rd | MIX | property | E | bulb-outs | CHS | CHS | II (SB) | 6-10 ft. | parallel | 2-3 |

| Legend | | | | | | |
|---|--|--|---|--|--|--|
| Stepback | Ground Floor Use | Building Placement | Street Trees | Pedestrian Crossings | Streetscape Lights/Furnishings | Bicycle Provisions Class |
| minimum 6' step-back at floor indicated to maintain street-wall and control winds | type(s) of allowable uses fronting street RET = Retail RES = Residential MIX = Retail, Residential or mix of both (+) = Office included | ground floor building wall "build-to" line | palette to be determined UC = Urban Center SF = Shop Front E = Entryway B = Boulevard LW = Live/Work City = City Standard | proposed pedestrian amenities to facilitate safe crossings | palette to be determined CHS = Courthouse Square PG = Park and Gardens RC = Railroad Corridor RS = Railroad Square SR = Sebastopol Road WE = West End City = City Standard | bicycle facilities proposed Class I = dedicated trail Class II = on road, striped lanes Class III = on road, signed only |

| RAILROAD SQUARE SUB-AREA | | | | | | | | | | | | | |
|---------------------------------|---|---------------------------|-----------------------|------------------|--------------------|----------------------------|----------------------|---------------------------|------------------------------------|--------------------------------------|------------------------|--------------------|--------------|
| Street Segment | | Development Guidelines | | | | Streetscape Standards | | | | | | | |
| | | Building Height (stories) | Stepback (at x floor) | Ground Floor Use | Building Placement | Street Trees (height/lane) | Pedestrian Crossings | Street Lights (standards) | Streetscape Furnishing (standards) | Bicycle Provisions Class (direction) | Sidewalk (width range) | Parking Lane(s) | Travel Lanes |
| Shop Front Street Type | | | | | | | | | | | | | |
| Wilson Street | 6th Street to 3rd Street | 2-5 | above 3rd | MIX | property | SF | bulb-outs | RS | RS | II | 6-10 ft. | parallel | 2 |
| 4th Street | Railroad X-ing to Hwy. 101 | 2-5 | above 3rd | RET | property | SF | bulb-outs | RS | RS | -- | 6-10 ft. | diag/parallel/perp | 2 |
| 6th Street | Playhouse to Hwy. 101 | 2-5 | above 3rd | MIX (+) | property | SF | bulb-outs | WE | WE | II | 6-10 ft. | diagonal parallel | 2 |
| SMART Street | W. 3rd Street to W. 6th Street | 3-5 | -- | MIX | -- | SF | -- | RS | RS | -- | 8-12 ft. | diagonal parallel | 2 |
| Neighborhood Street Type | | | | | | | | | | | | | |
| W. 6th Street | Pierson Street to SMART Property (west P/L) | 1-3 | -- | RES | -- | City | -- | WE | WE | II | 5 ft. | diagonal parallel | 2 |
| Entryway Street Type | | | | | | | | | | | | | |
| Railroad Street | 3rd Street to Santa Rosa Creek | 2-7 | above 3rd | MIX | -- | E | bulb-outs | RS | RS | II | 6-10 ft. | -- | 2 |
| Boulevard Street Type | | | | | | | | | | | | | |
| W. 3rd Street | Santa Rosa Creek to 101 | 2-7 | -- | MIX | property | B | crossing | RS | RS | II | 6-10 ft. | parallel | 4 |

