

City of Santa Rosa

DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT
ENGINEERING DEVELOPMENT SERVICES DIVISION

EXHIBIT "A"

~~September 15, 2016~~ **APRIL 16, 2019**

MAP EXTENSION #1-GROVE VILLAGE SUBDIVISION

ASSESSOR'S PARCEL NOS. 134-042-011 (2872 STONY POINT ROAD),
134-042-017, 134-042-042, 134-042-043, and
134-042-048 (2894 STONY POINT ROAD)

~~MJP15-004~~ **PRJ18-033**

- I. Developer's engineer shall obtain the current City Design and Construction Standards and the Engineering Development Services Standard Conditions of Approval dated August 27, 2008 and comply with all requirements therein unless specifically waived or altered by written variance by the City Engineer.
- II. Developer's engineer shall comply with all requirements of the current Municipal Separate Storm Sewer System (MS4) and City Standard Urban Storm Water Mitigation Plan Low Impact Development Guidelines. 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.
- III. The tentative map shows wetlands which will 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 map, which would require a re-application of the tentative map 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.
- IV. ~~Prior to signing of the public improvement plans, the applicant shall obtain a 10 foot wide offsite public access easement along the Chindavat Property (APN 134-042-049) that fronts Stony Point Road and cause the easement to be granted to the City of Santa Rosa. The applicant is completely financially responsible for obtaining the offsite easement.~~ **RECORDED** The applicant shall construct City standard 6" and flush concrete curb and gutter; a city standard residential driveway apron and a minimum 5 feet wide sidewalk on the interior remainder lot owned by Chindavat which shall allow an orderly development of the Stony Point Road frontage.

- V. ~~**DELETED** This Project may be eligible for credit and/or reimbursement through the Southwest Area Development Impact Fee program (SWADIF) for public improvements to be built by the applicant.~~

~~Once the improvement plans are approved, and before the subdivision agreement is signed, the applicant shall submit a Request for Credit and/or Reimbursement with a detailed estimate of the quantities of items that are eligible for credit and/or reimbursement. The Request for Credit and/or Reimbursement shall be on the form available from the Engineering Division of the City Community Development Department. An estimate will then be prepared by City staff of the total eligible amount of credit and/or reimbursement for this project. This estimate will be based on the approval date of signing the improvement plans.~~

~~The credit and/or reimbursement shall be in accordance with the latest update of the "CAPITAL FACILITIES, SOUTHWEST AND SOUTHEAST IMPACT FEE CREDIT AND REIMBURSEMENT POLICIES AND PROCEDURES" pursuant to Development Impact Fees authorized in Santa Rosa City Code Title 21. All requests for credit against fees shall be made no less than 90 days prior to issuance of the building permit. If the total eligible amount for credit and/or reimbursement is greater than what can be repaid through credit against fees, the remaining amount is eligible for reimbursement. All applications for reimbursement will be processed and given consideration each fiscal year, which runs July through June, in conjunction with the City's budget approval process.~~

- VI. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on the plans stamped received on April 5, 2016 **MAY 16, 2018 and a bold type indicates the condition was updated in this extension #1:**

PARCEL AND EASEMENT DEDICATION

1. Vehicular access rights shall be dedicated to the City along the Stony Point Roadway frontage of the site except at the planned street entrances to the project and any emergency access points that may be required but do not appear on the present plan in order to prohibit additional access points along Stony Point Road.
2. Public storm drain Easements are to be dedicated to the City, curb face to curb face, over Parcels E, F and G which are the common driveway parcels. It will be the Homeowner's Association (HOA) responsibility to replace and repair the Best Management Practices (BMP) features within these parcels and those BMPs adjacent to the public street including; the flush bio swale under the sidewalk or 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 subdivision improvement plans.

3. Property line fences or sound walls/fences shall not encroach into the Public Access and Utility Easement.
4. A separate "Parcel I" shall be formed for the public walk way which connects to Elsie Allen High School and it shall not be a part of Lot 102 or Lot 103. The HOA shall maintain this parcel and walkway. This parcel shall be called "Parcel I" within these conditions. The applicant shall dedicate to the City of Santa Rosa a minimum 10-foot wide pedestrian walkway easement over Parcel I to accommodate the 8 feet minimum pathway to Elsie Allen High school. Vehicular access shall be physically blocked, except for maintenance crews, from entering Parcel I from either side.
5. A sewer easement shall be dedicated to the City of Santa Rosa per City Std. 216 over the public sewer located within Parcel I. The main maintenance access for the new sewer manhole shall be from the existing paved sewer maintenance road located offsite to the east of the project property line.
6. A 13-foot wide Public Utility Easement containing a 5.5 to 6.5-foot public sidewalk easement shall be dedicated to the City from the Right of Way (ROW) back of planter along all public streets on the project. The public utility easement may be reduced for obstructions and then widen out to the full 13-foot wide after the obstructions are cleared.
7. Parcel H, shall be open to the public, per General Plan Policy LUL-BB-1. The pathways shown on the Tentative Map shown going over Parcel H shall be a minimum 5-foot wide. The pathway shall connect to the public sidewalk and meet ADA requirements for accessibility. All pathways within Parcel H shall be maintained by the HOA.
8. A 20-foot wide Private Joint Access, Private Utility Easement and Emergency Vehicle Access Easement shall be dedicated to the City over Common Parcels E, F and G and H. The project shall provide a 20-foot minimum clear Fire lane and fire department turn around. No parking shall be permitted within the 20 feet minimum clear access way and permanent pavement markings for a fire lane shall be installed and maintained by the HOA.
9. Parcels A, B, C, D and H and I shall be private common space landscape parcels maintained by the HOA.
10. This is a Major Subdivision creating 136 residential Lots and 9 lettered parcels. The formation of a Homeowners Association responsible for ownership and

maintenance of the lettered parcels, and site improvements, is required for this subdivision. The documents creating the Association and the Covenants, Conditions and Restrictions (CC&Rs) governing the Association shall be required to be submitted with the first plan check for review by the City Attorney and Planning and Economic Development staff. The approved CC&Rs shall be recorded contemporaneously with the Final Map.

