

City of Redwood City Draft Project Conditions for Marina Shores Village

Planning

1. The project in its entirety and development of each phase of the project shall comply with the provisions of the Marina Shores Village Precise Plan (“Precise Plan”), including but not limited to requirements for maximum development levels, height, parks and open space, landscaping, design, affordable housing, and relevant capital improvements.
2. For each phase of the proposed project, the applicant shall submit Planned Community Permit and Tentative Map applications for review. The applications shall be reviewed by staff and the Planning Commission for consistency with the approved Precise Plan and with other conditions of approval. The Planning Director will direct the Architectural Review Committee (ARC) to review the plans and provide recommendations only regarding building architecture for that phase, prior to action by the Planning Commission. Any substantive changes to the project from the current conceptual design (as shown in the Precise Plan) and the Precise Plan requirements shall require amendment of the Precise Plan.
3. The applicant shall submit a development phasing plan for City approval, consistent with Precise Plan objectives and policies. This Phasing Plan shall indicate the total number of development phases proposed, and where, when and how much development is tentatively proposed in each phase. Individual development phases should be able to stand alone functionally and aesthetically, if for some reason subsequent phases are not developed. The development phasing plan shall accompany the initial phase Planned Community Permit application, and may be modified in subsequent applications, subject to City review and approval.
4. Project amenities, public improvements, and funding contributions shall be implemented according to project phases, as specified in the Precise Plan. Substantial progress in accordance with the Precise Plan and the Development Agreement shall be required to assure full implementation and construction of project amenities and public improvements.
5. The applicant shall pay all permit processing and mitigation fees (except as otherwise explicitly provided for in this document or in the Precise Plan) in place at the time of submittal of each phase of development as such fees apply to other development citywide. Other fees and funding commitments are outlined elsewhere in the conditions of approval or in the Precise Plan.
6. On-site retail and commercial services shall be provided to serve the residential and nonresidential uses on the site. A minimum of 25,000 square feet of local-serving uses shall be provided, and a maximum of 50,000 square feet of all commercial and restaurant uses shall be provided, as directed in the Precise Plan.
7. Building height shall not exceed the prescribed limits of the Federal Aviation Administration (FAA) or the San Carlos Airport Land Use Plan. Building heights and design shall otherwise be governed by the provisions of the Precise Plan. Approval by the FAA and concurrence by the City/County Association of Governments’ Airport Land Use Commission for the proposed General Plan Amendment must be confirmed prior to the issuance of building permits¹. Subsequent reviews may be required if tower building (185 feet or greater in height) locations are changed.

¹ For the purposes of these conditions, “prior to the issuance of building permits” means prior to any permit issued by the Building Department, excepting demolition permits or as when otherwise deemed appropriate by the Building Official.

8. Parks and open space shall be provided pursuant to the provisions of the Precise Plan. Ground level parks and open spaces shall be accessible to the public, and playground space shall be provided for children. Loading docks or tie-up space for hand-powered boats (canoes, kayaks, rowboats, etc.) shall also be provided. Parks and open space shall be maintained by the homeowners and/or commercial business associations to the satisfaction of the City,² or an assessment district shall be created through the City to provide funding for City maintenance of some or all such areas.
9. If the City adopts a Parks, Recreation, and Community Services Strategic Plan requiring park and open space for new development prior to the approval of a Final Map for the initial phase of development, the applicant shall either a) provide for the required amount of parkland on-site or b) provide for equivalent value on-site park improvements, off-site land or improvements, or in-lieu fees, as outlined by the Strategic Plan and other adopted City policies and/or fee schedules. Determination of appropriate parkland provisions, improvements or fees shall occur prior to Final Map approval for each phase of development.
10. Initial phase development in the South Center (Peninsula Marina) Subarea shall include the reconfigured marina and inner and outer esplanade walkways. Initial phase development of the North Point (Pete's Harbor) Subarea shall include the reconfigured marina, inner and outer esplanade walkways, and North Point Park. Initial phase development in either subarea shall include improvement of parks and open space needed to satisfy recreational park/open space requirements. Improvement plans shall be submitted for review and approval prior to Final

Map approval for those phases of development. The City may allow some of the esplanade and park areas to be developed in a temporary manner prior to adjacent construction being completed.