| RAILROAD CORRIDOR SUB-AREA | | | | | | | | | | | | | |
|-------------------------------|----------------------------------|---------------------------|-----------------------|------------------|--------------------|----------------------------|----------------------|---------------------------|------------------------------------|--------------------------------------|------------------------|----------------------|--------------|
| Street | Segment | Development Guidelines | | | | Streetscape Standards | | | | | | | |
| | | Building Height (stories) | Stepback (at x floor) | Ground Floor Use | Building Placement | Street Trees (height/lane) | Pedestrian Crossings | Street Lights (standards) | Streetscape Furnishing (standards) | Bicycle Provisions Class (direction) | Sidewalk (width range) | Parking Lane(s) | Travel Lanes |
| Shop Front Street Type | | | | | | | | | | | | | |
| Wilson Street | 9th Street to 6th Street | 2-4 | above 3rd | MIX (+) | 5' back | SF | bulb-outs | WE | WE | II | 6-10 ft. | parallel | 2 |
| Boulevard Street Type | | | | | | | | | | | | | |
| Sebastopol Road | Dutton Avenue to Olive Street | 1-5 | above 3rd | MIX | 5' back | B | bulb-outs | SR | SR | II | 9-10 ft. | parallel | 2 |
| Dutton Avenue | College Avenue to W. 9th Street | 1-5 | above 3rd | MIX | -- | B | crossing | City | City | II | 6-10 ft. | parallel | 4 |
| Dutton Avenue | W 3rd to Sebastopol Road | 1-4 | above 3rd | MIX | -- | B | crossing | City | City | II | 6-10 ft. | parallel | 4 |
| Live/Work Street Type | | | | | | | | | | | | | |
| New Donahue Street | Maxwell to W. 9th Street | 2-4 | -- | MIX (+) | property | LW | bulb-outs | RC | RC | -- | 6-10 ft. | diagonal parallel | 2 |
| Roberts Avenue | Sebastopol Road to W. 3rd Street | 2-4 | -- | MIX (+) | property | LW | bulb-outs | RC | RC | I* | 6-10 ft. | diagonal parallel | 2 |
| Entryway Street Type | | | | | | | | | | | | | |
| Cleveland Avenue | College Avenue to 9th Street | 2-3 | above 3rd | MIX | -- | E | bulb-outs | WE | WE | II | 6-10 ft. | parallel | 2 |
| W. 9th Street | Dutton Avenue to Wilson Street | 2-3 | above 3rd | MIX | -- | E | bulb-outs | WE | WE | II | 6-10 ft. | parallel | 2 |

*A Class I pedestrian and bicycle path shall be provided along the east side of the Roberts Avenue extension that runs adjacent to the Joe Rodota Trail.

Please refer to the Streetscape Standards Special Considerations for the Live-Work Street Type on Page 5-18 for additional information.

| Legend | | | | | | |
|---|--|--|---|--|---|--|
| Stepback | Ground Floor Use | Building Placement | Street Trees | Pedestrian Crossings | Streetscape Lights/Furnishings | Bicycle Provisions Class |
| minimum 6' step-back at floor indicated to maintain street-wall and control winds | type(s) of allowable uses fronting street RET = Retail RES = Residential MIX = Retail, Residential or mix of both (+) = Office included | ground floor building wall "build-to" line | palette to be determined UC = Urban Center SF = Shop Front E = Entryway B = Boulevard LW = Live/Work City = City Standard | proposed pedestrian amenities to facilitate safe crossings | palette to be determined CHS = Courthouse Square PG = Park and Gardens RC = Railroad Corridor RS = Railroad Square SR = Sebastopol Road WE = West End City =City Standard | bicycle facilities proposed Class I = dedicated trail Class II = on road, striped lanes Class III = on road, signed only |

| PARK AND GARDENS SUB-AREA | | | | | | | | | | | | | |
|-------------------------------|-------------------------------|---------------------------|-----------------------|------------------|--------------------|----------------------------|----------------------|---------------------------|------------------------------------|--------------------------------------|------------------------|-----------------|--------------|
| Street | Segment | Development Guidelines | | | | Streetscape Standards | | | | | | | |
| | | Building Height (stories) | Stepback (at x floor) | Ground Floor Use | Building Placement | Street Trees (height/lane) | Pedestrian Crossings | Street Lights (standards) | Streetscape Furnishing (standards) | Bicycle Provisions Class (direction) | Sidewalk (width range) | Parking Lane(s) | Travel Lanes |
| Boulevard Street Type | | | | | | | | | | | | | |
| Santa Rosa Avenue | Hwy. 12 to Sonoma Avenue | 2-3 | -- | MIX | -- | B | bulb-outs | PG | PG | II (NB) | 6-10 ft. | parallel | 4 |
| Shop Front Street Type | | | | | | | | | | | | | |
| Santa Rosa Avenue | Pine Street to Wheeler Street | 2-3 | -- | RET | 5' back | SF | bulb-outs | PG | PG | II (NB) | 6-10 ft. | parallel | 4 |

