

DRAFT CONDITIONS OF APPROVAL
P09-0085: PP19-0001 and DR19-0034
OYSTER POINT PROJECT – PHASE 2D, 3D & 4D PRECISE PLANS
(As recommended by City Staff on March 5, 2020)

The applicant shall comply with all applicable P09-0085: GPA11-0001, ZA11-0001, RZ11-0001, PP11-0001, DR09-0049 and TDM11-0001 Conditions of Approval, as well as the following additional Conditions of Approval.

A) Planning Division requirements shall be as follows:

1. The project shall be constructed substantially as indicated on the plan set entitled “Oyster Point Phase 2, 3 & 4 Precise Plan Drawings” dated November 6, 2019 as prepared by NBBJ Architects.
2. Prior to issuance of any building permits for vertical construction, the developer shall revise the development plans to address the Design Review Board comments from the meeting of November 19, 2019 subject to review and approval by the Chief Planner or designee.

Planning Division contact: Billy Gross, Senior Planner, (650) 877-8353

B) Fire Prevention Division requirements shall be as follows:

1. Install underground piping for water based fire protection systems per NFPA 24 and SSFFD requirements under separate fire plan check and permit.
2. Install a fire pump per NFPA 20 and SSFFD requirements under separate fire plan check and permit.
3. Fire department connections shall be installed in accordance with the NFPA standard applicable to the system design and shall comply with Sections 912.2 through 912.7.
4. Private fire service mains and appurtenances shall be installed in accordance with NFPA 24 as amended in Chapter 80.
5. Each required commercial kitchen exhaust hood and duct system required by CFC Section 609 to have a Type I hood shall be protected with an approved automatic fire-extinguishing system installed in accordance with NFPA 17A and CFC 904. System shall be installed under separate permit and plans.
6. Where required by other sections of this code and in all buildings classified as high-rise buildings by the California Building Code and Group I-2 occupancies having occupied floors located more than 75 feet above the lowest level of fire department vehicle access, a fire command center for fire department operations shall be provided and shall comply

with Sections 508.1.1 through 508.1.7.

7. The location and accessibility of the fire command center shall be approved by the fire chief.
8. The fire command center shall be separated from the remainder of the building by not less than a 1-hour fire barrier constructed in accordance with Section 707 of the California Building Code or horizontal assembly constructed in accordance with Section 711 of the California Building Code, or both.
9. The fire command center shall be not less than 200 square feet (19 m²) in area with a minimum dimension of 10 feet (3048 mm).
10. A layout of the fire command center and all features required by section CFC 508.1.6 to be contained therein shall be submitted for approval prior to installation.
11. The fire command center shall be provided with an independent ventilation or air-conditioning system
12. Emergency power systems and standby power systems required by this code or the California Building Code shall comply with Sections 604.1.1 through 604.1.8.
13. Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.
14. Exterior doors and openings required by this California Fire Code or the California Building Code shall be maintained readily accessible for emergency access by the fire department. An approved access walkway leading from fire apparatus access roads to exterior openings shall be provided when required by the fire code official.
15. New buildings four or more stories above grade plane, except those with a roof slope greater than four units vertical in 12 units horizontal (33.3-percent slope), shall be provided with a stairway to the roof. Stairway access to the roof shall be in accordance with Section 1011.12. Such stairway shall be marked at street and floor levels with a sign indicating that the stairway continues to the roof. Where roofs are used for roof gardens or for other purposes, stairways shall be provided as required for such occupancy classification.
16. Fire hydrants located on a public or private street, or onsite, shall have an unobstructed clearance of not less than 30 feet (15 feet either side of hydrant), in accordance with California vehicle code 22514. Marking shall be per California vehicle code 22500.1

17. A hydrant is required to be located within 50 feet of the Fire Department Connection (FDC) and on the same side of the street.
18. A blue reflective dot shall be placed in the middle of the roadway directly in front of each fire hydrant.
19. Fire protection equipment shall be identified in an approved manner. Rooms containing controls for air-conditioning systems, sprinkler risers and valves, or other fire detection, suppression or control elements shall be identified for the use of the fire department. Approved signs required to identify fire protection equipment and equipment location shall be constructed of durable materials, permanently installed and readily visible.
20. Every room or space which is used for assembly, classroom, dining, drinking, or similar purposes having an occupant load of 50 or more shall have the occupant load of the room or space posted in a conspicuous place, near the main exit or exit access doorway from the room or space. Posted signs shall be of an approved legible permanent design and shall be maintained by the owner or the owner's authorized agent.