11. A conceptual landscape plan shall be developed by the applicant and shall be submitted for review and approval by the City. The plan shall include elimination of invasive, non-native plants species, and shall specifically address landscaping along the edge of the electrical transmission line easement, in park and open space areas, and at key visual points. Specific landscape plans for each phase of the development shall be submitted with the Planned Community Permit applications.
12. Landscaping plans shall conform to the City's water conservation guidelines. Plans shall be submitted for review and approval by the City prior to issuance of building permits for each phase of development. Approved plantings shall be installed prior to occupancy.
13. A conceptual outdoor lighting plan shall be developed by the applicant and shall be submitted for review and approval by the City. The plan shall identify how exterior lighting will be minimized and directed to avoid offsite impacts. Cutoff lights, shielding techniques, and timed lights shall be used to reduce lighting effects. Specific lighting plans for each phase of the development shall be submitted with the Planned Community permit applications.

Affordable Housing

14. A minimum of fifteen percent (15%) of the proposed number of residential units shall be affordable to very-low, low or moder-

²For the purposes of these conditions, "City" shall refer to the City Manager and/or his or her designees.

ate-income households. Of these units, at least five percent (5%) shall be affordable to very-low income households that do not exceed 50% of the County median income. The remaining ten percent (10%) shall be affordable to moderate-income households that do not exceed 120% of the County median income. Determination of compliance with these provisions shall be made at the time of review of the Planned Community Permit applications for each phase of development.

15. The 5% very-low income units may, with the City's concurrence, be located outside the Precise Plan Area in a City-approved or planned project. This requirement may be satisfied by payment to the City of an amount determined by the City as sufficient to provide for such units or by contribution to another entity, subject to the City's approval. Payment of funds or other commitments for construction of units for those units built outside the Precise Plan area shall be made prior to issuance of building permits for the initial phase of development.
16. The 10% moderate-income units shall be provided in the form of on-site ownership housing equal in quality (finishes and features) to at least one-third of the market rate housing units and with a variety of unit types and mixes throughout the project. A program to maintain these units at affordable levels in perpetuity shall be established as part of Precise Plan Area development and approved by the City prior to issuance of initial phase building permits. Affordable ownership units shall be managed by the developer or by a third-party with a long term contractual commitment to managing the units or other mechanisms are provided for maintaining affordability, acceptable to the City. Designation of the managing entity must be provided to the satisfaction of the City prior to issuance of building permits for each phase of development. Prior to issuance of building permits for each phase of residential development, the applicant shall provide verification to the City that a minimum of 10% of

the units constructed to that date are available or were sold at moderate-income levels.

Disclosures

17. Written disclosure shall be made to all prospective residents of the project, regarding the proximity of residences to electrical transmission lines. The form of the disclosure shall be reviewed and approved by the City prior to approval of the Final Map for each phase of the development. The disclosure documents shall be recorded for future owners in perpetuity, unless otherwise agreed to by the City.
18. Written disclosure shall be made to all prospective residents of the project regarding the proximity of residences to allowed industrial uses along Blomquist Street, Seaport Boulevard and surrounding areas. The form of the disclosure shall be reviewed and approved by the City prior to approval of the Final Map for each phase of the development. The disclosure documents shall be recorded for future owners in perpetuity in all property title documents, CC&R's, sales transfer agreements, and leases. Should all neighboring industrial uses become non-existent, the City would have the option of waiving the disclosure requirement as no longer relevant.
19. Written disclosure shall be made to all prospective residents of the project, regarding the proximity of residences to the San Carlos Airport and associated flight patterns. The form of the disclosure shall be reviewed and approved by the City prior to approval of the Final Map for each phase of the development. The disclosure documents shall be recorded for future owners in perpetuity, unless otherwise agreed to by the City.