| IMWALLE GARDENS SUB-AREA (and east to Dutton) | | | | | | | | | | | | | |
|---|-----------------------------------|---------------------------|-----------------------|------------------|--------------------|----------------------------|----------------------|---------------------------|------------------------------------|--------------------------------------|------------------------|-----------------|--------------|
| Street | Segment | Development Guidelines | | | | Streetscape Standards | | | | | | | |
| | | Building Height (stories) | Stepback (at x floor) | Ground Floor Use | Building Placement | Street Trees (height/lane) | Pedestrian Crossings | Street Lights (standards) | Streetscape Furnishing (standards) | Bicycle Provisions Class (direction) | Sidewalk (width range) | Parking Lane(s) | Travel Lanes |
| Boulevard Street Type | | | | | | | | | | | | | |
| W. 3rd Street | Imwalle Gardens to Dutton Avenue | 1-4 | above 3rd | RES | -- | B | -- | City | City | II | 6-10 ft. | parallel | 2-4 |
| Neighborhood Street Type | | | | | | | | | | | | | |
| Imwalle Street | W. 3rd Street to Santa Rosa Creek | 1-3 | -- | RES | -- | City | bulb/bridge | -- | -- | III | 5 ft. | parallel | 2 |

| HISTORIC RESIDENTIAL AND RESIDENTIAL SUB-AREA | | | | | | | | | | | | | |
|---|-----------------------------------|---------------------------|-----------------------|------------------|--------------------|----------------------------|----------------------|---------------------------|------------------------------------|--------------------------------------|------------------------|-------------------|--------------|
| Street Segment | | Development Guidelines | | | | Streetscape Standards | | | | | | | |
| | | Building Height (stories) | Stepback (at x floor) | Ground Floor Use | Building Placement | Street Trees (height/lane) | Pedestrian Crossings | Street Lights (standards) | Streetscape Furnishing (standards) | Bicycle Provisions Class (direction) | Sidewalk (width range) | Parking Lane(s) | Travel Lanes |
| Boulevard Street Type | | | | | | | | | | | | | |
| W. 3rd Street | Dutton Avenue to Santa Rosa Creek | 1-4 | -- | -- | -- | B | -- | City | City | II | 6-10 ft. | parallel | 4 |
| Dutton Avenue | W. 9th Street to 3rd Street | 1-3 | -- | RES | -- | B | median refuge | City | City | II | 6-10 ft. | -- | 4 |
| Neighborhood Street Type | | | | | | | | | | | | | |
| W. 6th Street | Cul-de-Sac to Pierson Street | 1-3 | -- | RES | -- | City | -- | WE | WE | -- | 5 ft. | parallel | 2 |
| 9th Street | Hwy. 101 to A Street | 1-3 | -- | MIX | -- | City | -- | StR | StR | II | 5 ft. | diagonal parallel | 2 |
| 9th Street | Wilson Street to Hwy.101 | 1-4 | -- | MIX | -- | City | -- | WE | WE | II | 5 ft. | parallel | 2 |
| Olive Street | Sebastopol Road to SR Creek | 1-3 | -- | RES | -- | City | bulb-outs | OP | OP | II | 5 ft. | parallel | 2 |
| A Street | 9th Street to 7th Street | 1-3 | -- | MIX | -- | City | -- | StR | StR | II | 5 ft. | parallel | 2 |
| 7th Street | Humboldt to E Street | 1-5 | -- | RES | -- | City | -- | CHRY | CHRY | III | 5 ft. | parallel | 2 |

| Legend | | | | | | |
|---|--|--|---|--|---|--|
| Stepback | Ground Floor Use | Building Placement | Street Trees | Pedestrian Crossings | Streetscape Lights/Furnishings | Bicycle Provisions Class |
| minimum 6' step-back at floor indicated to maintain street-wall and control winds | type(s) of allowable uses fronting street RET = Retail RES = Residential MIX = Retail, Residential or mix of both (+) = Office included | ground floor building wall "build-to" line | palette to be determined UC = Urban Center SF = Shop Front E = Entryway B = Boulevard LW = Live/Work City = City Standard | proposed pedestrian amenities to facilitate safe crossings | palette to be determined CHS = Courthouse Square PG = Park and Gardens RC = Railroad Corridor RS = Railroad Square SR = Sebastopol Road WE = West End City =City Standard | bicycle facilities proposed Class I = dedicated trail Class II = on road, striped lanes Class III = on road, signed only |

