



County of San Mateo

Planning & Building Department

455 County Center, 2nd Floor
Redwood City, California 94063
650/363-4161 Fax: 650/363-4849

Mail Drop PLN122
plngbldg@smcgov.org
www.co.sanmateo.ca.us/planning

PLANNING PERMIT APPLICATION REFERRAL
Date: December 26, 2018

MWSD Projects Only:
Urban / Rural _____
(E) Well: Y / N Year: _____
2nd Unit Project: Y / N

TO:

- Building Department
- California Coastal Commission
- County Council
- Department of Public Works
- Fire Department - *Coastside Fire*
- Geotechnical Department
- Midcoast Community Council
- Other Agency *Committee for Green Foothills*
- Parks Department
- Sewer Districts - Multiple
- Water Districts - Multiple

Tentative Hearing Date:
Planning Commission
2/8/2017
Board of Supervisors
3/28/2017

FROM: Camille Leung, Project Planner
CLeung@smcgov.org
650 363-1826

INSTRUCTIONS:

Please review this form and the attached planning permit application materials with regard to your area of responsibility. For additional information, or to discuss the project, please feel free to contact me. Please notify me immediately if you require additional plans, specifications, reports or other application materials. Then complete your review and return this form only by 01/09/2017 to avoid delay in permit processing. Thank you for your cooperation.

APPLICATION INFORMATION:

<u>Planning Case Number</u>	<u>Property Owner</u>	<u>Project Applicant</u>
PLN2013-00451		SCOTT HOLMES 415-999-0145

Assessor's Parcel Number
047311060

PROJECT LOCATION: PILLAR POINT MARSH

PROJECT DESCRIPTION: *NEXT PAGE →*



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Date: December 26, 2016

12/226/16 CML - Major Modification to a 2015 Project Approval of a CDP (appealable to the California Coastal Commission) and Use Permit for the Wellness Center for requested changes to ① Project Phasing as regulated by Condition No. 73, ② changes to the Mitigation Measure TRANS-1 to allow occupancy of Office Park buildings if signal warrants are not met, and ③ Change to the Wellness Center type of construction from Type 1 (steel and concrete) to Type 5. The proposed modification requires the amendment of an executed Development Agreement.

Consideration of: Certification of an Addendum to the Certified 2010 Big Wave Wellness Center and Office Park Project Draft Environmental Impact Report; the proposed Use Permit, Minor and Major Subdivisions, Coastal Development Permit (appealable to the California Coastal Commission), Design Review Permit, and Grading Permit; Adoption of an Ordinance approving the execution of a Development Agreement to allow project construction over 15 years; and Approve the execution of an Affordable Housing Agreement, for the Big Wave North Parcel Alternative (NPA) Project consisting of a 5-building Office Park and a 3-building Wellness Center (consisting of affordable housing for 50 developmentally disabled (DD) adults and 20 staff) on the north parcel and a boat storage lot and 92 coastal access public parking spaces on the south parcel, on two undeveloped parcels along Airport Street in the unincorporated Princeton-by-the-Sea area of San Mateo County. Consideration of: Certification of an Addendum to the Certified 2010 Big Wave Wellness Center and Office Park Project Draft Environmental Impact Report; the proposed Use Permit, Minor and Major Subdivisions, Coastal Development Permit (appealable to the California Coastal Commission), Design Review Permit, and Grading Permit; Adoption of an Ordinance approving the execution of a Development Agreement to allow project construction over 15 years; and Approve the execution of an Affordable Housing Agreement, for the Big Wave North Parcel Alternative (NPA) Project consisting of a 5-building Office Park and a 3-building Wellness Center (consisting of affordable housing for 50 developmentally disabled (DD) adults and 20 staff) on the north parcel and a boat storage lot and 92 coastal access public parking spaces on the south parcel, on two undeveloped parcels along Airport Street in the unincorporated Princeton-by-the-Sea area of San Mateo County.

ORIGINAL
PROJECT
DESCRIPTION

**BYERS / RICHARDSON
LAWYERS**

260 WEST MACARTHUR STREET
SONOMA, CA 95476-7426
TEL: (650) 759-3375
FAX: (707) 721-1469

David J. Byers

dbyers@landuselaw.net

Patrick M. K. Richardson

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Daniel M. Denebeim

Of Counsel - *daniel@denebeimlaw.com*

December 22, 2016

Mr. Steve Monowitz
Community Development Director
County of San Mateo
County Government Center
Redwood City, CA

Re: Big Wave, PLN 2013-00451, Supplemental Application for Amendment to Tentative Map Conditions of Approval, Development Agreement, Application for Lot Split of Lot 7 (Minor Subdivision)

Dear Steve:

As you know, this office represents Big Wave LLC.

For twelve years, the County of San Mateo and other government agencies considered the application of Big Wave LLC to build a Wellness Center to provide a community for developmentally disabled adults and construct a commercial development to bring economic opportunities to the Coastsides. On May 19, 2015 the County of San Mateo Board of Supervisors, as the final approving authority, did approve among other entitlements, a Tentative Map for a Major Subdivision and a Development Agreement.