11. All dedication costs shall be borne by the property owner, including preparation of any legal descriptions, plats, title reports, and deeds necessary. 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.
12. A Final Map, as defined by the applicable provisions of the State of California Subdivision Map Act, shall be required for this development. If the map is phased, then each proposed separate Final Map phase shall stand on its own with regard to availability of necessary infrastructure to serve it. If necessary, street and utility improvements outside of the proposed phase may be required to be installed along with the phase to provide such necessary infrastructure.
13. The Final Map shall callout and fully describe the Non-exclusive Benefit Use Easement area identifying Dominant and Servient property owners for those lots with a private use area on adjoining property. The CCRs for the Subdivision shall address the restrictions, responsibilities, and rights of the easement holder to include but not limited to the following:
 - a. Indemnification of the Servient property owner by the Dominant property owner against all claims arising from the Dominant owners' agents, associates, and the Dominant owners invited and uninvited users of the easement;
 - b. Access to the private use area for maintenance and property improvements by the Servient property owner; and
 - c. Protection of improvements to both the property and private use area by Servient and Dominant property owners.
14. The Home Owners Association shall be responsible for monitoring the use of the Non-Exclusive Benefit Use Easement area in compliance with the CCRs. Private use area fencing shall not extend beyond the easement area and all access to the private use area is to be from the Dominant property occupant. No eave, structural encroachments or openings will be allowed into or over the Non-Exclusive Benefit Use Easement area from the Servient property. The final location of the Non-Exclusive Beneficial Use Easement area designated on the Tentative Map may be adjusted on the Final Map while maintaining a minimum 35-feet by 4-feet use area on the Servient property for use by the Dominant property occupant. As a result of the Non-Exclusive Benefit Use Easement, several conditions of approval refer to Servient or Dominant Lots. For the

purpose of those easements and these conditions of approval, Servient and Dominant Lots include some lots that are both servient and dominant.

15. Any changes made to the CCRs for Grove Village Subdivision governing the Home Owners and Homeowners Association involving the Non-Exclusive Benefit Use Easement shall be reviewed and approved by the City of Santa Rosa in keeping with these conditions of approval. The information sheet of the Final Map shall be noted to say that any changes the CCRs implemented without City approval shall not be valid.
16. An access easement shall be granted to the Chindavat property (APN 134-042-049) over Parcel E to the public Right-of-way (behind lots 135, 136 and 137) to allow future access from any lots created by a potential subdivision of that property. Prior to utilizing access to Parcel E, a maintenance agreement for a reasonable proportional share shall be put into place by mutual written agreement between the HOA and adjacent lot owners.
17. All existing onsite access, general roadway and PUE easements shown in the title report over the site shall be quitclaimed or vacated by the owner if no longer viable or in use; are located under the existing or proposed building envelope or are discharged. Show the disposition of each easement on the final plans. Buildings cannot be built over easements of record. Quitclaims shall be recorded in the County Recorder's office prior to building permit issuance. If the easements cannot be released then the building permit cannot be issued.
 - a. The tentative map indicates an existing 40-foot wide road and utility easement that goes through a number of the lots. The easement shall be legally eliminated or over 20 lots will not have a buildable area due to the easement.
 - b. ~~There is a 15-foot wide Sonoma County Water Agency (SCWA) easement shown along the northerly property line. The Plan 2 and Plan 3 lots along the northerly lot line encroach into that easement. Either the easement shall be abandoned or modified or the house layouts shall change to accommodate the easement. ABANDONED per Doc #2018052559~~

PUBLIC STREET IMPROVEMENTS

18. An Encroachment Permit must be obtained from the Engineering Development Services Division 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.

19. Stony Point Road shall be dedicated and improved as a Parkway to City street standards along the entire project frontage. Half street improvements shall consist of a two-way median/left turn lane, 2 travel lanes, a 6-foot wide, class 2, bike lane, 8-foot wide planter strip and 6-foot wide sidewalk and a landscaped back on parcel. A sound wall is required to be constructed at the rear of the back on landscape parcels where both shall be owned and maintained by the Home Owners Association. See the Santa Rosa Street Construction Standard 200J for details.
20. The applicant shall install the "Parkway" half street improvements as described above along the entire project frontage of Stony Point Road. The section will change along the interior parcel not owned by the applicant. In this parcel then only curb and gutter, a residential driveway apron and sidewalk along the Chindavat property. The applicant shall obtain a 10-foot wide offsite public access easement dedication as needed for uniform development of Stony Point Road. The applicant shall coordinate responsibly with the interior parcel's owners and preserve their accessibility to Stony Point Road from their property at all times. Install an ADA compliant sidewalk connection along the frontage of the Chindavat property on Stony Point Road, commonly known as AP #134-042-049 and connect the sidewalks to the north and south. A variance may be applied for concerning the location of the sound wall and sidewalk along Stony Point Road along the Chindavat Parcel frontage for review and approval by the City Engineer.
21. The north and south bound sections of "B" Street shall be a dead end until such time as the street is extended. Install a regulation "dead end" street sign for each condition. Install a City Standard 236 sidewalk barricade, and City Standard 211 metal beam street barricade or as approved by the City Engineer. The project boundary fence is to be constructed behind the street barricade.
22. "A" Circle shall be dedicated and improved as an "Avenue" Street per City Standard 200F and built with a minor street pavement section. Half width street improvements for both sides of the street shall consist of 10-foot wide travel lane, with an 8-foot wide parking lane, and a planter strip, with a sidewalk behind the planter. See the Standard Conditions of Approval for dimensions.
23. "Liscum Street" shall be dedicated and improved as a "Boulevard" Street from the existing street alignment connection point at the north subdivision property line to the south subdivision property line. (40-feet from curb face to curb face) per Santa Rosa Street standard 200 I. Half width street improvements for both sides of the street shall consist of a travel lane, with a parking lane, and a planter strip, with a sidewalk behind the planter and a Class 3 Bike Route. See the Standard Conditions of Approval for dimensions. The street pavement and sidewalk shall end at the southern subdivision boundary line and be posted and