Fire Prevention Division contact: Craig Lustenberger, Fire Marshal (650) 829-6645

GENERAL CONDITIONS OF APPROVAL
OYSTER POINT REDEVELOPMENT – PHASE I PRECISE PLAN
P09-0085: GPA11-0001, ZA11-0001,
RZ11-0001, PP11-0001, DR09-0049, and TDM11-0001

A) Planning Division requirements shall be as follows:

1. The developer shall comply with the Planning Division's standard Conditions and Limitations for Commercial, Industrial and Multi-Family Residential Projects, dated February 1999.
2. The project shall be completed and operated substantially as indicated in the plan set entitled "Oyster Point Phase I Precise Plan", prepared by Perkins + Will; Meyer+Silberberg; Wilsey Ham; ARUP, HDR Engineering; IDP; Treadwell & Rollo; and ROMA Design Group, dated February 23, 2011.
3. The Phase I Private Development Project shall be constructed using materials included on or substantially similar to materials on the project material board prepared by Perkins + Will for Shorenstein and SKS Investments and referenced in the plans dated February 23, 2011.
4. The developer shall comply with all applicable mitigation measures outlined in the Mitigation Monitoring and Reporting Program and the Oyster Point Specific Plan and Phase I Project Environmental Impact Report. Prior to issuance of a building permit the applicant shall prepare a checklist outlining mitigation measures and status of implementation, for review and approval by the Chief Planner or designee.
5. All equipment (either roof or ground-mounted) shall be screened from view through the use of integral architectural elements (i.e. enclosures or roof screens and landscape screening). The developer shall submit equipment enclosures and/or roof screens for review and approval by the Chief Planner.
6. The developer shall prepare and submit for review and approval by the City Engineer and Chief Planner all applications for subdivision maps, parcel maps, or lot line adjustments, consistent with the proposed OPSP, Title 19 of the City of South San Francisco Municipal Code and the Subdivision Map Act, to substantially achieve the proposed parcelization illustrated in the "Proposed Parcel Map" included in the "Oyster Point Phase I Precise Plan" plan set.
7. No signs are approved as part of this application. The developer shall prepare a Master Sign Program for review and approval by the City prior to erecting any signage other than signage deemed necessary by the Chief Building Official.
8. Prior to issuance of any building or construction permits for the construction of public improvements, the final design for all public improvements shall be submitted by the developer for review and approval by the Economic and Community Development Director and Director of Public Works for consistency with the Oyster Point Phase I and Precise Plan, the Oyster Point Specific Plan, the Specific Plan Appendix and Design Guidelines, the Development Agreement, and the Disposition and Development Agreement.
9. Prior to issuance of any building or construction permits, the developer shall submit all final grading plans for review and approval by the Chief Planner and City Engineer.

10. Prior to issuance of any building or construction permits, the developer shall submit a final landscape plan for review and approval by the Chief Planner.
11. Prior to issuance of grading permits, the developer shall submit a final project construction phasing plan for the relocation of trash for review and approval by the Chief Planner and City Engineer.
12. Prior to issuance of building permits for future phases of development (beyond Phase I), the developer shall provide Final Parcel Maps for review and approval by the City. The Parcel Maps shall include a cul-de-sac that meets City standards, at the termination of Oyster Point Boulevard.
13. Prior to issuance of building permits, the developer shall revise the Phase I private office/research and development plans to include trees and landscape planting on the western edge of the public open space/flexible use recreation field to address the Design Review Board's comment related to the visual transition between the sites. The developer shall be responsible for cost and installation of the and installation of the following: A total of twenty-four (24) Italian Stone Pine (*Pinus Pinea*) trees, intalleed at a minimum of 24-inch box size and with a minimum trunk caliper size of two inches, measure at waist height, with two irrigation bubblers provided per tree.
14. Prior to issuance of a building permit, the developer shall provide evidence of compliance with FAA requirements regarding construction within the FAR Part 77 conical zone.
15. Prior to issuance of a building permit, the developer shall provide appropriate evidence in the form of a noise study or other documentation to demonstrate to the satisfaction of the Chief Planner that office, research and development, and amenity retail spaces are designed so that, once constructed, the calculated hourly average noise levels during the daytime does not exceed L_{eq} of 45dBA, and instantaneous maximum noise levels do not exceed 60 dBA.
16. The developer shall cooperate with the City in the development/implementation of a regional shuttle service if such is considered by the City, where any funding obligations on the part of the applicant are limited to its fair shar allocation of costs.
17. The developer has prepared and submitted a Draft Preliminary TDM Plan. In accordance with South San Francisco Municipal Code Chapter 20.400, prior to issuance of a building permit the applicant shall submit a Final TDM Plan for review and approval by the Chief Planner. The Final TDM shall comply with SSFMC Chapter 20.400 and applicable provisions of the Development Agreement for the Project.
 - a) The Final TDM Plan shall include all mandatory elements included in the Ordinance and shall substantially reflect the Preliminary TDM Plan prepared by HDR. The Plan shall be designed to ultimately achieve a goal of 40% alternative mode usage by employees within the Project, when the project is built-out to a 1.25 FAR or less, or a graduated scale between 35% and 40% alternative mode usage ("Targeted Alternative Mode Usage") when the Project is built out between 1.0 and 1.25 FAR. The Target Alternative Mode Usage will be as follows:

<u>FAR</u>	<u>Alternative Mode Usage</u>
≤1.0	35%
1.01 – 1.12	38%
1.13 – 1.25	40%

b) The Final TDM Plan shall outline the required process for on-going monitoring including annual surveys and triennial reports as specified below:

- (i) Transportation Demand Management Monitoring: The Final Transportation Demand Management (TDM) Plan shall provide for annual surveys and triennial reports to be submitted to the City to monitor and document the effectiveness of the TDM plan in achieving the goal of 40% (or appropriate Target Alternative Mode Usage) alternative mode usage by employees within the Project. The TDM report will be prepared by an independent consultant, retained by City with the approval of Owner (which approval shall not be unreasonably withheld or delayed) and paid for by Owner, which consultant will work in concert with Owner's TDM coordinator. The TDM report will include a determination of historical employee commute methods, which information shall be obtained by survey of all employees working in the buildings on the Property. All nonresponses to the employee commute survey will be counted as a drive alone trip.
- (ii) TDM Reports: The initial TDM report for each building on the Property will be submitted two (2) years after the granting of a certificate of occupancy with respect to the building, and this requirement will apply to all buildings on the Property except the parking facilities. The second and all later reports with respect to each building shall be included in an annual comprehensive TDM report submitted to City covering all of the buildings on the Property which are submitting their second or later TDM reports.
- a) Report Requirements: The goal of the TDM program is to encourage alternative mode usage, as defined in Chapter 20.400 of the South San Francisco Municipal Code. The initial TDM report shall either: (1) state that the applicable property has achieved 40% alternative mode usage (or appropriate Target Alternative Mode Usage), providing supporting statistics and analysis to establish attainment of the goal; or (2) state that the applicable property has not achieved the 40% (or appropriate Target Alternative Mode Usage) alternative mode usage, providing an explanation of how and why the goal has not been reached, and a description of additional measures that will be adopted in the coming year to attain the TDM goal of 40% (or appropriate Target Alternative Mode Usage) alternative mode usage.
- b) Penalty for Non-Compliance: If after the initial TDM report, subsequent triennial reports indicate that, in spite of the changes in the TDM plan, the 40% (or appropriate Target Alternative Mode Usage) alternative mode usage is still not being achieved, or if Owner fails to submit such a TDM report at the times described above, City may assess Owner a penalty in the amount of Twenty Seven Thousand Five Hundred Dollars (\$27,500) per year for each percentage point below the minimum 40% (or appropriate Target Alternative Mode Usage) alternative mode usage goal.

- (1) In determining whether a financial penalty is appropriate, City may consider whether Owner has made a good faith effort to meet the TDM goals.
 - (2) If City determines that Owner has made a good faith effort to meet the TDM goals but a penalty is still imposed, such penalty sums, in the City's sole discretion, may be used by Owner toward the implementation of the TDM plan instead of being paid to City. If the penalty is used to implement the TDM Plan, an Implementation Plan shall be reviewed and approved by the City prior to expending any penalty funds.
 - (3) Notwithstanding the foregoing, the amount of any penalty shall bear the same relationship to the maximum penalty as the completed construction to which the penalty applies bears to the maximum amount of square feet of Office, Commercial, Retail and Research and Development use permitted to be constructed on the Property. For example, if there is 200,000 square feet of completed construction on the Property included within the TDM report with respect to which the penalty is imposed, the penalty would be determined by multiplying twenty-seven thousand five hundred dollars (\$27,500) times a fraction, the numerator of which is 200,000 square feet and the denominator of which is the maximum amount of square feet of construction permitted on the Property, subtracting the square footage of the parking facilities; this amount would then be multiplied by the number of percentage points below the 40% alternative mode usage goal.
- c) The applicant shall be required to reimburse the City for program costs associated with monitoring and enforcing the TDM Program.
18. Prior to issuance of a building permit, the developer shall submit a Final Transportation Demand Management Program that:
- a) Removes the bold text from the "Caltrain" section of the document; and
 - b) Includes one updated table in the "Reduced Parking" section of the document, which uses a 1/350 parking space requirement to calculate the parking space reduction TDM.
19. Prior to issuance of building permits, the developer shall revise the Phase I private office/research and development plans to include a minimum of six metered electric vehicle charging stations to accommodate electric vehicle charging in the parking structure.