Since that time, Big Wave LLC has worked to bring the project to fruition. It has entered into a Memorandum of Understanding with Mid-Peninsula Housing ("Mid-Pen") to joint venture and build the Wellness Center. Already Mid-Pen has invested six months of effort and retained consultants to assist in the design of the Wellness Center. Big Wave LLC has entered into an agreement with a local business, Half Moon Bay Brewery Company, to build a state of the art brewing facility on a commercial parcel. These two efforts can result in the project becoming a reality.

However, certain minor conditions of approval for the Tentative Map and sections of the Development Agreement, which were never either the subject of any public controversy or extended negotiations between the applicant and planning staff, now would preclude these successful first steps of Big Wave and its partners. As we have discussed, there is a solution to this problem. Big Wave is willing to undertake an amendment process; but, given the time constraints, expects the amendment

MARIN OFFICE

843 DEL GANADO RD., SAN RAFAEL, CA 94903-2309
TEL: (415) 492-0535; FAX: (415) 492-0364

PALO ALTO OFFICE

825 SAN ANTONIO RD. #109, PALO ALTO, CA 94303-4620
TEL: (650) 336-7614; FAX: (650) 584-3223

Mr. Steve Monowitz
December 26, 2016
Page 2

will be processed expeditiously. Given the commitment of Big Wave to follow the specifically required legal procedures and the minor nature of the request, more than sufficient time exists to complete the task. Since the County has already certified an EIR and approved an Addendum for the project and none of the triggering mechanisms in CEQA come in to play with this request, neither additional documentation, nor further action is required under that statutory scheme. 14 Calif. Code Regs. § 15162.

I previously sent you a letter dated October 9, 2016 regarding proposed amendments. Through a series of meetings and phone calls, County of San Mateo staff and the applicant have refined the proposal. This letter represents modifications to my previous letter of October 9, 2016.

Modification of Condition 73 of the Tentative Map

There is construction phasing of the Development scheme contained in Condition 73.

The County of San Mateo was concerned that the final situation is that a complete Commercial Development is built without the construction of the Wellness Center. A phasing schedule for the construction of the Commercial Development was developed that did not consider any market inputs. All along, the County of San Mateo has recognized that the Wellness Center needs the economic contribution of the Commercial Development to be viable.

Since Big Wave LLC has solicited users for the site, it has discovered problems with the previously approved, but not analyzed, phasing schedule. For example, the best way to allow trucks to access the proposed brewing facility is to select the lot best suited for this requirement. That is Lot 4. Upon review, it is clear that the market should determine phasing. Our proposed Amendment recognizes such market input. Moreover, allowing this use to proceed expeditiously will generate assessments that will provide the necessary financial assistance to build the Wellness Center.

Our plan is to begin Phase 1 of the Wellness Center in July of 2017, with completion of Phase 1 coming in July of 2018. We would commence construction on the balance of the Wellness Center once Mid-Pen secures the necessary tax credits, or a sufficient portion of the Office Park has been built so as to provide Big Wave Group with enough revenue to finance completion of the Wellness Center. Assuming that we are able to effectuate the proposed changes to the phasing schedule, we anticipate building the balance of the Wellness Center beginning in July of 2019, with completion in 2020.

It has been determined previously that one commercial lot could be built prior to the Wellness Center. We would like that lot to be designated as Lot 4. Lot 4 is the ideal location for the brewery for numerous logistical reasons (like truck access), but also for the overall layout and character of the development, which should feature sufficient separation between industrial, residential, and office uses.

Condition Number 73 contains the phasing schedule. It must be modified as follows (see Exhibit A).

Modification of a.e. Mitigation Measure TRANS-1: Intersection Level of Service of the Tentative Map

During the approval process, the issue of a roundabout on Hwy. 1 was created. Roundabouts are seldom typical highway installations in California. Actually, most California drivers don't even know how to navigate them. The language in this measure is imprecise and actually subject to different interpretations. Moreover, the applicant is concerned that delays in accessing the roundabout could result in a fatal ability to construct the project.

In our phone conversation of November 30, 2016, you suggested that the applicant could (a) build Lot 4 and the Wellness Center and (b) have annual traffic counts by the traffic engineer to see when warrants would be met to require a traffic signal. At which time no additional occupancy will be allowed. However, Big Wave's contribution to mitigate traffic considerations would be limited to the cost of installing the traffic signal.

The mitigation measure must be modified as follows (see Exhibit B).

Modification of Development Agreement.

Like the tentative map, the Development Agreement also contains a phasing schedule. The language appears to be identical. Consistent with the earlier discussion on phasing, it must be modified as follows (see Exhibit C).

Change from Class 1 to Class 5: Fire Resistance

This change is needed in order to meet Big Wave and Mid-Pen's goal to provide affordable housing to the Coastside. Class 1 construction was originally planned due to the low volumes of water that MWSD could commit to the project (the class of construction is impacted by the volume of fire sprinkler flow). MWSD has since committed more water to the project, allowing for Class 5 construction, which is far more cost-effective than Class 1. Class 5 design and materials still comply with all relevant fire codes, will not cause the relocation of any hydrants, and will allow Big Wave to construct the affordable housing that the County so desperately needs.