Table B-2: Pedestrian Connector Corridor Improvements

| Street | Improvements | | | | | | | |
|--------------------------------|--------------------------------|--------------------|----------------------------|------------------------------|----------------------------|-----------------|-----------------------------|-----------------------|
| | Street Trees (install/replace) | Street Tree Grates | Street Lights (Ped. Scale) | Sidewalk Repair/ Gap Closure | Ped. Crossing/ Enhancement | Traffic Calming | Island / Median Enhancement | Underground Utilities |
| ST. ROSE NEIGHBORHOOD | | | | | | | | |
| Washington Street | ◆ | ◆ | ◆ | | | | | ◆ |
| B Street | | | ◆ | | ◆ | | ◆ | ◆ |
| 10th Street | | | ◆ | | ◆ | | ◆ | ◆ |
| 9th Street | ◆ | ◆ | | ◆ | | | | ◆ |
| Morgan Street | | | ◆ | | | ◆ | | ◆ |
| Street | Improvements | | | | | | | |
| | Street Trees (install/replace) | Street Tree Grates | Street Lights (Ped. Scale) | Sidewalk Repair/ Gap Closure | Ped. Crossing/ Enhancement | Traffic Calming | Island / Median Enhancement | Underground Utilities |
| CHERRY ST. NEIGHBORHOOD | | | | | | | | |
| Humboldt | | | | | | ◆ | | ◆ |
| Cherry Street | ◆ | | ◆ | | | ◆ | | ◆ |
| 7th Street | | | | | ◆ | | | ◆ |

| Street | Improvements | | | | | | | |
|-----------------------------------|-----------------------------------|-----------------------|-------------------------------|---------------------------------|-------------------------------|-----------------|--------------------------------|--------------------------|
| | Street Trees (install/replace) | Street Tree Grates | Street Lights (Ped. Scale) | Sidewalk Repair/ Gap Closure | Ped. Crossing/ Enhancement | Traffic Calming | Island / Median Enhancement | Underground Utilities |
| JULLIARD PARK NEIGHBORHOOD | | | | | | | | |
| South A Street | | | | | | ◆ | | ◆ |
| Santa Rosa Avenue | | | | ◆ | ◆ | | ◆ | ◆ |
| "Alley 19" | | | ◆ | | ◆ | | | |
| Sebastopol Avenue | ◆ | | ◆ | | | ◆ | | ◆ |

| Street | Improvements | | | | | | | |
|-------------------------------------|-----------------------------------|-----------------------|-------------------------------|---------------------------------|-------------------------------|-----------------|--------------------------------|--------------------------|
| | Street Trees (install/replace) | Street Tree Grates | Street Lights (Ped. Scale) | Sidewalk Repair/ Gap Closure | Ped. Crossing/ Enhancement | Traffic Calming | Island / Median Enhancement | Underground Utilities |
| BURBANK GARDENS NEIGHBORHOOD | | | | | | | | |
| Brown Street | | | | | | | | ◆ |
| Mill Street | ◆ | | ◆ | | ◆ | | | ◆ |
| Santa Rosa Avenue | ◆ | | | ◆ | ◆ | | | ◆ |

| Street | Improvements | | | | | | | |
|------------------------------|-----------------------------------|-----------------------|-------------------------------|---------------------------------|-------------------------------|-----------------|--------------------------------|--------------------------|
| | Street Trees (install/replace) | Street Tree Grates | Street Lights (Ped. Scale) | Sidewalk Repair/ Gap Closure | Ped. Crossing/ Enhancement | Traffic Calming | Island / Median Enhancement | Underground Utilities |
| WEST END NEIGHBORHOOD | | | | | | | | |
| Coulter | ◆ | | ◆ | ◆ | | | | ◆ |
| Madison | | | ◆ | | | | | ◆ |
| W. Sixth | | | | ◆ | | | | ◆ |
| W. Seventh (at Adams) | | | | | ◆ | | | ◆ |
| W. Eighth | | | | | ◆ | ◆ | | ◆ |
| Davis Street | ◆ | | ◆ | | | | | ◆ |
| Wilson | ◆ | ◆ | | | | | | ◆ |

APPENDIX C

A. REGIONAL / ARTERIAL STREETS

The following is a list of Regional/Arterial streets planned within the Specific Plan Area. Interim improvements that do not preclude construction of the full street improvement are allowed. The number of lanes indicated is the number of through-travel lanes and does not include turn lanes.