(Planning Division contact: Gerry Beaudin, Senior Planner 650-877-8535)

B) Engineering Division requirements shall be as follows:

1. STANDARD CONDITIONS

The Developer and Project Sponsor shall comply with the Engineering Division's "Standard Conditions of Approval for Commercial or Residential Subdivisions Designed in Accordance with Chapters 19.16, 19.20 and 19.24 of the South San Francisco Municipal Code", consisting of eight pages, dated January, 2009. These conditions are contained in the Engineering Division's "Standard Conditions for Subdivisions and Private Developments" booklet, dated January 2009. (Copies of this booklet are available at no cost from the Planning and Engineering Divisions).

2. SPECIAL CONDITIONS

- A. All public improvements shall be designed in accordance with current engineering standards, the public street design requirements of Title 19 of the Municipal Code and in accordance with plans approved by the City Engineer.
- B. The realigned intersection of Oyster Point Boulevard and Marina Drive shall be designed and, when completed, dedicated as a public street. The portion of the realigned street, between Gull Drive and Marina Boulevard and between Marina Boulevard and the Oyster Point Business Park, when completed, shall be dedicated to the City as a public street right-of-way. Marina Boulevard, which is currently a privately maintained street, when completed shall be dedicated as a public street, east of the new Oyster Point Boulevard and Marina Boulevard intersection. When completed, Marina Boulevard shall be dedicated to the City as a public street.
- C. In connection with the grading, development, building construction and occupancy of the subject project, the developer shall prepare and submit for City approval, three copies of a Storm Water Pollution Prevention Plan (SWPPP) for both construction and post-construction activities, that will result in the filtering of storm water runoff from the site, so as to prevent silt, debris and toxic materials from being discharged, transported or blown from the site and entering San Francisco Bay or the public storm drain system.
- D. Prior to issuance of Building or Construction Permits, the Developer shall submit soils, drainage, sanitary sewer, utility and traffic studies and reports for review and approval. The developer shall pay all costs to reimburse the City for the peer review of all reports and studies by City consultants and staff. The applicant shall be fully responsible for the design, construction and implementation of all approved traffic, utility and soils engineering mitigation requirements and shall be allocated as described in the Development Agreement and Disposition and Development Agreement.
- E. The Developer's traffic engineering consultants shall coordinate with the City's Traffic Modeling Consultant for any traffic modeling issues. The cost and responsibility for any offsite improvements, as identified by the traffic modeling to mitigate any traffic impacts, shall be allocated as described in the Mitigation, Monitoring and Reporting Program, and as described in the Development and Disposition Agreement.
- F. The Developer shall design and construct any improvements (including "fair-share" improvements) identified in their traffic study/analysis according to the allocation of cost and responsibility described in the Development Agreement and Disposition and Development Agreement. For improvements included in the East of 101 Traffic Improvement Program, the developer will be responsible for a "fair share" contribution or the the applicant may be responsible for the entire improvement, but would be reimbursed as future development is constructed.
- G. Prior to the issuance of a Certificate of Occupancy, the Developer shall upgrade all traffic signals abutting or within the development area with video detection cameras, external battery backup and capability with the City's emergency vehicle detection system at no cost to the City. The traffic signals shall also be coordinated along Oyster Point Boulevard corridor at no cost to the City.

- H. All crosswalks within the development area shall be high visibility crosswalks. All uncontrolled pedestrian crossings shall have in-ground pavement lights. All controlled pedestrian crossing shall have countdown pedestrian heads.
- I. Prior to issuance of Building or Construction Permits, the Developer shall provide the City's Engineering Division with diagrams showing the ingress/egress of the Phase I parking structure. The Developer shall provide a traffic signal warrant analysis for each phase of future improvements.
- J. Prior to issuance of Construction Permits, the Developer shall overlay the fire truck template to demonstrate to the satisfaction of the City Engineer, proper radii have been used for proper traffic circulation in parking lots.
- K. The Developer shall reimburse the City for all costs to plan check and inspect the subject development in accordance with the City's Master Fee Schedule.
- L. Prior to completing the last phase of the development, the developer shall repair, reconstruct or replace any broken or damaged sidewalks, curbs, gutters, driveway approaches, pavements, utilities and all other new or existing improvements that may have been damaged during construction for those phases of the project that developer constructs or causes to be constructed. This work shall be performed at no cost to the City of South San Francisco, in accordance with City standards and to the satisfaction of the City's Construction Manager.
- M. In accordance with the Municipal Code, each private exit driveway from developments within the project area shall be posted with an R1 "Stop" sign.
- N. Prior to issuance of a Certificate of Occupancy for the Phase IID development, the existing City owned and maintained sanitary sewer pump station, located within the Oyster Point Boulevard right-of-way adjacent to the Oyster Point Business Park, shall be upgraded to current engineering standards as required to accommodate the estimated additional sewage flow from the maximum potential build-out of the subject proposed development and other adjacent developments that drain into this facility. The design of these improvements shall meet current state-of-the-art engineering standards, as approved by the City's plan check consultants, the City's Water Quality Control Division and the City Engineer. The developer shall provide complete access to the pump station during and after construction of the improvements for Phase I, including the realignment of Oyster Point Boulevard. The location and type of access shall be to the satisfaction of the City Engineer.
- O. Grading, Hauling and Encroachment Permits and a Public Improvement Agreement will be required to construct this project. The work performed pursuant to these permits and agreements shall be secured by a performance bond and a labor and materials payment bond, both equal to 100% of the approved engineer's estimate of the cost of construction of all public utilities and improvements. Payment of all permit and inspection fees, as well as any deposits and/or bonds required to obtain said permits, shall be allocated as described in the Development Agreement and Disposition and Development Agreement.
- P. All work within the Oyster Point Marina shall be coordinated with the San Mateo County Harbor District.