PROCEDURE

None of the proposed changes create any additional environmental impacts and therefore require no further analysis under the California Environmental Quality Act. As such, the Community Development Director can authorize minor Amendments. However, modification to the Development Agreement requires action by the Board of Supervisors as authorized by Government Code Section 65868. The phasing modifications that are required for successful project completion are contained in both documents. Therefore, the appropriate procedure is a hearing before the Board of Supervisors which will act as the approving body for both modifying the conditions of approval and amending the Development Agreement. Prior to that hearing, notice must be provided. The Development Agreement specifically provides in paragraph 10.2 for Amendment by the developer and Board of Supervisors i.e. "... the parties to this Agreement . . . "

Mr. Steve Monowitz
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Big Wave LLC is willing to have County staff review the agreements discussed in this application but since they contain confidential and proprietary information, Big Wave cannot give copies to the County such that they would be subject to disclosure as public records.

TIMING

The lease for the proposed brewing facility requires that a building permit be issued by April 1, 2017. To meet this obligation, the County has scheduled a hearing before the Board of Supervisors on March 28, 2017. This will allow development of construction drawings and issuance of the building permit in accordance with the lease. Given that this project has been through extensive discretionary review it is unnecessary to reinvent the wheel. All of these changes will result in a successful project which benefits all. This letter constitutes an application pursuant to the Permit Streamlining Act.

Upon receipt of this letter please call me to discuss the next step. On behalf of the future residents of the Wellness Center, I must add that they appreciate the County's commitment to provide a community for all segments of our society.

Sincerely,
BYERS/RICHARDSON

DAVID J. BYERS, ESQ.

Cc: John Nibbelin, Esq. Chief Civil Deputy County Counsel
Camille Leung, Project Planner

EXHIBIT A – Requested Changes to Condition No. 73

73. Timing of Construction and Protection of Undeveloped Lands. The project will be constructed in accordance with the following timeline and other Planning conditions:

Within three years of the final approval of the Coastal Development Permit for the project, the property owners shall:

- a. Initiate implementation of the approved wetland restoration plan by establishing the nursery and seed stock of the plants that will be used for restoration; obtaining a grading and conducting the rough grading required to carry out the restoration plan and conducting said grading; planting areas disturbed by rough grading with the plant species called for by the restoration plan; and installing a barrier outside of the buffer zone following the completion of rough grading to prevent disturbance of the restoration area.
- b. Fence the cultural site area located on the Wellness Center Property, in accordance with a plan and design for such a fence that shall be submitted for the review and approval of the Community Development Director and shall minimize the visual impact of the fence by limiting its height and extent to the minimum necessary to avoid impacts to the cultural site, and by using materials that minimize view blockage and provide a natural appearance.
- c. Construct the Class 1 trail adjacent to Airport Street in accordance with a construction plan submitted for the review and approval of the County's Parks, Public Works, and Planning and Building Departments, as well as all other off-street improvements required by the Department of Public Works for recordation of the final map of the subdivision.

Within 5 years of the final approval of the Coastal Development Permit for the project, the property owners shall:

Complete the planting and irrigation required to implement the approved wetland restoration plan and initiate the 10-year monitoring program contained in the approved restoration plan.

Within 6 years of the final approval of the Coastal Development Permit for the project, the property owners shall:

- a. Apply for a construction permit for the first phase of the Wellness Center, the access and infrastructure improvements required to provide ingress and egress to the Wellness Center, and the 42 parking spaces that will serve the Wellness Center, which shall be signed and reserved for Wellness Center residents, staff, and visitors.
- b. Install at least 8 coastal access parking spaces on the south parcel, which

shall be signed and reserved for use by the general public for the purpose of coastal access.

- c. Install the portion of the approved landscaping plans that is adjacent to Airport Street over both parcels, and that is located within the footprint of the improvements described above.
- d. Install the additional flexible sound barrier(s) if required by the County per Condition No. 4 a.b (Mitigation Measure NOISE-1).

With the exception of the Office Park Building on Lot 4 and associated parking, construction of the Office Park Buildings and associated parking areas shall not commence until the above project features have been installed to the satisfaction of the Community Development Director and the Director of Public Works. Once this occurs, Office Buildings may be constructed as market conditions dictate. Any undeveloped land on Lot 1 shall be farmed until such time as site preparation for permitted construction commences. The plans for the construction of Office Buildings shall include the installation of the minimum amount of parking required to serve the building proposed for construction and its associated use, which shall be located immediately adjacent to the building(s) to be constructed, as well as the Coastal Access parking to be installed on the south parcel, the number of spaces of which shall be equivalent to 20% of the number of Office Park parking spaces proposed for construction. Notwithstanding the foregoing, Developer may construct multiple buildings, and associated Business Park and Coastal Access parking, simultaneously. No fill shall occur on the property outside of immediate areas proposed under a building permit for construction (i.e., building, access, and parking), to allow for agricultural use over areas that will be developed in a later phase.