1. Two Lane Regional/Arterial Streets

Two lane Regional/Arterial streets consist of one travel lane in each direction.

- First Street (from B to Santa Rosa Avenue)
- Third Street (Santa Rosa Avenue to E Street)
- West Third Street (Apple Creek Lane to Stony Point Road)
- Ninth Street (North Dutton to Morgan Street)
- B Street (Healdsburg Avenue to Seventh Street)
- Cleveland Avenue (College Avenue to Ninth Street)
- Healdsburg Avenue (10 Street to B Street)
- Sebastopol Road (Olive Street to Railroad Right-of-way)
- Wilson Street

2. Three Lane Regional/Arterial Streets

Three lane Regional/Arterial streets consist of two travel lanes in one direction and one travel lane in the opposite direction.

- Third Street (B Street to Santa Rosa Avenue)
- Healdsburg Avenue (College Avenue to Tenth Street)

Note: Healdsburg Avenue is a one way street in this location

3. Four Lane Regional/Arterial Streets

Four lane Regional/Arterial streets consist of two travel lanes in each direction.

- Third Street (Apple Creek Lane to Morgan Street)
- B Street (Seventh Street to First Street)
- College Avenue
- Dutton Avenue (College Avenue to Sebastopol Road)
- E Street (College Avenue to Sonoma Avenue)
- Santa Rosa Avenue (Third Street to Highway 12)
- Sebastopol Road (Railroad Right-of-Way to Dutton Avenue)
- Sonoma Avenue (Santa Rosa Avenue to E Street)

4. Six Lane Regional/Arterial Streets

Six lane Regional/Arterial streets consist of three travel lanes in each direction.

- Third Street (Morgan Street to B Street)

B. TRANSITIONAL / COLLECTOR STREETS

The following is a list of Transitional/Collector streets planned within the Specific Plan Area. Interim improvements that do not preclude construction of the full street improvement are allowed. The number of lanes indicated is the number of through-travel lanes and does not include turn lanes.

1. Two Lane Transitional/Collector Streets

Two lane Transitional/Collector streets consist of one travel lane in each direction.

- First Street (South A Street to B Street/Santa Rosa Ave to D Street)
- Fourth Street (Railroad Right-of-Way to E Street)
- Fifth Street (B Street to E Street)
- Sixth Street (Railroad Right-of-Way to A Street)
- Seventh Street (A Street to D Street)
- Ninth Street (A Street to Morgan Street)
- A Street (Sixth Street to Ninth Street)
- D Street (Seventh Street to Sonoma Avenue)
- Humboldt Street (College Avenue to Seventh Street)
- Mendocino Avenue (College Avenue to Fourth Street)
- Morgan Street (Ninth Street to College Avenue)
- Olive Street (Santa Rosa Creek to Sebastopol Road)
- Railroad Street (Third Street to Santa Rosa Creek)

2. Three Lane Transitional/Collector Streets

Three lane Transitional/Collector streets consist of two travel lanes in one direction and one travel lane in the opposite direction.

- B Street (Seventh Street to First Street)

* *One-Way Street*

APPENDIX D

Santa Rosa Specific Plan Utility Infrastructure Improvements

October, 2006

| Item No. | Item Description | Estimated Quantity | Unit of Measure | Unit Cost | Item Total |
|----------|------------------|--------------------|-----------------|-----------|------------|
|----------|------------------|--------------------|-----------------|-----------|------------|