- Q. The Developer shall use the East of 101 lighting city standard for the entire development. The cost and responsibility for procurement and installation of all light standards shall be allocated as described in the Development Agreement and Disposition and Development Agreement.
- R. Developer shall coordinate with the Engineering Division and BCDC regarding any issues with the Bay Trail. The cost and responsibility for any modifications to the Bay Trail shall be allocated as described in the Development Agreement and Disposition and Development Agreement.
- S. The Developer shall comply with Title 19 of the South San Francisco Municipal Code regarding Subdivisions and Tentative Maps. The Developer shall pay all associated fees and deposit for the peer review of all documents and maps associated with the Tentative/Final Map application.
- T. Developer shall pay for the Oyster Point Overpass Fee, the East of 101 Sewer Impact Fee and the East of 101 Traffic Impact Fee, as provided for in the Development Agreement for the Project, at the issuance of any building permit.

(Engineering Division contact: Sam Bautista, Acting City Engineer – 650-829-6652)

C) Fire Department requirements shall be as follows:

1. Install fire sprinkler system per NFPA 13/SSFFD requirements under separate fire plan check and permit for overhead and underground.
2. Fire sprinkler system shall be central station monitored per California Fire Code section 1003.3.
3. Install a standpipe system per NFPA 14/SSFFD requirements under separate fire plan check and permit.
4. Install exterior listed horn/strobe alarm device, not a bell.
5. Elevator if provided shall not contain shunt-trips.
6. Fire alarm plans shall be provided per NFPA 72 and the City of South San Francisco Municipal Code.
7. Buildings 4 stories or more will require a modified smoke control system. A rational analysis is required before building plans are approved.
8. Plans are to conform to Building codes and the City of South San Francisco Municipal Code. Section 15.24.130.
9. All Non parking space curbs to be painted red to local Fire Code Specifications
10. Access road shall have all weather driving capabilities and support the imposed load of 75,000 pounds.

11. Road gradient and vehicle turning widths shall not exceed maximum allowed by engineering department.
12. Provide fire flow in accordance with California Fire Code Appendix III-A.
13. Provide fire hydrants; location and number to be determined.
14. All buildings shall provide premise identification in accordance with SSF municipal code section 15.24.100.
15. Provide Knox key box for each building with access keys to entry doors, electrical/mechanical rooms, elevators, and others to be determined.
16. Provide fire extinguishers throughout the building.
17. At least one elevator shall be sized for a gurney the minimum size shall be in accordance with the CFC.
18. The minimum road width is 20 feet per the California Fire Code.
19. Prior to Certificate of Occupancy for Phase I development, Developer shall pay the Hazardous Materials Response Facilities, Vehicles and Equipment Fee, if adopted, as defined in the Development Agreement for the project.
20. Project must meet all applicable Local (SSF Municipal Code, Chapter 15.24 Fire Code), State and Federal Codes
21. Local Fire Code and vehicle specifications and templates available at http://www.ssf.net/depts/fire/prevention/fire_permits.asp
22. Confirm that the turn around located at the rear of the property meets the requirements of comment #23 above. Confirm that the plaza is fire apparatus accessible and meets the conditions of comment #10 above.

(Fire Department contact: Luis DaSilva, Fire Marshal – 650-829-6645)

D) Water Quality Control Plan requirements shall be as follows:

The following items must be included in the plans or are requirements of the Stormwater and/or Pretreatment programs and must be completed prior to the issuance of a permit:

1. A plan showing the location of all storm drains and sanitary sewers must be submitted.
2. Encourage the use of pervious pavement where appropriate.
3. The onsite catch basins are to be stenciled with the approved San Mateo Countywide Stormwater Logo (No Dumping! Flows to Bay).