barricaded with City Standard 206 "Future Road Extension" sign, City Standard 236 sidewalk barricade, and City Standard 211 metal beam street barricade. The project boundary fence is to be constructed behind the street barricade.

24. "B" Street; and "C Street" shall be dedicated and improved as a Minor Street through the entire project and the pavement section shall be to minor street standards per City Standard 200 E. Half width street improvements for both sides of the street shall consist of a 10-foot wide travel lane, with an 8-foot wide parking lane and a 6-foot wide planter strip, with a 5-foot wide sidewalk behind the planter strip. See the Standard Conditions of Approval for dimensions.
25. "Bellevue-Ludwig Avenue" /Stony Point Road intersection shall be dedicated as an Avenue Street per City standard (41.0 feet of ROW for half street) Future half width street improvements shall consist of half a median lane width, a 11-foot travel Lane and a 11-foot right turn Lane, a class 2 -6 feet wide Bike Lane, a curb and gutter, an 8-foot planter width and a 5-foot sidewalk behind an 5-foot wide planter. The proposed 10-foot wide bike path shall merge into the proposed sidewalk prior to this project interface. See the Standard Conditions of Approval for dimensions. No street improvements are required at this time except for the sidewalk and corner connection along Stony Point Road shall continue to the property line. The engineer shall align these future improvements with the centerline of the existing Ludwig Avenue such that the appropriate right of way width may be dedicated by this project for the future street intersection and bike paths. Right of way is to be dedicated to the City as necessary for the future signalization of the intersection of Ludwig-Bellevue Collector and Stony Point Road for the signal standards and controller cabinet to be located and installed per City Standard 240 for a 35-feet curb return radii and public right of way adjusted accordingly to contain all traffic equipment and vaults. No traffic improvements are required at this time. A private set back parcel shall buffer residential lots from the future roadway.
26. Curb return radii shall be 35-feet at both intersections of "A" Circle and Stony Point Road; and also at Stony Point Road and Ludwig- Bellevue Avenue. Caltrans Standard RSP A88A curb ramps shall be provide at all intersections and contained within the Public Right of Way at all curb returns.
27. Curb return radii shall be 20-feet at the intersection of Streets "A" Circle and "B Street". The intersection of Street "A Circle" and "B Street" is a tee intersection with Caltrans Standard A88A curb ramps and a Caltrans Standard A88A for the Street "A Circle" crossing. The westerly curb ramp for the Street "B Street" crossing is to be modified to provide an east west direction only. The sidewalk on Street "A Circle" may transition to be contiguous for the curb ramp location. Sidewalk transitions are to be through 10-foot radius reverse curves.

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28. Joint Electrical poles shall be undergrounded along Stony Point Road frontage. All new services shall be located underground.
29. The private alley ways of Parcel E, F and G shall provide a minimum 20-feet clear width without encroachment of overhangs or eaves. The private alley shall be built to city minor street pavement section standards and shall have an inverted crown with a 4-feet wide concrete valley gutter at the center line of the driveway - with 4"-6" rolled concrete curbs or flush cutoff curbs on each side of the city minor street section at curb line. A minimum 3.5 feet wide walkway shall be provided between the curb and the garage doors on both sides of the alley ways.
30. Existing streets cut by new services will require edge grinding per City Standard 209, Trenching per Standard 215, and an A.C. overlay.
31. Streets names such as "A" Circle and "B" or "C" Street are not approved and shall be renamed to unique street names as approved by the Building Official under the tentative map approval.
32. Provide sufficient line of sight so a vehicle exiting the project will not impede or cause the oncoming traffic on Stony Point Road to radically alter their speed. Based on Table 405.1A of the Caltrans-feet Highway Design Manual, the minimum corner sight distance is 385 feet for 35 mph in either direction. Use the current design speed for Stony Point Road.
33. Landscaping must be maintained to be no more than 36" in height within the line of sight and the corner vision triangles. Trees shall be maintained at a 7-foot minimum height tree canopy.
34. Residential driveway aprons shall use City Standard 250B for the driveway curb cuts. Curb islands less than 6 feet wide between curb cuts shall be omitted.
35. Changes in direction on "A" Circle shall be through City Standard 204B knuckles with 30-feet interior radius and 45-feet exterior radius. No curb ramps are allowed at knuckle locations and the sidewalk shall maintain the planter width separation to curb around the inside and outside curves of the knuckle.

TRAFFIC

36. A traffic control plan is required for this project. The plan shall be in conformance with the latest edition of the State of California Department of Transportation Manual of Uniform Traffic Control Devices, latest edition. The plan shall detail all methods, equipment and devices to be implemented for traffic control upon City streets within the work zone and other impacted areas. The plan shall be included as part of the Encroachment Permit application.