Approvals from Other Agencies

20. Habitat Mitigation and Monitoring Plans (HMMPs) shall be formulated and implemented, to the satisfaction of the National Marine Fisheries Service, the U.S. Fish and Wildlife Service, and the California Department of Fish and Game, as appropriate, to address potential impacts to bird and fish species in the area (see Mitigation Monitoring Program for details). Documentation of approval of such HMMPs, including any special surveys required by the agencies, shall be provided to the City prior to issuance of any building permits for the initial phase of the project. Any required construction elements of the project shall be reflected on the project plans, and any required off-site mitigation measures shall be completed to the satisfaction of those agencies prior to occupancy of related development phases.
21. All required permits from Federal and State agencies, including but not limited to Section 10 and 404 permits from the U.S. Army Corps of Engineers, a Section 401 Clean Water Certification or Waiver from the California Regional Water Quality Control Board, and/or a 1603 Streambed Alteration Agreement from the California Department Fish and Game, needed to address loss of estuarine navigable waters, saline emergent wetlands, and/or fresh water emergent wetlands (see Mitigation Monitoring Program for details) shall be obtained prior to issuance of any building permits for the initial phase of the project. Any required construction elements of the project shall be reflected on the project plans, and any required off-site mitigation measures shall be completed to the satisfaction of those agencies prior to occupancy of related development phases.
22. School impact fees, per State law and local district requirements, shall be paid prior to issuance of building permits for each phase of residential development.
23. A Notice of Proposed Construction or Alteration shall be submitted to the Federal Aviation Administration (FAA), and FAA confirmation that the plans do not conflict with aviation requirements shall be submitted to the City prior to issuance of building permits for each phase of the development that proposes buildings with heights of 185 feet or more.

Additional Environmental Requirements

24. Residential project plans shall include chutes for recyclable materials next to garbage chutes or in alternative convenient locations (subject to the requirements of the recycling companies). Planned Community Permit applications shall include plans showing the location of such facilities, to be verified by the City prior to issuance of building permits for that phase of the development.
25. An Acoustical Study for residential components of the project shall be prepared to identify insulation features sufficient to maintain interior noise levels at or below 45 L_{dn} for all residential development. The study must be submitted to the satisfaction of the City prior to issuance of building permits for each phase of the development.
26. A qualified archaeologist shall be retained by the project applicant to monitor on-site building foundation, marina, infrastructure, and other excavation work. In the event that cultural resources are encountered, work in the immediate vicinity must be stopped and the archaeologist shall evaluate the finds. Any discovery or disturbance of any cultural resources shall be reported and mitigation measures taken as outlined in the Mitigation Monitoring Program and further described in the project Environmental Impact Report (EIR). The applicant shall comply with the requirements of the City's Cultural Resources Man-

agement Plan related to any on-site discovery, reconnaissance and identification of any cultural resources.

27. Plans to control demolition and construction period dust emissions in accordance with Bay Area Air Quality Management District (BAAQMD) guidelines shall be incorporated into project plans, to the satisfaction of the City, prior to issuance of building permits for each phase of the development.
28. All measures outlined in the Marina Shores EIR Mitigation Monitoring Program (MMP), adopted by the City Council on _____, 2004, are hereby incorporated as conditions of approval for this project. These measures are generally outlined in the conditions of approval, but further details are available in the MMP and the background and intent of the measures are described in the Environmental Impact Report.

Traffic and Transportation

29. The applicant shall pay all required Traffic Mitigation Fees prior to issuance of building permits for each phase of the development.
30. Streets, street lights, parking places and all accessories within the subdivision shall be private and shall be maintained by the homeowner and/or commercial business associations.
31. The applicant shall contribute funds for the construction of off-site roadway, pedestrian/bicycle, traffic and signalization improvements, as outlined in the Precise Plan. The applicant's contribution for each improvement shall be based on the relative peak hour impacts as compared with other proposed and anticipated projects. The actual contribution will be determined at the time of Final Map approval.³

- a) The required contribution to the Blomquist extension and bridge over Redwood Creek shall be made either prior to Final Map approval for the initial phase of development or when the funds are needed by the City to commence project construction. At a minimum, however, 20% of the project's required contributions for the Blomquist Extension shall be provided prior to Final Map approval and the remainder shall be provided not later than Final Map approval that includes the 500th residential unit for the project.
- b) A minimum of twenty percent (20%) of the project's required contributions for the widening of East Bayshore Road and the Hwy. 101 pedestrian/bike undercrossing shall also be made prior to Final Map approval for the initial phase of development. The remainder of funding contributions for roadway improvements shall be made prior to the Final Map approval that includes the 500th residential unit for the project.