4. Stormwater from the entire project must be included in the treatment system design. (Stormwater treatment systems must be designed to treat stormwater runoff from the entire project.)
5. Storm water pollution prevention devices are to be installed. Prefer clustering of structures and pavement; directing roof runoff to vegetated areas; use of micro-detention, including distributed landscape-based detention; and preservation of open space.

A combination of landscape based controls (e.g., vegetated swales, bioretention areas, planter/tree boxes, and ponds) and manufactured controls (vault based separators, vault based media filters, and other removal devices) are required if the options listed above are not feasible. These devices must be shown on the plans prior to the issuance of a permit.

If possible, incorporate the following:

- vegetated/grass swale along perimeter
- catch basin runoff directed to infiltration area
- notched curb to direct runoff from parking area into landscape
- roof drainage directed to landscape
- use of planter boxes instead of tree grates for stormwater treatment

Manufactured drain inserts alone are not acceptable; they must be part of a treatment train. One of the following must be used in series with each manufactured unit: detention basins, bioretention areas, vegetated buffer strips, or swales.

Treatment devices must be sized according to the WEF Method or the Start at the Source Design. Please state what method is used to calculate sizing.

6. The applicant must submit a signed Operation and Maintenance Information for Stormwater Treatment Measures form for the stormwater pollution prevention devices installed.
7. The applicant must submit a signed maintenance agreement for the stormwater pollution prevention devices installed. Each maintenance agreement will require the inclusion of the following exhibits:
 - a. A letter-sized reduced-scale site plan that shows the locations of the treatment measures that will be subject to the agreement.
 - b. A legal description of the property.
 - c. A maintenance plan, including specific long-term maintenance tasks and a schedule. It is recommended that each property owner be required to develop its own maintenance plan, subject to the municipality's approval. Resources that may assist property owners in developing their maintenance plans include:
 - i. The operation manual for any proprietary system purchased by the property owner.
8. The owner or his representative must file this agreement with the County of San Mateo and documentation that the County received it must be sent to the Technical Services Supervisor.
9. Applicant must complete the Project Applicant Checklist for NPDES Permit Requirements prior to issuance of a permit and return to the Technical Services Supervisor at the WQCP.

10. Landscaping shall meet the following conditions related to reduction of pesticide use on the project site:

- a. Where feasible, landscaping shall be designed and operated to treat stormwater runoff by incorporating elements that collect, detain, and infiltrate runoff. In areas that provide detention of water, plants that are tolerant of saturated soil conditions and prolonged exposure to water shall be specified.
- b. Plant materials selected shall be appropriate to site specific characteristics such as soil type, topography, climate, amount and timing of sunlight, prevailing winds, rainfall, air movement, patterns of land use, ecological consistency and plant interactions to ensure successful establishment.
- c. Existing native trees, shrubs, and ground cover shall be retained and incorporated into the landscape plan to the maximum extent practicable.
- d. Proper maintenance of landscaping, with minimal pesticide use, shall be the responsibility of the property owner.
- e. Integrated pest management (IPM) principles and techniques shall be encouraged as part of the landscaping design to the maximum extent practicable. Examples of IPM principles and techniques include:
 - i. Select plants that are well adapted to soil conditions at the site.
 - ii. Select plants that are well adapted to sun and shade conditions at the site. In making these selections, consider future conditions when plants reach maturity, as well as seasonal changes.
 - iii. Provide irrigation appropriate to the water requirements of the selected plants.
 - iv. Select pest-resistant and disease-resistant plants.
 - v. Plant a diversity of species to prevent a potential pest infestation from affecting the entire landscaping plan.
 - vi. Use "insectary" plants in the landscaping to attract and keep beneficial insects.

11. No decorative bark shall be used in landscaping

12. Source control measures must include:

- Landscaping that minimizes irrigation and runoff, promotes surface infiltration where possible, minimizes the use of pesticides and fertilizers, and incorporates appropriate sustainable landscaping practices and programs such as Bay-Friendly Landscaping.
- Appropriate covers, drains, and storage precautions for outdoor material storage areas, loading docks, repair/maintenance bays, and fueling areas.
- Covered trash, food waste, and compactor enclosures.

Plumbing of the following discharges to the sanitary sewer, subject to the local sanitary sewer agency's authority and standards:

- Discharges from indoor floor mat/equipment/hood filter wash racks or covered outdoor wash racks for restaurants.
- Dumpster drips from covered trash and food compactor enclosures.
- Discharges from outdoor covered wash areas for vehicles, equipment, and accessories.
- Swimming pool water, if discharge to onsite vegetated areas is not a feasible option.
- Fire sprinkler test water, if discharge to onsite vegetated areas is not a feasible option.
- Roof condensate must be routed to sanitary sewer. This must be shown on plans prior to issuance of a permit.