37. Conduit and pull boxes shall be installed if applicable per City Standard for future traffic signal interconnect along Stony Point Road. Locations shall be reviewed as part of the public improvement plan along Stony Point Road.
38. "A" Circle at Stony Point Road intersection shall be striped with a north/south pedestrian crossing for both the northern and southern intersections of the project. The northern project exit shall install striped exit lanes including a right and left turn pockets west bound on to Stony Point Road at the northern intersection and east bound right in/westbound right out only lanes at the southern intersection exit.
39. Stony Point Road southbound shall be striped with left/right turn arrows within the median turn lane pocket to allow an east bound turn into the northern entry of "A" Circle and a southbound turn when exiting from the north exit.
40. Install a permanent concrete curb/raised median barrier at the southern entrance to "A" Circle to block access from southbound Stony Point Road traffic. The southern subdivision entrance shall be signed and designed to be a "right turn in only" from northbound traffic along Stony Point Road and right turn out only from westbound traffic from "A Circle". The signs and pavement markings shall comply with the current California MUTCD manual.
41. Public improvement plans shall include a complete street lighting, traffic signing and striping plan. The signing and striping plan shall include all interior streets, Stony Point Road, the marked crosswalk on north and south entries of "A" Circle and Stony Point Road and is subject to review and approval by Traffic Engineering Section of the Transportation and Public Works Department. A future striping plan shall be provided in the construction plan set for layout/setback purposes for the Bellevue-Ludwig Connector/Stony Point Road intersection alignment plan with no construction proposed at this time.
42. On school entry way from "A" Circle, install a permanent decorative barrier to prevent auto access via Parcel I to or from the school. Barrier shall be to the approval of the City Engineer. Relocate the BMP from the entry way of Parcel I at "A" Circle and from over the top of the public sewer main. Install mid-block accessible compliant sidewalks and Caltrans revised standard curb ramps per detail RSP A88A for a crossing of "A" Circle nearest to Parcel I. Install access ramps and painted crosswalks at the north and south legs of the intersection of "A" Circle and "C" Street adjacent to Parcel I to facilitate pedestrian access onto "C" Street from Parcel I. Identify the "path to school route" with signage from Stony Point Road and install the crosswalks as required to support the school route from Stony Point Road to Parcel I.

43. Advance street name signs for "A" Circle shall be installed on Stony Point Road.
44. R26 (No Parking) signs shall be installed along the entire easterly side of Stony Point Road frontage.
45. Design and construction shall be coordinated with all Utility Companies and the City of Santa Rosa Recreation and Parks Department to minimize disruption to existing improvements.
46. Parcels E, F and G shall be private and be posted on the City side of the property line where it crosses "A" Circle and "C" Street with a R101(CA) sign stating "PRIVATE ROAD (PRIVATE PROPERTY) VEHICLE CODE ENFORCED".
47. Decorative luminaire Street lighting shall be installed per City Standard 615D for Street Lights on the subdivision's interior streets. City Standard 611 cobra style street lights are to be installed along Stony Point Road using LEOTEK LED fixtures. Street light spacing, wattages, and locations will be determined during the improvement plan review process.
48. Electrical boxes for street lights and signals shall be provided with grounded vandal resistant inserts, McCain Tamper Resistant Inserts or City approved equal, in street light pull boxes at locations as directed by the City. Catalog cuts shall be provided with the first plan check submittal for review and approval by the City Engineer. The street light improvement plans shall include the following note; "The contractor may use their own locks during construction for ease of access, however once the conductors in the pull box are live the contractor shall coordinate with the City Inspector to have the City lock installed. Electrical pull boxes in planter strips shall be provided with a 2-foot concrete apron around box."

PRIVATE ALLEY IMPROVEMENTS

49. No public water and sanitary sewer utilities shall be located within the private alleys Parcels E, F and G unless approved by variance by the City Engineer.
50. Parcels E, F and G shall be a private alley built to a minor street structural standard and connected to the public street through a City Standard 250A curb cut a minimum of 26-feet wide becoming 20-feet at back of sidewalk. The alley shall be privately owned and maintained by the Home Owners Association. Curb and gutter is not needed if the drainage is to the center. The Alley(s), Parcel E, F and G, shall be signed for a least 20-feet behind the sidewalk as "No Parking Zone" on site between the driveway curb cuts at the public street.

51. Private alleys shall be constructed under observation by the project soils engineer in compliance with City Design and Construction Standards. Progress and final reports shall be furnished to the City in compliance with C.B.C. special inspection requirements. All costs related to such inspection shall be borne by the owner/developer.
52. Turn around capability on the common driveways and Parcel E, F and G alley shall be provided with clear backup of 26-feet from garage face to opposing face of curb and with a continuation of the common driveway 10-feet beyond the last driveway access point.
53. Private lighting shall be installed on the private alleys and shall meet City Standards for minimum average maintained feet -candle and the uniformity ratio for a minor street. All private lighting shall be owned and maintained by the individual homeowners or addressed under a common maintenance declaration. Private lighting fixtures shall be subject to staff review.

NPDES /LID COMPLIANCE

54. The developer's engineer shall comply with all requirements of the latest edition of the City Standard Urban Storm Water Mitigation Plan (SUSMP) Guidelines. 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. Final Public Improvement Plans shall be accompanied by a maintenance agreement or comparable document to assure continuous maintenance in perpetuity of the SUSMP BMP's, and shall include a maintenance schedule.
55. Perpetual maintenance of SUSMP BMP's shall be the responsibility of one or more of the following:
 - a) The individual homeowners fronting or owning these BMP's. Individual owners shall be responsible for performing and documenting an annual inspection of the BMP's on their respective properties. The annual reports shall be retained by the private property owner for a period of the latest five years and shall be made available to the City upon request.
 - b) A Homeowner's Association or Property Owners Association. If perpetual maintenance of these BMP's is through a Homeowner's Association or Property Owner's Association, the documents creating the Association and the Covenants, Conditions and Restrictions governing the Association shall be submitted to the City Attorney's Office and the Planning and Economic Development Department for review.
 - c) A special tax district for public BMP facilities.
 - d) An alternate means acceptable to the City of Santa Rosa.