32. The applicant shall construct or reconstruct adjacent (except Highway 101) and on-site roadways to the specifications outlined in the Precise Plan. Schematic design plans for the roadways shall be submitted at the time of Tentative Map and/or Planned Community Permit applications. Detailed design and construction plans shall be submitted for review and approval

³ For the purposes of these conditions, "Final Map approval" means City approval of compliance with all applicable subdivision requirements, including but not limited to, design of improvement plans, bonding for or construction of improvements, preparation of supporting legal restrictions (such as covenants, conditions and restrictions), and payment of fees, as typically are required prior to map recordation.

by the City prior to Final Map approval. The construction of Bair Island Road shall be completed to the satisfaction of the City prior to occupancy of the initial phase of development. Bair Island Road shall, to the greatest extent practicable, be centered on the existing right-of-way and additional right-of-way shall be dedicated approximately equally from property owners on both sides of the road. The City shall determine the precise alignment and right-of-way dedication shall be required prior to Final Map approval.

33. Adequate right-of-way along the project side of Bair Island Road shall be dedicated for future bicycle and pedestrian facilities. Such facilities may include an on-street Class 2 bike lane and off-street sidewalk, or may be a Class 1 off-street combined bike and pedestrian path. Dedication of right-of-way shall be made at the time of Final Map approval, and the bike and pedestrian paths shall be shown with the initial Tentative Map and Planned Community permit applications. Detailed design and construction plans shall be submitted for review and approval by the City prior to Final Map approval of the initial phase of development.

Transportation Demand Management (TDM) and Transit

34. A Transportation Demand Management (TDM) program shall be established and implemented intended to achieve a minimum 15% reduction in peak hour traffic below expected net traffic increases from the site. Monitoring and phasing shall occur as provided in the Precise Plan. Prior to the approval of the initial Planned Community permit application, the applicant shall outline a proposed TDM program, and baseline traffic information shall be developed for monitoring purposes, to the satisfaction of the City. Traffic monitoring consistent with the Precise Plan shall occur at each subsequent phase after approval of the 500th residential unit, or less frequently if established by the approved monitoring program. The results of traffic monitoring

may require adjustments to the TDM program. In order to ensure compliance with this program, the City may withhold approval of future building permits until additional TDM measures acceptable to the City are implemented.

35. The applicant shall contribute their proportional share of funding (as applied to all applicable new development projects) toward a transportation demand management (TDM) program for the Bayfront Area, including the hiring of a TDM manager (for projects in the Bayfront Study Area) to implement and monitor TDM measures. The TDM manager may be a City employee, an employee of a transportation agency, or a private transportation consultant, subject to the City's approval. The TDM manager shall be retained, subject to the approval of the City, prior to occupancy of the initial phase of development.
36. An ongoing TDM funding mechanism, supported through a homeowner and/or commercial business associations, shall be established to oversee and implement various TDM measures outlined in the applicant's TDM program. The preferred funding approach shall be presented for approval by the City prior to initial monitoring requirements under the Precise Plan. Any modifications to limit the project commitment to provide for TDM measures shall require approval of the City Council.
37. Regular shuttle bus service shall be provided from the development to the downtown CalTrain station and other locations, consistent with the provisions of the Precise Plan. The applicant shall assure funding for continued operation of the shuttle throughout buildout of the project. Shuttle operations are encouraged to begin with initial occupancy, but shall not begin later than the time of Final Map approval of the 500th residential unit, and a mechanism for continued funding shall be provided to the satisfaction of the City prior to any subsequent phase of development. Any modifications to limit the project

commitment to provide for shuttle service shall require approval of the City Council.

38. The applicant shall provide a bus turnaround in the Bair Island Road area, or shall contribute its fair share for such a turnaround, or other provisions to the satisfaction of the City. Plans for the turnaround shall be included in plans for upgrading Bair Island Road and shall be submitted for review and approval by the City prior to Final Map approval for the initial phase of development.
39. The project shall provide for bus shelters and shuttle bus stops with lighting to be maintained by the homeowners association and/or commercial uses. Transit stops shall be attractive with shelters, good lighting, wide pedestrian access, bus turn-outs where needed, and effective signage. Transit stops shall be shown on plans submitted with Planned Community Permit applications, and shall be reviewed and approved by the City prior to Final Map approval for the initial phase of development.