13. Install a separate water meter for each building unit.

14. Install a separate water meter for landscaping.

15. Each building must install a separate non-pressurized process line for sample monitoring if necessary before mixing with domestic waste in the sanitary sewer. This must be shown on the plans prior to the issuance of a permit.

16. A construction Storm Water Pollution Prevention Plan must be submitted and approved prior to the issuance of a permit.

17. Plans must include location of concrete wash out area and location of entrance/outlet of tire wash.

18. A grading and drainage plan must be submitted.

19. An erosion and sediment control plan must be submitted.

20. Applicant must pay sewer connection fee at a later time based on anticipated flow, BOD and TSS calculations.

21. Developer must file a Notice of Termination with the WQCP when the project is completed.

(Water Quality Control contact: Cassie Prudhel, Technical Services Supervisor – 650-829-3840)

E) Police Department requirements shall be as follows:

1. MUNICIPAL CODE COMPLIANCE:

- a. The applicant shall comply with the provisions of Chapter 15.48 of the Municipal Code; "Minimum Building Security Standards" Ordinance revised May 1995. The Police Department reserves the right to make additional security and safety conditions, if necessary, upon receipt of detailed/revised building plans.

2. ADDRESSING:

- a) Address numbers should be illuminated during the hours of darkness and positioned so as to be readily readable from the street. Positioning the address numbers at a strategic and elevated section of each building will facilitate unhampered views of the addresses from vehicular and pedestrian vantagepoints. Numbers that are a minimum height of 12" recommended.
- b) Businesses with rear alley entrance doors shall be numbered with the same address numbers or suite number. Numbers that are a minimum height of 4" recommended.
- c) Each distinct unit within the building shall have its address displayed on or directly above both the front and rear doors.

3. SECURITY SYSTEMS:

- a) Silent alarm system shall be installed in all buildings.
- b) Comprehensive security alarm systems should be provided for the following:
 - Perimeter building and access route protection
 - High valued storage areas
 - Interior building door to shipping and receiving area
 - Security gating
- c) CCTV security cameras are recommended, covering the following areas:
 - Lobby entrances
 - Building Perimeter
 - Shipping and receiving areas
 - Parking lot/structure
 - Exterior entrance
 - Stairwells
 - Interior hallways

4. DOORS:

- a) Adequate security hardware, such as dead bolt locks, should be installed. All glass doors shall be secured with a dead bolt.
- b) Dead bolt locks shall be of the type whose dead bolt and deadlocking latch can be retracted by a single action of the inside door knob/lever/turnpiece.
- c) Overhead roll-up doors shall be secured from the inside by a cylinder lock or padlock, which cannot be defeated from outside the door.

5. WINDOWS:

- a) Louvered windows should not be used.
- b) Large display-type windows, and any window accessible from the side and rear, but not visible from the street, shall consist of rated burglary-resistant glazing or its equivalent. The type that attaches to the window frame is recommended.

6. ROOF TOPS AND OPENINGS:

- a) One of the following shall be utilized on all skylights:
 - Rated burglary-resistant glass or acrylic material

- Iron bars of at least one half-inch diameter, or flat steel bars of at least one quarter-inch width, spaced no more than five inches apart under the skylight and securely fastened

- Grill of at least one eighth-inch steel and two-inch mesh

- b) All hatchway openings on the roof of any building shall be secured as follows: If the hatchway is wooden, it shall be covered on the outside with at least 16 gage sheet steel or its equivalent, attached in a manner making removal difficult. The hatchway shall be secured from the inside with a slide bar or slide bolts. Only a crossbar or padlock provided by the fire marshal shall be used. Outside pin-type hinges on all hatchway openings shall have non-removable pins.
- c) Exterior rooftop ladders should be eliminated or incorporated into the interior design.
- d) All air duct or air vent openings exceeding 8" by 12" on the rooftop or exterior walls of any building shall be secured by means of:
 - Iron bars of at least one half-inch diameter, or flat steel bars of at least one quarter-inch width, spaced no more than five inches and securely fastened
 - Grill of at least one eighth-inch steel and two-inch mesh
 - If the barrier is on the outside, it shall be secured with galvanized rounded-head, flush bolts of at least 3/8" diameter.

