

**RESOLUTION NO. 2023 – 04**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN BRUNO RECOMMENDING THAT THE CITY COUNCIL APPROVE A GENERAL PLAN AMENDMENT, A SPECIFIC PLAN AMENDMENT, PLANNED DEVELOPMENT PERMIT, AND ARCHITECTURAL REVIEW RELATED TO DEVELOPMENT OF THE GENESIS AND HYUNDAI DEALERSHIP PROJECT (GPA 22-001, SPA22-001, PDP22-002, AR22-012)**

**WHEREAS**, The City of San Bruno ("Owner") is the owner of that certain 1.66 acre site located at 1010 Admiral Court in the City of San Bruno and more particularly described as Assessor's Parcel Numbers 020-013-220, 020-013-250, 020-013-260 (the "Property");

**WHEREAS**, Cardinale Automotive Group ("Applicant") desires to develop on the Property a Genesis and Hyundai Dealership Project, which consists of multi-story commercial building, surface parking, landscaping, lighting, and associated utility infrastructure including off-site roadway improvements to Commodore Drive (the "Project");

**WHEREAS**, in order to develop the Project, Applicant has submitted applications to the City of San Bruno for approval of the following: (1) an amendment to the San Bruno 2009 General Plan to change the land use designation of the Property from Visitor Services to Crossing Commercial and related text amendments; (2) a Specific Plan Amendment to the US Navy and its Environs Specific Plan to change the land use designation from Visitor Services to Crossing Commercial and include new standards and guidelines for commercial uses; (3) a Planned Development Permit; and (4) Architectural Review Permit;

**WHEREAS**, Applicant submitted conceptual development plans in accordance with the provisions of San Bruno Municipal Code Section 12.96.190(F), the proposed standards of which are summarized in Exhibit B attached hereto;

**WHEREAS**, in Resolution No. 2023-XX, the Planning Commission recommended that the City Council adopt a Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program for the development of the Project;

**WHEREAS**, a Notice of Public Hearing was mailed on January 27, 2023, and duly published in the *San Mateo Times* on Saturday, January 28, 2023, for consideration of the General Plan Amendment, Specific Plan Amendment, Planned Development Permit, and Architectural Review Permit before the Planning Commission; and

**WHEREAS**, the Planning Commission held a Public Hearing for the project on February 7, 2023 and on said date, the Public Hearing was opened, held and closed.

**NOW, THEREFORE, BE IT RESOLVED** by the Planning Commission of the City of San Bruno, based on facts in the staff reports, written and oral testimony, and exhibits presented:

1. With respect to the General Plan and Specific Plan amendments, the Planning Commission hereby finds:
  - a. The proposed amendments to the General Plan and Specific Plan are consistent with the goals and policies of the San Bruno General Plan and the US Navy and its Environs Specific Plan, because the proposed project will encourage a compatible mixture of land uses and service facilities which will assure long-term revenue generation, and create jobs (Land Use Policy LU-2.1
  - b. The proposed project and amendments are consistent with the General Plan because the proposed land use and zoning designation of the Genesis and Hyundai Dealership Project is based on the goals, programs and policies found in the City's General Plan and US Navy and its Environs Specific Plan and Design Guidelines, with development standards tailored to the project, as described in the amended Specific Plan. The proposed land use and zoning designation meets the intent of the following goals, programs and policies set forth in the City's General Plan:

#### **Land Use Element**

**Policy LU-1-1:** Establish land uses which are conducive to Transit Oriented Development.

**Policy LU-1-2:** Establish land uses at an intensity that sustains an active Pedestrian and public transit supportive environment.

**Policy LU-1-4:** Establish building heights and land use regulations to assure compliance with FAA standards and compatibility with the noise environment.

**Policy LU-2.1:** Encourage a compatible mixture of land uses and service facilities which will assure long-term revenue generation, create jobs, and offer a range of housing types, densities and affordability.

#### **Community Design Element**

**Policy CD-1.2:** Implement Building form Policies which assure that views from pedestrian land facilities are attractive, varied and stimulating.

**Policy CD-1.2:** Implement Building Design Standards to create a sense of mass and scale compatible with a pedestrian-friendly transit oriented development.