Parking

40. A parking study shall be provided prior to or at the time of submittal of the initial Planned Community Permit application. The study shall analyze and propose parking spaces and locations adequate in number and convenient to serve residences and mixed use areas. Deviation from City parking requirements may be allowed based on parking management strategies, TDM measures, joint uses, etc. The analysis shall be reviewed and recommendations made by the City staff, prior to approval of the Planned Community Permit for the initial phase of development, and may be adjusted if necessary for subsequent phases of development.
41. Project plans shall include parking control, lighting, and security provisions, to be reflected in Planned Community Permit applications. Such plans shall be submitted for review and approval by the City prior to issuance of building permits for each phase of the development.
42. The project shall provide for preferential parking spaces for carpool, vanpool or other high-occupancy vehicles for residential and non-residential uses. Such spaces shall be designated on plans submitted with the Planned Community Permit applications, and shall be submitted for review and approval by the City prior to issuance of building permits for each phase.
43. The project shall provide a minimum of 300 secure bicycle parking spaces (e.g., secure bicycle storage areas within a garage or outside entrances to commercial businesses), along with at-grade parking racks for guests and convenient to businesses. Bicycle parking spaces shall be constructed at levels proportionate to the provision of vehicular parking spaces with each phase of development. Plans for each Planned Community Permit application shall designate bicycle parking facilities to the satisfaction of the City, and approved spaces shall be installed in adequate proportion prior to occupancy of the development in that phase.
44. Shower facilities for bicyclists shall be provided for in an office building or buildings (at least one male and one female facility). Shower facilities shall be shown on plans submitted with the initial Planned Community Permit application for the community commercial phase of development and shall be submitted for review and approval by the City prior to issuance of building permits for that phase.

Internal Circulation

45. Project driveways shall be aligned with existing driveways on the opposite side of Bair Island Road, or a 150 ft. offset between driveways shall be provided, unless an alternative alignment is approved by the City. Driveway alignments shall be shown with Tentative Map and Planned Community Permit applications, and must be submitted for review and recommendation by the City prior to approval of the Tentative Map and Planned Community Permit.
46. The project's internal circulation system shall include private streets consistent with the design widths and criteria specified in the Precise Plan. Dead-end circulation aisles are not desirable and, where they occur, shall include turnarounds. Lesser widths and hammerhead turnarounds may be approved with the concurrence of the City. Internal streets and driveways shall be shown on the Tentative Map and Planned Community permit applications.
47. Direct sidewalk connections shall be provided between all buildings, and all sidewalks shall meet Americans with Disabilities Act (ADA) requirements. Sidewalk details shall be provided with Tentative Map and Planned Community Permit applications and shall be reviewed by the City prior to approval.
48. The applicant shall submit plans to identify designated truck routes during construction. Plans shall be submitted concurrent with grading or building permit applications. The truck routes must be approved by the City prior to issuance of grading or building permits for the initial phase of construction and for each phase thereafter.

Engineering - General

49. Tentative Subdivision Maps and Final Maps shall be submitted and must be approved by the City prior to issuance of building permits for each proposed phase of development.
50. All public and private improvements (e.g., roadways, drainage, utilities, water, sewer, etc.) shall comply with the City of Redwood City Subdivision Ordinance and Subdivision Map Act engineering standards, and regulations of other governmental agencies where applicable.
51. The applicant shall pay all applicable engineering fees, including but not limited to all engineering review, plan checking and inspection fees and other processing and review fees to be paid according to City ordinances and fee schedules.
52. All plans for public and private improvements shall be accompanied by geotechnical reports and grading and drainage plans sufficient to support proposed development, to the satisfaction of the City. Such information shall be provided and approved by the City prior to approval of each Tentative Map and prior to issuance of any building permits.
53. Public improvements (e.g., water, sewer, drainage) designed and constructed to serve areas outside of the project boundaries may be subject to reimbursement to the applicant through a reimbursement agreement approved by the City. Prior to such approval, the applicant's engineer shall provide a report analyzing the relevant service area, estimated costs and benefits to each affected property, and a proposed method of allocating costs, for review by the City.