7. LIGHTING:

- a) Monument signs shall be well lighted during hours of darkness.
- b) Interior night-lights shall be used during hours of darkness when premises are closed for business.
- c) Parking lots and associated car ports, driveways, circulation areas, aisles, passageways, recesses, and grounds contiguous to buildings shall be provided with lighting of sufficient wattage to provide adequate illumination to make clearly visible the presence of any person on or about the premises during the hours of darkness.
- d) All exterior doors shall have their own light source which will adequately illuminate entry/exit areas at all hours in order to:
 - Make any person on the premises clearly visible.
- e) Provide adequate illumination for persons entering and exiting the building.

8. LANDSCAPING:

- a) Landscaping shall be of the type and situated in locations to maximize observation while providing the desired degree of aesthetics. Security planting materials are encouraged along fence and property lines and under vulnerable windows. Landscaping shall not conceal doors or windows from view, obstruct visibility of the parking lot from the street or business buildings, nor provide access to the roof.

9. LINE OF SIGHT/NATURAL SURVEILLANCE:

- a) Wide-angled peep holes should be designed into solid doors which are located in areas where natural surveillance is compromised, and which will be utilized by employees to access parking lots and pedestrian paths during the hours of darkness.

- b) Loading docks are an area where the potential for theft is magnified. In addition to strategically placed CCTV cameras the docks should be of open design utilizing either low curbs or open railings.
- c) Stairwells and elevator lobbies should be of open design whenever structurally possible.
- d) It is highly desirable to design an elevator shaft and cab to be transparent, making occupants of the cab visible from the outside.
- e) Single and double binned trash enclosures should be located at the perimeter of the parking lot, not adjacent to buildings or contiguous to exterior building doors.
- f) Other line of sight obstructions (including recessed doorways, alcoves, etc.) should be avoided on building exterior walls, and interior hallways.
- g) Security personnel and/or receptionists should be positioned in an area of the main lobbies where they can not only monitor subjects entering and exiting the building but can survey elevator and restroom entrances. All subjects allowed to proceed past the main desk should require visible identification.
- h) Convex mirrors should be installed in elevator cabs and at stairwell landings.
- i) Glass-walled stairwells, located at the corner of the structures, are recommended to afford a broad angle of visibility day and night from exterior areas and parking lots. It also affords extra visibility of the exterior lots/areas from the structure, which in turn deters crime.

10. PARKING STRUCTURE:

- a) The interior of the structure should be painted a light, highly reflective color.
- b) Metal halide, or other bright white light source, should be utilized. No dark areas should exist inside the structure.
- c) Alcoves and other visual obstructions that might constitute a hiding place should be eliminated whenever structurally possible. Pillars, columns and other open construction should be utilized over a solid wall design.
- d) Whenever possible, stairwells should be of open design. When, by necessity, a stairwell is enclosed, convex mirrors should be placed at each stairwell landing, and the stairwell doors should employ as much transparent material as fire code allows.
- e) Convex mirrors should be placed inside elevator cabs.
- f) Marked parking spaces for company Presidents/CEO's etc. should be eliminated for safety reasons.
- g) Bars or grating should be utilized to impede pedestrian access to the structure from ground-level openings. Landscaping contiguous to this grating should be the type that does not block natural light fenestration into the garage.
- h) Access control should be utilized for vehicular and pedestrian traffic.
- i) Clearly marked, hands-free emergency phones/panic alarms should be placed throughout the structure.
- j) CCTV surveillance should be utilized throughout the structure.

11. SIGNAGE/PARKING LOT:

- a) All entrances to parking areas shall be posted with appropriate signs per 22658(a) CVC, to assist in removal of vehicles at the property owners/managers request.
- b) Compact-parking spaces shall be clearly marked on the pavement.
- c) Specially marked parking spaces for company Presidents/CEO's, etc., should be eliminated.

12. FENCING/BARRIERS:

- a) Whenever possible, open fencing design such as wrought iron, tubular steel, or densely linked and heavy-posted chain-link should be utilized in order to maximize natural surveillance while establishing territoriality.
- b) Other barrier considerations include:
 - Block walls
 - Decorative cement planters
 - Access control to high valued storage areas
 - Locked cages, rooms and safes
 - Shipping and receiving door screens

13. MISCELLANEOUS:

- a) Stairwell landings should allow for a sixty-inch turning radius for use by the police and fire department.
- b) It is recommended that that all exterior stairways, handrails and cement ledges include architectural devices that will help prevent skateboarders, in-line skaters and bicyclists from damaging your property.

(Police Department contact: Sgt. Scott Campbell – 650-877-8900)

F) Building Division requirements shall be as follows:

- 1. The applicant shall submit construction plans for review and approval by the Chief Building Official or designee; Building Division may request modification or additional comments to ensure compliance with Title 15 of the SSFMC.

(Building Division contact: Jim Kirkman, Chief Building Official – 650-829-6670)

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