- c. Adoption of the proposed amendments is in furtherance of the public interest and necessity, convenience and general welfare because project would support the existing mixed-use character of the surrounding neighborhood and bring regional customers to the area and provide tax revenue to the city.
- 2. With respect to the Planned Development Permit, the Planning Commission hereby finds that the that the proposal is consistent with the previously approved and established PD District :
  - a. The proposed P-D district can substantially be completed within the time schedule submitted by the applicant, because the applicant has submitted building permit plans and intends to proceed with construction as soon as permit plans are issued.
  - b. Each portion of the development, as well as the total development, can exist as an independent development capable of creating an environment of sustained desirability and stability or adequate assurance that such objective will be attained, because the proposed car dealership will be an independent development that will contribute to the sustained desirability of the crossing planned development and neighborhood.
  - c. The land uses proposed will not be detrimental to the present or potential surrounding uses but will have a beneficial effect which would not be achieved through other districts because the project would support the existing mixed-use character of the surrounding neighborhood and bring regional customers to the area and provide tax revenue to the city.
  - d. The streets and thoroughfares proposed are suitable and adequate to carry anticipated traffic, and increased densities will not generate traffic in such amounts as to overload the street network outside the P-D district because the use will operate at off-peak traffic periods and will not overload the street network as verified through the project traffic analysis.
  - e. Any proposed commercial development can be justified economically at the location proposed and will provide adequate commercial facilities for the area because the use represents a substantial investment in the community and will contribute both property tax and sales tax revenue to the city.
  - f. Any exceptions from the standard district requirements are warranted by the design of the project and amenities incorporated in the development plan (not applicable); and

- g. The area surrounding the development can be planned and zoned in coordination and substantial compatibility with the proposed development and the P-D district uses proposed are in conformance with the General Plan of the city because this is the last remaining undeveloped property within the crossing development and will complete the commercial component anticipated by the General Plan.
- 3. With respect to the Architectural Review, the Planning Commission hereby finds:
  - a. The proposed buildings, site plan and landscaping are in substantial conformance with the goals, policies, and objective development standards of the zoning code, General Plan, and applicable specific plans.

The property is located within the US Navy Site and Its Environs Specific Plan area and is zoned Planned Development. The proposed development is consistent with the Specific Plan, as proposed to be amended, and the Development Standards of that plan according to Chapter 12.96.200 of the Zoning Code. The project is consistent with the Crossing Regional Commercial land use designation as retail sales of new and used vehicles and associated vehicle maintenance center is consistent with the land use designation and its intended uses within the Specific Plan.

*Land use POLICY LU-1-1: Establish land uses which are conducive to Transit Oriented Development.*

The development of an automotive dealership for sales of new and used vehicles is a regional commercial use that will support transit and encourage walking to other businesses nearby. Customers may utilize alternative transportation patronize nearby businesses when having their vehicle serviced or when coming to the site to purchase a vehicle. The use will support the vitality of the surrounding mixed-use corridor and the existing transit infrastructure.

*Land Use POLICY LU 1-2: Establish land uses at an intensity that sustains an active Pedestrian and public transit supportive environment.*

The project is in close proximity to Interstates 380, 280 and State Highway 101 and the San Francisco International Airport. It is also close to BART (approximately 0.5 miles), SamTrans and Caltrain, restaurants, shopping, Bayhill Office Park and many services are within walking distance. The use will bring employees and customers into San Bruno that will utilize other commercial businesses and public transit.

*Land Use POLICY LU 1-4 Establish building heights and land use regulations to assure compliance with FAA standards and compatibility with the noise environment.*

The project was referred to the City/County Association of Governments (C/CAG) Airport Land Use Commission (ALUC) for a consistency determination with the land use, safety, and height regulations of the Comprehensive Airport Land Use Compatibility Plan for Environs of San Francisco International Airport (SFO ALUCP). On December 7, 2022 the ALUC Commission determined that the project would be consistent with the applicable airport land use, safety, and height policies and criteria contained in the SFO ALUCP.