Water

54. Design and construction of all proposed public and private water improvements shall comply with all applicable Redwood City Engineering Standards and water policies in effect at the time of Tentative Map approvals.
55. Per State law (SB 221), availability of adequate water supply for developments of 500 or more housing units must be verified as a condition of approval for any Tentative Map. The City shall complete a Water Verification for the entire project concurrent with the consideration of the Precise Plan, conditions of approval, and development agreement, and prior to submittal of a Tentative Map for the initial phase of development. The City will enter the full amount of the estimated project water demand into the City of Redwood City's water supply planning process, but the City retains full discretion in the allocation of water supply. The adequacy of the water supply to serve individual, subsequent project phases will be determined at the time of issuance of building permits.
56. The applicant shall contribute funds for the City's recycled water project, in a proportion and amount determined by the City as applied to all applicable new development projects. Recycled water project contributions shall be provided via water connection and impact fees, which shall be paid prior to issuance of building permits for each phase of the development.
57. The applicant shall build and dedicate to the City adequate water storage facilities for emergency storage and fire protection, to serve the project for a minimum of three days. A minimum increment of storage may be required by the City. Plans for such storage shall be submitted for review and approval by the City prior to approval of the Final Map for each phase of development. If such storage is provided on the site, the City will not require capacity in excess of the project's total need at buildout, unless the applicant concurs. Storage shall be constructed and accepted by the City prior to occupancy of each phase of development. Additional storage may be required at subsequent phases if required by State law.
58. The applicant shall build new water distribution facilities (for potable and recycled water), within the project site and from the project site to transmission lines on the west side of US101 and/or at the eastern end of Whipple Ave., including necessary pipe upgrades and improvements in the area of Main Street and Convention Way to ensure proper flow. Plans for such water facility improvements shall be submitted to and must be approved by the City prior to Final Map approval for the initial phase of development, and the improvements shall be constructed prior to occupancy of the initial phase of development.
59. All on-site water and fire protection system facilities, including water lines and fire hydrants, shall be dedicated to and owned by the City. Appropriate on-site easements shall be provided for City maintenance from public roads to the lines, hydrants and water meters.
60. Water use shall be monitored by the applicant and reviewed by the City at each phase of the project to determine consistency with projected demand levels and availability of water supply. A program for monitoring (that may include separate onsite private meters) must be submitted to and approved by the City prior to approval of the Final Map for the initial phase of development. Adjustments in water availability, if deemed necessary by the City, shall be considered upon subsequent requests for Tentative Map or Planned Community Permit approvals, and/or building permits.

61. The project shall be plumbed for the use of recycled water for all outdoor landscape irrigation, with separate meters dedicated to such use. For nonresidential interior uses, such as for cooling towers and toilets, structures shall be dual-plumbed in full compliance with SB 2095 and applicable plumbing codes, and with separate water meters.

Wastewater

62. Design and construction of all proposed public and private wastewater improvements shall comply with all applicable Redwood City Engineering Standards and policies in effect at the time of Tentative Map approvals.

63. The applicant shall contribute their proportional share of funds to the City to purchase (or develop) SBSA dry weather flow treatment capacity (SBSA Stage 2 or future stages) adequate to serve the project. The required contribution shall be made prior to approval of the Final Map for the initial phase of development.

64. The applicant shall upgrade SBSA's Influent Lift Station and Maple Street Pump Station to develop increased transmission capacity. Design of the required upgrades must be submitted for review and approval by the City and SBSA prior to approval of the Final Map for the initial phase of development. Construction of the required upgrades shall be completed and accepted by the City and SBSA prior to the issuance of building permits for the initial phase of development.

65. The applicant shall design and construct an on-site sewer collection system and pump station that shall convey sewage to the treatment plant by pumping to the SBSA 48-inch sewer system force main. Design of the required improvements shall be sub-

mitted for review and approval by the City and SBSA prior to approval of the Final Map for the initial phase of development. Construction of required improvements shall be completed and accepted by the City prior to the issuance of building permits for the initial phase of development, except that the on-site system shall be developed only as necessary to serve each phase.

66. The on-site sewer collection system shall be privately owned and maintained.

67. The sewer Pump Station and force main will be owned and maintained by the City. Proper easements shall be granted by the applicant in conjunction with the Final Map approval for the initial phase of development.

68. Wastewater generation shall be monitored by the applicant and the City to determine consistency with projected generation levels, to assess sewer use fees and sewer capacity at each phase of development. A program for monitoring (that may include separate onsite private meters) shall be submitted to and approved by the City prior to issuance of building permits for the initial phase of development. Adjustments in sewer fees, if deemed necessary by the City or if requested by the applicant, shall be considered upon subsequent requests for Tentative Map or Planned Community Permit approvals.

Drainage

69. Storm water drainage collection shall be designed to comply with all relevant City of Redwood City Standards and NPDES regulations.