Within 12 years of the final approval of the Coastal Development Permit for the project, the property owners shall:

- a. Construct Wellness Center Buildings 1 and 2 (excluding the basketball court).
- b. Construct business uses on Lot 7 or the approved Office Park Building on Lot 4 of the north parcel, to the extent necessary to support Wellness Center operations. Building permit shall include construction of County-required parking spaces; County-required coastal access public parking spaces (a minimum of 20% of private parking spaces) to be provided on the south parcel; associated parking lot landscaping; accessways/driveways; adjoining courtyards; water, wastewater, and drainage and stormwater treatment systems; and comply with all the conditions of approval and requirements of the Development Agreement. As described above, only as much parking as is required by the County for development approved under building permit(s) shall be constructed at one time. If required by the County, the additional

flexible sound barrier(s), per Condition No. 4 a.b. (Mitigation Measure NOISE-1) will be installed during Wellness Center Construction.

Construction of all remaining aspects of the project shall be completed within 15 years of the final approval of the Coastal Development Permit for the project. If fewer than the approved number of buildings have been built on the North Parcel at the end of the 15 year development term, rights to develop undeveloped land within the approved development footprint (parking and building footprints) on the North Parcel under the approved permits shall expire.

EXHIBIT B – Proposed Changes to Condition 4.a.e. (Mitigation Measure TRANS-1)

Mitigation Measure TRANS-1: Intersection Level of Service and Capacity.

The project's potentially significant impact to AM and PM delays at the intersection of Highway 1 and Cypress Avenue would be mitigated to a less-than-significant level with the installation of a traffic signal or roundabout as described below:

Signal Warrant Analysis

With the project, the peak hour signal warrant would be met at the intersection of Highway 1 at Cypress Avenue. With signalization, this intersection would operate at LOS C under both the AM and the PM peak hours. Under signalized conditions, the existing roadway geometry would be adequate to handle the anticipated traffic demand.

Roundabout

The roundabout analysis at the intersection of Highway 1 and Cypress Avenue shows that a one-lane roundabout would operate with acceptable delay and LOS during the AM and PM peak hour under all project conditions on weekdays. During the midday peak hour on Saturday, there would be a need for a by-pass lane for the southbound right-turn traffic in order for the intersection to operate at an acceptable level of service C under existing plus project conditions.

Prior to the issuance of a building permit for any Office Park building or establishment of business use(s) at the Wellness Center (excluding Wellness Center-operated businesses), the property owner(s) shall attempt to obtain approval(s) for implementation of one of the two mitigation measures described above from the Community Development Director and Caltrans, and obtain any other necessary permits (e.g., encroachment permit). Prior to applying to Caltrans, the property owner(s) shall submit plans to the Planning and Building Department, for the review and approval of the Community Development Director, showing the design and construction details for the required intersection improvements.

These plans shall include details for a pedestrian crossing, and any other design features called for by the Comprehensive Transportation Management Plan currently being developed by the County, if said plan has been adopted by the County prior to the submittal of the plans for the intersection improvements. In the event that the intersection improvement plans are submitted after the County or another entity has installed pedestrian crossing improvements at this location, the plans shall maintain or replace the pedestrian crossing in a manner that provides equal or better pedestrian safety features.

Construction of one of the approved mitigation measures is required prior to the occupancy of any Office Park Building or business space at the Wellness Center (excluding Wellness Center-operated businesses) unless the property owner(s) submits evidence that a professional Traffic Engineer has determined that the stoplight or roundabout should not be installed until the signal warrants are met. If this is the case, the property owner(s) shall submit a traffic report to the Department of Public Works and the Community Development Director prior to the occupancy of the Office Park Building on Lot 4 and annually thereafter until signal warrants at the

intersection have been met. Once signal warrants have been met, no new construction or new occupancy of Office Park space shall occur until the signal or roundabout mitigation measure has been constructed. The report shall be signed and stamped by a professional Transportation Engineer licensed in the State of California. If a signal or one-lane roundabout is the approved mitigation, the full cost shall be paid for by the property owner(s), at no cost to the County. If a two-lane roundabout is the approved mitigation, the property owner(s) shall pay an amount equivalent to the cost of a signal or a one-lane roundabout (whichever is greater up to the full mitigation cost).

In the instance that a signal or roundabout is denied by Caltrans, occupancy of the Office Park and Wellness Center shall be limited to operations that generate no more than 104 vehicles in the AM and 50 vehicles in the PM, for the life of the project or until comparable mitigation is approved and installed.¹ The property owners shall monitor project traffic in a manner that ensures compliance with this requirement, with data provided to the County upon the County's request.

¹ From the August 2014 traffic report prepared by Hexagon Transportation Consultants, Inc., the traffic volume on Cypress Avenue is 84 vehicles during the AM peak hour and 69 vehicles during the PM peak hour. Based on Signal Warrant Part B, the volume on Cypress Avenue needs to reach 188 vehicles during the AM peak hour or 119 vehicles during the PM peak hour in order to meet the Signal Warrant Part B.