After the BMP improvements have been completed, the developer's Civil Engineer is to prepare and sign a written certification that they were constructed per plan and installed as required or per the manufacturer's recommendation. Written certification of SUSMP required improvements is to be received by the City prior to acceptance of subdivision improvements. The maintenance schedule and the Final SUSMP are to be included as part of the Covenants, Conditions and Restrictions recorded with the Final Map. ALL BMP's shall be maintained, replaced and repaired by the Homeowner's Association.

56. BMP facilities shall be constructed from the civil engineering plans with dimensions and details for each specific BMP facility that matches the Final approved SUSMP design report. Provide specific widths, depths, pipe sizes, dimensioned cross sections and material call outs as needed to properly construct each treatment BMP.
57. Show revised roof drain outfalls on the contributory area drainage maps and indicate which BMP treatment facility is responsible to treat the roof water.
58. All underground improvements including sewer lines, water lines, storm drain lines, storm water BMP facilities, public utility facilities and house services shall be installed, tested, and approved prior to the paving of any project streets.
59. Under 40 Code of Federal Regulations, construction activity including clearing, grading, and excavation activities is required to obtain an National Pollution Discharge Elimination System Permit from the State Water Resources Control Board prior to the commencement of construction activity.
60. A Final Standard Urban Storm water Mitigation Plan (SUSMP), addressing the Low Impact Development (LID) and Best Management Practices (BMP) is to be included with the Improvement Plans and Final Map submitted for the First Plan Check. Improvements and BMP's required by the Final SUSMP are to be owned and maintained by the Homeowners Association established for this project. All SUSMP details and improvements are to be included in the Subdivision Improvement Plans.
61. Roadway bio-retention basin areas are to provide moisture barriers at the gutter lip of the pervious concrete gutter. Moisture barriers are to be installed per City Standard 264 and contain the bioretention basin area on all sides. Adjacent to the structural street section, extend the concrete cut off wall/moisture barrier to a minimum of 1-foot below the subgrade and as directed by the Soils Engineer.
62. Drainage system piping below bioretention areas is to be backfilled with impervious material or designed with structural fill so as to not compromise the

holding character of the basin. Drainage system piping should be located outside of the SUSMP LID retention basins whenever possible.

63. The proposed concrete valley gutter for Parcels E, F and G may be permeable concrete and shall be limited to the BMP LID locations only as shown in the SUSMP Report. The structural road section shall meet Minor street structural requirements.
64. A Storm Water Pollution Protection Plan (SWPPP) will be required at building plan submittal to show protection of the existing storm drain facilities during construction. Offsite properties and existing drainage systems shall be protected from siltation coming from the site. This project is required to comply with all current State Water Board General Construction Permit Requirements.
65. 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 whatever 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

GRADING

66. The applicant's engineer shall design the subdivision grading to meet the existing elevations of the existing improvements within 2-feet as constructed by the subdivisions to the north, referred to as Evelyn's Ranch, Unit 1 and Unit 3, Subdivisions, constructed per City File 98-044 and City File 98-89 unless specifically approved by the City Engineer.
67. Prior to work in wetland areas the Developer shall have obtained all agreements and permits from those regulatory agencies whose jurisdiction is responsible for oversight and protection of wetland areas. Any construction modifications required by other Regulatory Agencies for obtaining permits or agreements shall be reflected through revisions to the City approved Subdivision Improvement Plans.
68. Maximum grade difference at project boundary to offsite property shall be less than 2-feet and as approved by the City Engineer. Retaining wall structures shall not cross property lines. Combined fence and retaining wall design will be subject to a full structural review to be constructed under the Subdivision Grading Permit issued by the City. The grading plan shall direct storm water to the BMP facilities for treatment. The BMP's shall not be located in the rear yards.
69. Lot to lot drainage is not permitted unless contained in a minimum 10-foot wide private drainage easement or an appropriate width as approved by the City

Engineer, in favor of the uphill or upstream property owner or owners. Offsite drainage is not permitted to enter from offsite. The grading plans shall show the accurate Finish pad/floor grade for the adjacent houses and typical cross sections at each property line throughout the project to show the interface with the adjacent existing structures to the north property line. A typical "lot grading detail" shall be added to the grading plan along with cross sections of the project from north to south and east to west. Walls and wall heights shall be shown in the plan cross sections. Wood retaining walls shall not be allowed.

70. Submit grading and drainage plans which shall show typical and specific cross-sections at all exterior property lines and interior lot lines indicating the adjacent elevations at the join grades to adjacent parcels including graded slopes, swales, fences, retaining walls and sound walls. Treatment of drainage from offsite and rear yards shall be addressed on the grading plans.
71. Drainage design for Non-Exclusive Benefit Use Easement Areas shall sheet flow away from foundation and structures of the Servient owner and be included in the use restrictions and responsibilities of the Non-Exclusive Benefit Use Easement Dominant property owner.
72. Grading for this subdivision will be subject to the Geotechnical Investigation Report "Grove Village Project" by TMakdissy Consulting, Inc., Project No. E 392-1, dated Sept. 16, 2014 and all updates and addendums thereto.
73. Drainage patterns shall follow the Regional Master Drainage Plan as depicted in the current master FEMA drainage studies entitled "Santa Rosa Flood Insurance Study – Hydrology Study for Colgan, Roseland and Naval Creeks" dated September 2009 prepared by Nolte Associates, Inc., available for the area as provided by Sonoma County Water Agency (SCWA). Changes/diversions to the contributory drainage areas for regional water sheds are not permitted. Drainage designs shall conform to SCWA standards and/or standards as selected and applied by the City Engineer, for Flood Control design conformance to the existing hydrology/hydraulic studies of the existing storm water facilities on the east and west property lines. Provide an engineered grading and drainage report at first review to the City of Santa Rosa. Provide SCWA's approval letter or the City's designated review agency's approval for the project hydrology and hydraulics with the final approved storm drainage design report for City records.
74. An engineered private detention basin design or a private underground detention solution shall be presented to and approved by the City Engineer or his designated representative. Engineering design shall be submitted for review and approved as applicable to other jurisdictional agencies including the California State Water Quality Control Board, Sonoma County Water Agency and/or the City Engineer during the City's plan review process. There shall be no net