Courthouse Square Sub-Area

| | | | | | |
|-------------------|------------------------------------|-------|----|-------|--------------------|
| 1 | 12" Water Main | 3,405 | LF | \$570 | \$1,940,850 |
| 2 | 12" Water Main and 10" Sewer Main* | 635 | LF | \$700 | \$444,500 |
| 3 | 12" Water Main and 8" Sewer Main* | 350 | LF | \$680 | \$238,000 |
| 4 | 8" Sewer Main | 245 | LF | \$540 | \$132,300 |
| 5 | 10" Sewer Main | 265 | LF | \$560 | \$148,400 |
| 6 | 15" Sewer Main | 793 | LF | \$580 | \$459,940 |
| 7 | 18" Sewer Main | 800 | LF | \$600 | \$480,000 |
| 8 | 21" Sewer Main | 3,355 | LF | \$640 | \$2,147,200 |
| 9 | 36" Sewer Main | 1,175 | LF | \$830 | \$975,250 |
| 10 | Trenching for Cable | 156 | LF | \$220 | \$34,320 |
| 11 | Easement | 1875 | SF | \$1 | \$1,875 |
| Subtotal | | | | | \$7,002,635 |
| 15% Contingency | | | | | \$1,050,395 |
| Total Cost | | | | | \$8,053,030 |

Railroad Square Sub-Area

| | | | | | |
|-------------------|-----------------|-------|----|-------|--------------------|
| 1 | 8" Water Main | 1,010 | LF | \$540 | \$545,400 |
| 2 | 12" Water Main | 3,725 | LF | \$570 | \$2,123,250 |
| 3 | 18" Storm Drain | 850 | LF | \$600 | \$510,000 |
| 4 | 36" Sewer Main | 684 | LF | \$830 | \$567,720 |
| Subtotal | | | | | \$3,746,370 |
| 15% Contingency | | | | | \$561,956 |
| Total Cost | | | | | \$4,308,326 |

* utility mains to be replaced concurrently along same route (includes shared overlay costs)

Northern Section

| | | | | | |
|-------------------|-------------------------------------|------|----|----------|--------------------|
| 1 | 12" Water Main | 1875 | LF | \$570 | \$575,700 |
| 1 | 12" Water Main and 24" Storm Drain* | 945 | LF | \$830 | \$3,091,750 |
| 2 | 21" Sewer Main | 759 | LF | \$640 | \$485,760 |
| 3 | 8" Sewer Main | 400 | LF | \$540 | \$216,000 |
| 4 | SUMP System | 1 | LS | \$16,500 | \$16,500 |
| 5 | Connection to Existing Storm Drain | 3 | LS | \$5,500 | \$16,500 |
| Subtotal | | | | | \$4,402,210 |
| 15% Contingency | | | | | \$660,332 |
| Total Cost | | | | | \$5,062,542 |

Central Section

| | | | | | |
|-------------------|-----------------------------------|-----|----|-------|--------------------|
| 1 | 8" Water Main | 500 | LF | \$540 | \$270,000 |
| 2 | 8" Water Main and 24" Storm Drain | 825 | LF | \$790 | \$651,750 |
| Subtotal | | | | | \$921,750 |
| 15% Contingency | | | | | \$138,263 |
| Total Cost | | | | | \$1,060,013 |

Southern Section

| | | | | | |
|-------------------|----------------|------|----|-------|--------------------|
| 1 | 12" Water Main | 3575 | LF | \$570 | \$2,037,750 |
| Subtotal | | | | | \$2,037,750 |
| 15% Contingency | | | | | \$305,663 |
| Total Cost | | | | | \$2,343,413 |

Imwalle Gardens Sub-Area

| | | | | | |
|-------------------|---|-------|----|---------|--------------------|
| 1 | 8" Water Main | 710 | LF | \$540 | \$383,400 |
| 2 | 8" Water Main, 12" Sewer Main, and 36" Storm Drain* | 810 | LF | \$1,020 | \$826,200 |
| 3 | 8" Sewer Main | 1,450 | LF | \$540 | \$783,000 |
| 4 | 48" Sewer Main | 725 | LF | \$950 | \$688,750 |
| Subtotal | | | | | \$2,681,350 |
| 15% Contingency | | | | | \$402,203 |
| Total Cost | | | | | \$3,083,553 |

Park and Gardens District Sub-Area

| | | | | | |
|-------------------|----------------|-------|----|-------|--------------------|
| 1 | 12" Water Main | 1,450 | LF | \$570 | \$826,500 |
| 2 | 39" Sewer Main | 653 | LF | \$900 | \$587,700 |
| Subtotal | | | | | \$1,414,200 |
| 15% Contingency | | | | | \$212,130 |
| Total Cost | | | | | \$1,626,330 |

Note: Tables excerpted from Santa Rosa Specific Plan Utilities Infrastructure Evaluation, *Coastland Civil Engineering, 2006*.