EXHIBIT C – Requested Changes to the Approved Development Agreement

5.3. Timing of Construction and Protection of Undeveloped Lands. The project will be constructed in accordance with Project Condition of Approval No. 73, as approved by the Board of Supervisors on May 19, 2015 and any other subsequent modifications, as authorized by the Community Development Director or Planning Commission.

5.3.8 *Obligations during the term of the Development Agreement:* Within the term of this Agreement, Developer will complete the following components of the Project:

5.3.8.1. *Requirement for Recordation of Final Map:* Prior to the recordation of the subdivision map for the north parcel, Developer shall convey to the County sureties for all onsite and offsite improvements, including, but not limited to, the sureties for the installation of traffic control-related improvements. The Developer understands and agrees that neither the County nor the Department of Transportation (CalTrans) shall have any responsibility to fund any traffic improvements required pursuant to the Conditions of Approval for this project.

5.3.8.2. [Redacted].

5.3.8.3. *Construction of Business Uses on the North Parcel:*

5.3.8.3.1. [Redacted].

5.3.8.3.2. Each building permit application shall include provisions for County-required private parking, County-required coastal access public parking spaces to be provided on the south parcel (a minimum of 20% of private parking spaces), County-required accessways/driveways, complete associated parking lot landscaping, construct all adjoining courtyards and associated landscaping, and water, wastewater, drainage and stormwater treatment systems and shall comply with all the conditions of approval for the Project plans and the requirements of this Development Agreement. Once construction is initiated, each building is estimated to be constructed in approximately twelve months and Developer shall be required to make reasonable progress towards completion of construction once it has been initiated, it being understood and agreed that the Developer will complete construction of all Office Park buildings within the term of this Agreement and in compliance with the mitigation measure detailed in the Conditions of Approval dated May 27, 2015. The Director of Community Development shall determine, in his reasonable judgment, whether reasonable progress has been made towards completion of such construction.

5.3.8.4. *Allocation of Parking for Business Uses:* Per Condition of Approval No. 7, Big Wave LLC shall cause the formation and require the continued existence of an association of all property owners on the north parcel for the management of

parking spaces on Lot 1. Upon relinquishing ownership of Lot 1, Big Wave LLC shall form an association of all property owners on the north parcel, and shall transfer ownership of Lot 1 to that entity. No more than 420 parking spaces licenses shall be issued to owners of business uses on the north parcel. No more than 462 total parking spaces shall be provided at the north parcel. Parking licenses for business uses shall be issued based on County parking regulations and according to the schedule provided in Table 4 of the staff report dated January 7, 2015. All tenants or business owners of business space at the north parcel shall obtain a building permit for a "change in use" prior to any construction/tenant improvement and occupancy. The County will verify that applicants for building permits have adequate parking space licenses for the proposed use prior to issuing any building permits and uses that are not supported by adequate parking will not be permitted.

5.3.8.5. *Beach User Parking (Phased with Building Permits)*: A total of 92 spaces of coastal access public parking will be provided on the south parcel. If less than the full amount of business use parking is built than otherwise authorized (420 parking spaces), Developer may proportionally reduce the amount of coastal access public parking that they build, such that public parking spaces built consist of no less than a minimum of 20% of all private parking provided for the project. Required coastal access public parking spaces shall be reserved and clearly marked for such uses, subject to review and approval by the Community Development Director, prior to the occupancy or change in occupancy of any Wellness Center building. Marking and spaces shall be maintained by the Developer for the life of the project. Parking fees shall not be collected for coastal access public parking spaces.