increase in storm water runoff due to the development. The storm water detention system shall be designed with a minimum of a 1-1/2-feet freeboard (for an above ground detention pond). Detention Ponds shall drain in 72 hours or less, based on Sonoma County Mosquito Abatement District regulations. The private detention basin shall be privately maintained and operated by the HOA in its totality and for perpetuity. The applicant shall enter into a formal "Private Detention basin maintenance agreement" prior to final map recording with the City of Santa Rosa with the maintenance responsibility to be given solely to the HOA and privately operated.

Detention Basins shall not be placed in conflict with any proposed private or public utility lines or utility service lines. The storm water detention system shall be designed to City of Santa Rosa Design and Construction standards.

If during the storm drainage design review/approval process, the Tentative Map is found to be substantially out of conformance to the approved map per the Subdivision Map Act or for any reason, the City may require the developer to re-apply for new entitlements at its sole cost.

75. If applicable, then the Developer shall provide a means acceptable to the City to fund the maintenance of the proposed detention facilities into perpetuity through a special tax district, CC&R's, property owners' association(s), and/or other acceptable method. Any future detention basin shall not be conveyed or dedicated to the City. In the event the developer chooses a method of assuring perpetual maintenance which is subject to revocation by the property owners by an election or other means of termination, Developers shall establish a backup alternative which will be capable of automatically assuming the maintenance funding obligation in the event the primary method is no longer available. The documents creating the method for permanent maintenance and any necessary backup alternative(s) shall be subject to and have been approved by the City Attorney and EDS and in place prior to approval of the Final Map. The private detention basin design plans and standards for maintenance shall be subject to approval by the Department of Storm Water drainage and also EDS.
76. 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.
77. Private drainage systems are to be connected to a public system from a private field inlet located behind the sidewalk and through a minimum 15 inch RCP storm drain pipe through the public right-of-way to a public drainage structure. No blind connections are permitted into public storm drain system. Install a 4-feet manhole per City Standard #400 at all connections into the existing 54"-72" storm

drain system. Add a manhole with a ring and cover over the top on the 54"-72" pipe at the storm drain connection points in Stony Point Road.

78. Drainage from landscape areas shall not cross over curb or sidewalk and are to outlet to a street through City Standard detail thru curb drains.
79. For purposes of leak detection and maintenance access, no reinforced concrete shall be designed over publicly maintained storm water drain pipe facilities. Unreinforced concrete shall be allowed under special circumstances such as crosswalks. Storm drain inlets shall be located outside of the concrete area. Storm drainage facilities in the private alleys, Parcel E, F and G and Parcel H shall be maintained by the HOA.
80. Sewer and water connections, structures, cleanouts and laterals shall not cross through or be located within SUSMP LID BMP volume treatment or containment elements. SUSMP LID elements behind the curb line shall provide independent utility corridors for sewer and water connections to the main.
81. Final Building pad certifications shall be signed and sealed by a registered geotechnical engineer and/or Civil Engineer certifying each building pad. Certifications shall be submitted to EDS for review prior to building permit issuance.
82. The Final Map shall show a private storm drainage easement over the alignment of the private storm drain system if any system runs through the rear yard of any lot. The easement on each lot shall be in favor of all upstream lots served by the system.
83. 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 unless a storm drainage easement is recorded in the upstream lots over the drainage way or a lot to lot reciprocal drainage easement is recorded.
84. The grade plan shall be reviewed and approved by the arborist for compliance to the tree mitigation report prior to City approval.

WALLS/FENCING

85. Wall footings shall be completely contained within wall easements to the HOA or within parcels owned and maintained by the HOA. Civil plans shall include structural drawings for all required sound walls, sound wing walls and retaining walls. Wall construction information shall be provided include footing construction

details, footing elevations, typical cross sections and calculations, top of wall elevations and wall heights shall be shown on the civil engineering grading plans.

86. Landscape and sound-walls installed on Parcels A, B, C and D shall be owned and maintained in good condition by the Homeowners Association.
87. The required sound wall and wings on all lots shall be contained within a maintenance and access easement in favor of the Homeowners Association. Sound Wall design will be subject to a full structural review and shall be constructed under the Subdivision Grading Permit issued by the City. The noise mitigation report indicates sound walls being 6 feet on up to 10-feet high along Stony Point Road with additional sound wing walls of 6-feet to 9-feet along the Chindavat property lines, and the north and south property lines of the project. The sound walls shall be constructed as part of the subdivision improvements and not as part of the individual lot improvements. Comply with the recommendations of the report entitled "Noise Assessment Study for the Planned "GROVE VILLAGE" Single family development, Stony Point Road, Santa Rosa." prepared by Edward L. Pack Associates, Inc. of San Jose, CA. dated July 7, 2016 Project No. 46-019-1 and all amendments and updates that apply and as approved by the City engineer.
88. If the sound wall is constructed at the frontage of the Chindavat property, the interior sound walls as recommended along the Chindavat Property lines may be reviewed for possible deletion by the City Engineer.
89. The proposed sound wall/fence crossing public storm drain, water and sewer mains shall have no footings installed within 5-feet of the utility mains. Sections of fences that cross a public utility easement must be removable. Access to public utilities including all structures, i.e. manholes, cleanouts, mainline valves etc., is to be provided at all times. All proposed walls shall be shown on the grading plan.
90. Retaining walls or sound walls proposed within tree protection zones shall be constructed on post and beam or drilled pier construction styles where they are necessary within Tree Protection zones. Foundations or footings of any type within the tree protection zone shall be constructed using construction techniques such as drilled piers, grade beams, bridges or cantilever structures as per the Arborist direction. The report, as prepared by Horticultural Associates, John C. Meserve, dated November 16, 2015 and all updates and addendums shall be referenced on the grade plan. All tree protection zones shall be shown clearly on the grade plan.