70. The on-site storm water drainage collection system shall be privately owned and maintained.

71. The applicant shall meet all of the requirements of the City's National Pollutant Discharge Elimination System (NPDES) permit with the State Regional Water Quality Control Board, including filing a Notice of Intent and Storm Water Pollution Prevention Plan (SWPPP) with the Board for each phase of the development. Site design measures shall include storm water treatment and source control best management practices (BMPs) to be applied as part of the SWPPP. Plans shall be submitted for review and approval by the City and the Regional Board prior to approval of the Final Map for each phase of development.
 72. The applicant shall obtain all permits and shall construct measures for flood protection to the satisfaction of the City. The design of such flood protection measures shall be submitted for review and approval by the City prior to approval of the Final Map for the initial phase of the development for each subarea (South Center/Peninsula Marina and North Point/Pete's Harbor), and necessary flood protection measures must be installed to the satisfaction of the City prior to issuance of building permits for the initial phase of development for each subarea.
 73. The applicant shall conduct on-going water quality and sediment testing during the course of construction. A monitoring program shall be developed, to the satisfaction of the City, prior to the approval of the Final Map for the initial phase of development. Monitoring reports shall be provided to the City with any subsequent Tentative Map applications, and upon any written request of the City.
 74. The applicant shall conduct a hydraulic analysis to verify that marina inlets will operate properly, and shall submit such analysis to the City for review prior to approval of the Final Map for the initial phase of the development.
 75. The applicant shall conduct an analysis to determine the effect of a reduction in the Redwood Creek tidal prism on the channel geometry, and will submit such analysis to the City for review prior to approval of the Final Map for the initial phase of the development.
 76. In addition to obtaining required permits from Federal and State agencies, the applicant shall obtain permits from the City for any proposed fill or grading in the marina areas. Design details shall be provided for review and approval by the City prior to approval of Final Maps for the initial phases of development associated with each marina fill site.
 77. The applicant shall obtain a Conditional Letter of Map Revision (CLOMR) from the Federal Emergency Management Agency (FEMA) for the site prior to Final Map approval for the initial phase of development for each subarea (South Center/Peninsula Marina and North Point/Pete's Harbor). A subsequent Letter of Map Revision (LOMR) must be finalized prior to occupancy of units in those subareas.
- ### Additional Easements
78. Public Service Easements (PSE) and Emergency Access Easements shall be dedicated to the City over the private street system. Such dedication shall be made in conjunction with the Final Map for each phase of development.
 79. Other incidental Public Service Easements (PSE) and land dedications shall be recorded with each Final Map as may be required for provision of utilities.

Fire Protection

80. If, prior to issuance of building permits for the initial phase of the development, plans are developed for new capital facilities to provide fire protection services to the project area, the applicant shall provide a fair share contribution toward provision of such facilities and equipment costs, to the extent that they exceed general fund capacity or areawide property assessments.
81. The project shall provide for fire protection in compliance with the requirements of the Uniform Fire Code, National Fire Protection Association standards, and the Uniform Building Code, and/or shall provide alternative protection measures to the satisfaction of the City's Fire Department. Fire protection plans shall be submitted for review and approval by the Fire Department prior to approval of the Tentative Map and/or Planned Community Permit application for each phase of the development. In its review, the Fire Department shall, at a minimum, review the following: apparatus access roads, dedicated water for fire service, air replenishment systems for high rise buildings, fire flows, the number and location of fire hydrants, emergency personnel access to buildings, fire protection at docks and water areas, and secondary water supply.
82. Alternative fire protection measures may be required by the Fire Department to address high rise structures, piers and wharves, parking structures, access, and other circumstances where strict compliance with codes is determined by the City to be impractical or contrary to the intent of the Precise Plan. Upon submittal of any Tentative Map and/or Planned Community permit, the applicant shall provide a report summarizing proposed measures to meet intended fire protection objectives, for review and approval by the Fire Department. Approval of fire protection plans by the Fire Department is required prior to approval of any Final Map or issuance of any building permit.

Police Protection

83. Prior to approval of a Planned Community permit application for each phase of development, the project plans shall be reviewed by the City's Police Department to identify specific design measures (e.g., street and parking area lighting, placement of open space areas, etc.) that may be warranted to enhance the safety of residents, employees, and the general public. Any such measures shall be incorporated into the plans prior to issuance of building permits.