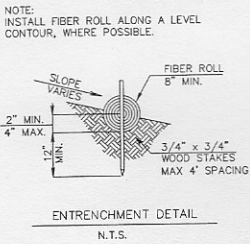
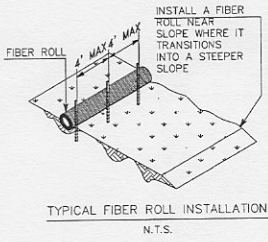
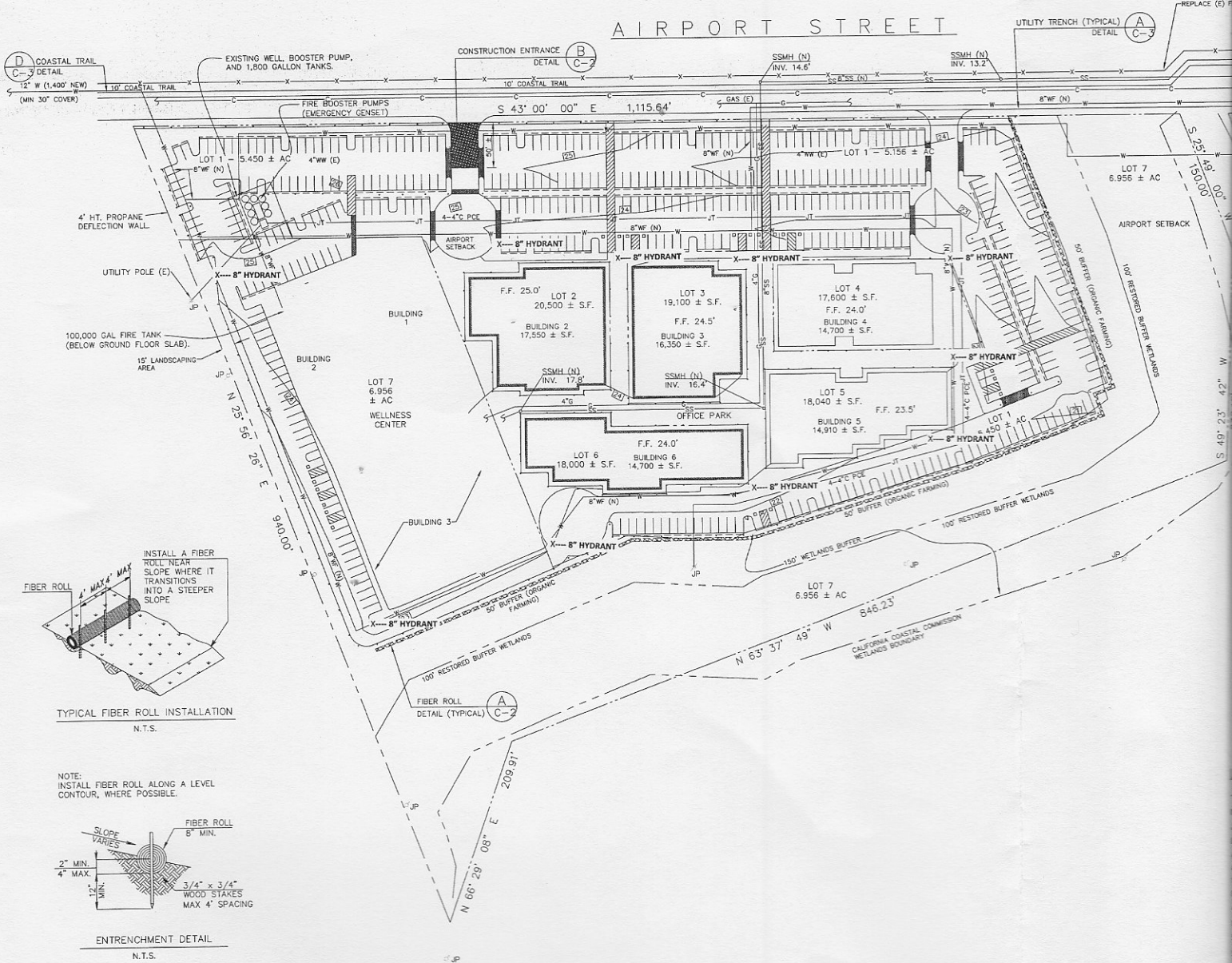
5.3.8.6. *Affordable Housing at the Wellness Center*: The property owner(s) shall maintain the rental rates for all bedrooms of the Wellness Center as affordable, such that the bedrooms are affordable to those of Extremely Low Income, Very Low Income, and Low Income, with the exception that residents may use up to 100% of their Social Security income for housing costs, which allows for residents who have no other income other than Social Security payments to use up to the full amount of their payment toward rental costs at the Wellness Center.

5.3.8.7. *Wellness Center Parking*: The Wellness Center shall be issued 42 irrevocable parking licenses.

5.3.8.8 *Other Benefits to County*: a) The applicant shall work with San Mateo County and others to address safety concerns regarding the neighboring propane tank property; b) The applicant shall work with the County to improve the function of the Prospect Way/Capistrano Road intersection; c) The applicant shall work with the County to direct bike and foot traffic to Marine Blvd. and improve vehicular access along Cypress Avenue as required by project conditions.

Notwithstanding the foregoing, Developer may perform multiple phases simultaneously.

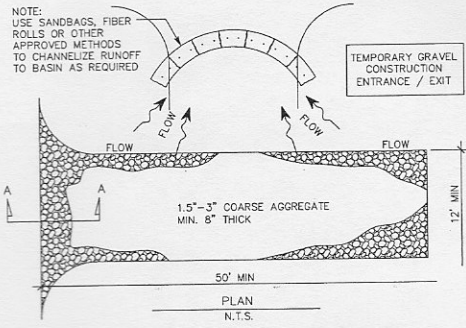
AIRPORT STREET



(A) FIBER ROLL DETAIL
(NOT TO SCALE)