SEWER AND WATER

91. Water laterals and meters shall be sized to meet domestic, irrigation and fire protection uses and a double check back flow, per City Standard 875, will be required on all water 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.
92. Backflow prevention devices shall be designed and installed in accordance with current City Standards, State Health Code Title 17, and/or as required by the Director of Santa Rosa Water.
93. Where BMPs/detention basins are required, meter boxes, cleanouts, fire hydrants, etc. shall be located without conflict with the BMPs. Locations of infrastructure shall be reviewed during plan check. No bio swales or SUSMP BMP LID improvements shall cross public sewer, water, or storm drain utilities. Lengths of trench treatment and volume of storage shall be extended 5 Linear Feet for each utility lateral trench crossing of the BMP.
94. The information sheet of the Final Map shall be annotated as follows: Water and sewer demand fees and processing fees are based on the number and type of units to be built on each lot. Water and sewer demand, processing and meter installation fees shall be paid prior to the issuance of a Building Permit for the respective lot. Submit the square feet age of each lot to determine sewer and water demand fees. The lot sizes shall be listed on the information sheet of the Final Map.
95. The applicant shall extend the public water main along its entire frontage of approximately 820 LF within Stony Point Road per the City of Santa Rosa General Plan. The main extension shall be designed and installed per the City of Santa Rosa Design and Construction standards and current standard practices. The water main shall be 12" minimum in size and shall be based on domestic, irrigation and fire flow demand and actual flow tests.
96. This project shall require the design and construction of an 8" minimum water main in "A" Circle, "B" Street and "C" Street that connects to the new main proposed in Stony Point Road. The main extension shall be designed and installed per the City of Santa Rosa Design and Construction standards and current standard practices. Stubs shall be installed for the future extension of all Streets.
97. This project shall require the design and construction of a minimum 8" inch sanitary sewer main to be designed and constructed within Liscum Street, "A Circle", "B" Street and "C" Street that connects to the sanitary sewer main located

along the east property line. The main extension shall be designed and installed and sized per the City of Santa Rosa Design and Construction standards and current standard practices. Utility Stubs shall be installed for the future connection at all street extensions.

98. City Operational Locks shall be placed on all gates that are to be locked.
99. An easement shall be provided over public water and/or sewer mains where applicable. The width of the easement shall be 15-feet wide for a single utility and 20' wide if containing both water and sewer. See Section 315 (c) of the Uniform Plumbing Code. Easements shall be centered over the facility. Easements shall be configured to encompass all publicly maintained appurtenances, such as water services, fire hydrants and sewer laterals. No structures shall encroach on any Public water or sewer easement on, above, or below the surface of the ground. This includes footings of foundations or eaves from the roof of any adjacent structure. Trees shall not be planted within 10' of a public sewer main. The City Water Department shall not be responsible for repairs or replacement of landscaping in public sewer main easement (and shall be so noted on the Final Map).
100. Install separate meters and back flow prevention devices on all irrigation meters for common area landscaped parcels A, B, C, D, H and I (the parcel for the access way to the school.) Irrigation piping shall not cross property lines. Where water services will be installed for public hydrants, domestic and irrigation service, combination services are required and shall be shown on the Improvement Plans. Meter size is dependent on peak demand and will be determined upon review of irrigation plans. Plans shall show maximum gallons per minute per valve and total peak monthly usage. Electrical power for timers shall also be provided to these parcels.
101. For purposes of leak detection and maintenance access, no reinforced concrete shall be designed over publicly maintained water or sewer facilities. Unreinforced concrete shall be allowed under special circumstances such as crosswalks. Water system valves shall be located outside of the concrete area. Removable pavers or an approved equivalent that complies with ADA shall be used over the water services proposed within Parcel H.
102. Water services shall be provided per Section X of the Water System Design Standards. Lots being constructed with second dwelling units shall provide a 1 1/2" water service and manifold for two 1-inch meters per Standard #863. The meter box shall be required to be traffic-rated when in driveway locations. Private easements shall be required for any private laterals that cross another property. Sprinkler systems for single-family residences typically require 1-1/2" service laterals, 1" water meters and 1" backflow devices.

103. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance (WELO) adopted by the Santa Rosa City Council, Resolution No. 4028, on October 27, 2015. Landscape plans for individual lots shall be submitted with the Building Permit applications. Landscape plans for common area lots A, B, C, D, H, I shall be included with the ~~Public~~ **Subdivision** Improvement Plans.
104. A fire flow test shall be completed at the time of the tie in of the project to the City system. The hydrant which shall most likely produce the least flow will be tested. In the case of a project that has multiple dead end systems such as cul de sacs, a fire flow test shall be completed at the hydrant on each separate cul de sac or dead end system. The fire flow shall meet the requirement for the project before the project is accepted. The City shall perform the fire flow test. The fee to have the test performed shall be paid to Santa Rosa Water Department prior to the test being performed.
105. Separate sewer laterals shall be installed for each lot. Root barriers shall be installed around the water and sewer laterals that run through the Parcel H. Utilities shall not run through tree root zones as defined in City Code Chapter 17-24.
106. The water and sewer mains shall connect through to the north, south and west property lines at all public streets stub outs. The sanitary sewer shall be deep enough at the invert to accept flows or over flows at the street stub outs for future development.
107. This Project may be eligible for credit and/or reimbursement for public improvements to be built by the applicant. It is the Developer's responsibility to coordinate that reimbursement consistent with the City's procedures for reimbursement.