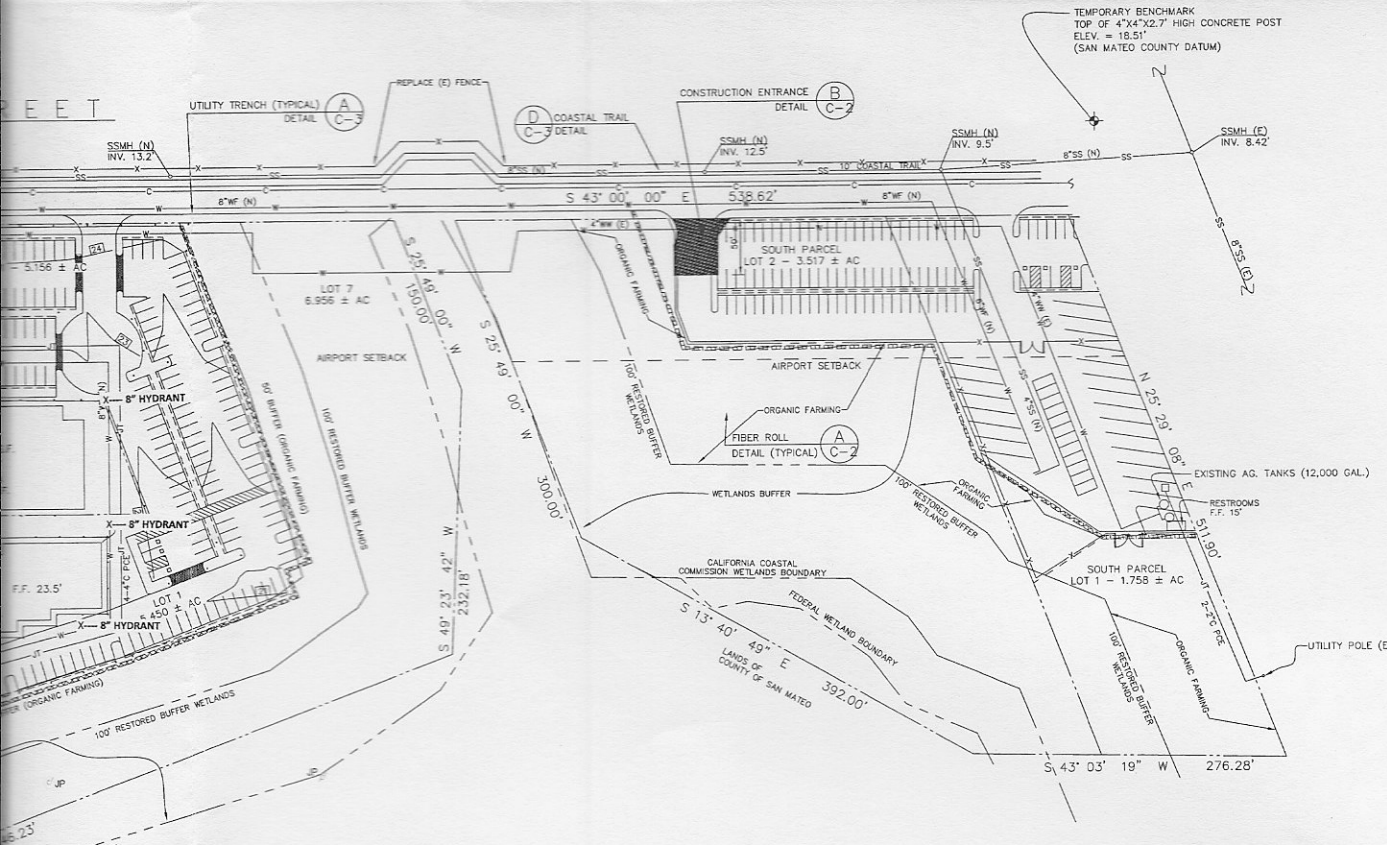
GENERAL EROSION CONTROL NOTES:

1. THE INTENT OF THE EROSION CONTROL PLAN IS TO MINIMIZE ANY WATER QUALITY IMPACTS IN THE FORM OF SEDIMENT POLLUTION TO MAIN CREEK & TRIBUTARIES.
2. A CONSTRUCTION ENTRANCE WILL BE INSTALLED PRIOR TO GRADING LOCATION OF THE ENTRANCE MAY BE ADJUSTED BY THE CONTRACTOR TO FACILITATE GRADING OPERATIONS. ALL CONSTRUCTION TRAFFIC ENTERING THE PAVED ROAD MUST CROSS THE CONSTRUCTION ENTRANCE. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND, AND REPAIR OF ANY MEASURES USED TO SEDIMENTS.
3. WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED SEDIMENT BASIN. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH, OR WATERCOURSE THROUGH THE USE OF SAND BAGS, GRAVEL, BOARDS OR OTHER APPROVED METHODS.
4. THE EROSION AND SEDIMENT CONTROL MEASURES WILL BE OPERABLE ALL YEAR LONG, UNTIL GRADING AND INSTALLATION OF STORM DRAINAGE AND PERMANENT EROSION AND SEDIMENT CONTROL FACILITIES ARE COMPLETED.
5. DURING THE RAINY SEASON, ALL PAVED AREAS WILL BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE WILL BE MAINTAINED SO THAT A MINIMUM OF SEDIMENT-LADEN RUNOFF ENTERS THE STORM DRAINAGE SYSTEM.
6. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE EROSION AND SEDIMENT CONTROL FIELD MANUAL OF THE CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD, 4TH EDITION, DATED AUGUST 2002.
7. INSTALL TEMPORARY EROSION CONTROL OVER DISTURBED AREAS UTILIZING STRAW MULCH.
8. PERMANENT EROSION CONTROL IS ACCOMPLISHED WITH FINAL LANDSCAPING. THIS INCLUDES LAWN AREAS AND OTHER GROUND COVER AREAS. GROUND COVER AREAS TO BE PLANTED WITH 1 GALLON TO 15 GALLON INDIVIDUAL PLANTS INTEGRATED WITH FIR BARK MULCH.



(B) CONSTRUCTION ENTRANCE DETAIL
(NOT TO SCALE)

FEET



TEMPORARY BENCHMARK
TOP OF 4"x4"x2.7' HIGH CONCRETE POST
ELEV. = 18.51'
(SAN MATEO COUNTY DATUM)

LEGEND

- PROPERTY LINE
- INV. INVERT
- ⊕ JOINT UTILITY POLE
- 8" W (N) NEW 8" DOMESTIC WATERLINE
- 4" PC POOL CIRCULATION (SCH. 40 PVC)
- 4" GW GREY WATER (SCH. 40 PVC)
- 10" PD POOL DRAIN (SCH. 40 PVC)
- 8" RD ROOF DRAIN (PERFORATED SCH. 40 PVC)
- 4" G 4" NATURAL GAS LINE (DE YELLOW)
- 8" SS 8" SANITARY SEWER (SDR 35 PVC)
- SSMH (N) NEW SANITARY SEWER MANHOLE (SCH. 40 PVC)
- SSMH (E) EXISTING SANITARY SEWER MANHOLE
- 2-2" C PCE TWO - 2" CONDUITS, PHONE, CABLE, POWER
- 4-4" C PCE FOUR - 4" CONDUITS, PHONE, CABLE, POWER
- 4" WW (E)/(N) 4" WELL WATER LINE (SCH. 40 PVC)
- X-8" HYDRANT
- FENCE
- GAS LINE
- JT JOINT TRENCH
- OH OVERHEAD LINE
- SS SANITARY SEWER LINE
- SD STORM DRAIN LINE
- W WATER LINE
- 18 NEW FINISH GRADE ELEVATION 18'
- 17 EXISTING GRADE ELEVATION 17'
- PAVERS ON 10" SAND
- CROSSWALKS - WHITE PAVERS
- PLAZA - LIGHT BROWN PAVERS
- PARKING LOT - DARK GREY PAVERS
- PARKING LINE DELINEATION (4" WIDTH SAND WHITE PAVERS)
- 36" TALL DOWNCAST SS LIGHTING BOLLARDS
- (40W LAMPS AT 30' ON CENTER SPACING
- AROUND ALL BUILDINGS AND ALONG WALKWAYS)

CONTROL NOTES:

CONTROL PLAN IS TO MINIMIZE ANY WATER QUALITY IMPACTS IN CONNECTION TO MAIN CREEK & TRIBUTARIES.

BE INSTALLED PRIOR TO GRADING LOCATION OF THE CONSTRUCTION. THE CONTRACTOR TO FACILITATE GRADING OPERATIONS. THE PAVED ROAD MUST CROSS THE CONSTRUCTION BE MAINTAINED IN A CONDITION THAT WILL PREVENT EROSION ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE ADDITIONAL STONE AS CONDITIONS DEMAND, AND REPAIR OF CURBS.

BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA WHICH DRAINS INTO AN APPROVED SEDIMENT BASIN. ALL FROM ENTERING ANY STORM DRAIN, DITCH, OR CREEK. USE OF SAND BAGS, GRAVEL, BOARDS OR OTHER APPROVED METHODS.

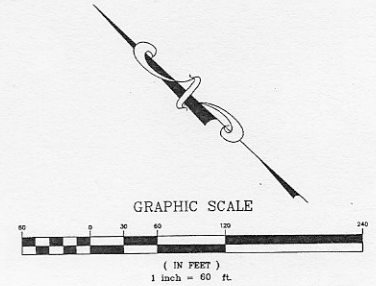
CONTROL MEASURES WILL BE OPERABLE ALL YEAR LONG, UNTIL PERMANENT EROSION AND SEDIMENT CONTROL MEASURES ARE INSTALLED.

PAVED AREAS WILL BE KEPT CLEAR OF EARTH MATERIAL. MAINTAINED SO THAT A MINIMUM OF SEDIMENT-LOADED WASHING SYSTEM.

CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE FIELD MANUAL OF THE CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD, DATED AUGUST 2002.

CONTROL OVER DISTURBED AREAS UTILIZING STRAW MULCH.

IS ACCOMPLISHED WITH FINAL LANDSCAPING. THIS INCLUDES EROSION CONTROL COVER AREAS, GROUND COVER AREAS TO BE PLANTED WITH INDIVIDUAL PLANTS INTEGRATED WITH FIR BARK MULCH.



UTILITY & EROSION CONTROL PLAN
BEING A SUBDIVISION OF A.P.N. 047-311-060 AND 047-312-040
AIRPORT STREET
SAN MATEO COUNTY

CALIFORNIA

PRINCETON BY THE SEA

Revisions	
No.	Date
	03-10-16
	11-07
	Design: SM
	Drawn: DAK
	Approved: SM
	Job No. 1084-00