FIRE (Dated August 14, 2018)

108. CA Fire Code 503 requires an approved Fire Apparatus Access Road (Fire Lane) to within 150-feet of all first floor exterior walls of structures on site. Fire apparatus access to structures on Lots 17, 18, 19, 21, 135, and 136 will require that portions of the private alleys accessing those Lots be designated and marked as Fire Lanes. Site Improvement plans submitted for permits shall include required Fire Lane markings per current Fire Department standards.
109. Two copies of the Phase 1 Environmental Site Assessment shall be included with the submittal of the first plan check. One copy is to be submitted directly to the Fire Department and the review fee paid, and a copy of the receipt shall be

submitted with the remaining copy to the Planning and Economic Development, Engineering Development Services Division. Grading, demolition or construction permits shall not be issued until the Fire Department has reviewed and cleared the Phase 1 Study.

110. 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. Basic fire flow to be greater than 1500 gpm with 20 psi residual in the main at the hydraulically most remote appliance.
111. A 4-inch single-family residential premise identification shall be provided, legible from public streets or other approved Fire Lanes. Additional directional signage may be required for structures accessible only from alleys.
112. Access roads and water supplies for fire protection shall be installed and made serviceable prior to storage or construction of any combustible materials.
113. A permanent hammer head turn-around per City Standard 203F shall be provided on the private alleyway areas including:
 - a) The alleyway called Parcel E between lots 29, 30, 18 and 17;
 - b) The alleyway called Parcel F on two sides between lots 33, 34 and 35;
 - c) The alleyway called Parcel F on two sides between 44, 45, and 46;
 - d) The alleyway called Parcel G at lots 61, 62 and 86; and
 - e) The alleyway called Parcel G at lots 75, 76 and 77.

The alleyways shall be marked as "Fire Lanes", with the words "Fire Lane" painted on the roadway per city standard, alleyway curbs (if any) shall be painted red, and signs posted notifying that the traffic signs shall be enforced.

114. Fire hydrant placement shall be provided in accordance with Fire Department requirements to coincide with fire tactics and equipment and shall be identified via a reflectorized blue marker located in the center of the adjoining access drive or street. Fire hydrant type and installation shall comply with City Water Standard 857. For specific fire hydrant locations and flow requirements see Section XII of the Water System Design Standards.
115. **During construction, storage or use of any hazardous materials at the site will require a Hazardous Materials Inventory Statement to be submitted to the Fire Department for review. Materials in excess of the permit amounts will require a Hazardous Materials Management Plan to be submitted to the Fire Department for review and approval and may require payment of Hazardous Material Use or Hazardous Waste Generator Fees. Underground**

Flammable or combustible tanks shall be reviewed and approved by the Fire department.

PARKS AND RECREATION (Dated 12/7/2015 from Lisa Grant)

116. Parks acquisition and/or park development fees shall be paid by the applicant at the time of building permit issuance or as agreed in writing for a deferral. The fee amount shall be determined by the resolution in effect at the time. No park fee credits shall be provided for Parcel H.
117. **Street trees will be required and planted by the developer. Selection will be made from the City's approved master plan list. Planting shall be done in accordance with City *Standards and Specifications for Planting Parkway Trees*. -Contact the Parks Division at (707) 543-3770 for copies of the master street tree list and or standards. This declaration shall be added to the General Notes of the improvement plans.**
118. The Home Owners' Association shall be responsible for the irrigation and maintenance of the street trees and the maintenance of the planter strips.
119. The open space and pedestrian connections as shown on Parcel H, shall be open to the public, per General Plan Policy LUL-BB-1. The owner of open space and pedestrian connections shown on Parcel H is solely responsible for constructing and maintaining the parcel in compliance with all Federal, State and City building codes, laws and regulations as they may be applied in perpetuity. The owner of Parcel H shall not enter into a contract, covenant or similar agreement with the City that would cause the City to be responsible for the maintenance of the open space and pedestrian connections shown on Parcel H.
120. The developer shall provide a means acceptable to the City to fund the maintenance of the landscaped easements Parcels, A, B, C, D, H and I into perpetuity through a special tax district, CC&R's, property owners association(s), and/or other acceptable method. The landscaped parcels and easements shall be conveyed to the HOA. The parcel(s) shall not be dedicated to the City. In the event the developer chooses a method of assuring perpetual maintenance which is subject to revocation by the property owners by an election or other means of termination, developers shall establish a backup alternative which will be capable of automatically assuming the maintenance funding obligation in the event the primary method is no longer available. The documents creating the method for permanent maintenance and any necessary backup alternative(s) shall be subject to and have been approved by the City Attorney and the City Engineer prior to recordation of the Final Map.

121. A building permit may be required for the installation of improvements on Parcel H. Improvements to Parcel H shall be approved by the Building Official or his official designee. Parcel H shall never become a City-owned or maintained park until such time as there are additional lands available or other agreements are formally entered into and agreed between the owners and the City.

122. The Parcel H Improvement plans are to be submitted for review with the first phase of subdivision improvement plans and shall be fully developed and constructed with the first phase of the subdivision. Parcel H shall be fully developed, and protected from grading under the established tree protection zones, with the BMP facilities system installed within Parcel H prior to occupancy issuance. The phased subdivision improvements will not be accepted by the City without Parcel H improvements being completed.



Carol Clark PROJECT ENGINEER, EDS

Attachment: Mitigation monitoring list

E:\ENG\CEC\RJ\Stony point Rd 2892, Grove Village map ext #1