*Land Use POLICY LU-2.1 Encourage a compatible mixtures of land uses and service facilities which will assure long-term revenue generation, create jobs, and offer a range of housing types, densities and affordability.*

The proposed retail sales is compatible with the existing commercial uses and multi-family development surrounding the project. The proposed use will create tax revenue for the City and serve as a regional commercial draw for customers that will patronize other businesses within San Bruno. The project would complete the build-out of the Crossing development to create a mixed-use village near transit infrastructure and other commercial uses along El Camino Real.

Therefore the project is consistent with the US Navy Site and Its Environs Specific Plan and the San Bruno General Plan, as proposed to be amended.

*Community Design Policy CD-1.2 Implement Building form Policies which assure that views from pedestrian land facilities are attractive, varied and stimulating.*

And

*Community Design Policy CD-1.3 Implement Building Design Standards to create a sense of mass and scale compatible with a pedestrian-friendly transit-oriented development.*

The proposed contemporary design includes readily distinguishable entrances on the north facing elevation oriented towards The Crossing fountain and pedestrian oriented area on Admiral Court. The building proposes a mix of glass and composite panels including perforated metal screening around the building, creating unique façade designs at each elevation. Discernable articulation using color and material variation integrated with plane breaks are proposed to break up the mass of the multi-story building and provide visual interest for

pedestrian/street level as viewed from the roadways consistent with Specific Plan Policy CD-1.2 and CD-1.3.

- b. The site is adequate in size and shape to accommodate proposed building site plan and landscaping.

The project site is of adequate size and shape to accommodate the proposed development and landscaping consisting of a multi-story building product that will provide the majority of parking and inventory storage within the building while complying with the applicable development standards. An access easement will also provide additional access into the rear of the building, making efficient use of compact nature of the infill site, and the accommodation of off-site loading collectively demonstrate that the site can accommodate the proposed project.

- c. The design of the building site plan, landscaping, and streetscape, including street trees, lighting, and street furnishings, is consistent with the character of the surrounding area, and would not create an adverse visual impact on the surrounding area.

The proposed building is similar in scale to the surrounding multi-family and commercial buildings located within the Crossing development that range from one-story to five stories in height. Further, the building height is limited to 50 feet per height limitations established by City Ordinance No. 1284, the Specific Plan and the FAA. The Crossing is envisioned as a mixed-use urban village and the proposed use add to the vitality of the area by drawing regional customers to the area.

- d. The Project will not be detrimental to public health, safety, or welfare.

The project would support the existing mixed-use character of the surrounding neighborhood and bring regional customers to the area and provide tax revenue to the city. Traffic generation to the site is will to be less than significant and will not cause undue burden on surrounding streets serving the project. The project will provide improvements to Commodore Drive that will allow for a new off-site loading zone for vehicle deliveries that will not impede traffic along the corridor and sufficient parking for vehicle inventory is being provided within the building that will feature two basement floor and above grade storage contained within the building. All maintenance of vehicles will be conducted within the building and will not create significant noise impacts to the surrounding residences. The proposed building and use will not be a significant source of traffic, odors, noise, or other potential nuisance issues that would degrade the character of the surrounding area or result in detrimental impacts to public health, safety, or welfare.

- e. The proposed development contributes to the creation of an attractive and visually interesting built environment that includes a variety of building styles and designs with well-articulated structures within a unifying context that encourages increased pedestrian activity and promotes compatibility among neighboring land uses within the same or different districts.

The proposed building features a modern architectural design that employs a mix of glass and composite panels with effective plan breaks and varied color tones. Enhanced facades are oriented toward the Crossing development to support an enhanced pedestrian visual corridor. Architectural elements such as the transparent storefront, defined building entries, and decorative landscaping provide a human scale to the development. As the last site to be developed within the crossing, the proposed building will promote compatibility among neighboring land uses. The proposed new building will create a built environment that includes a variety of building styles and designs.

Vehicle drive aisles, parking, and pedestrian pathways have been designed to integrate within the existing circulation network surrounding the site including Admiral Court and Commodore Drive. The project will provide an accessible pathway connection to the existing sidewalk on the east side of Admiral Court. Driveways constructed to service the building will not conflict with existing driveways or impede traffic flow. Employees maneuvering vehicles around the site including transport for loading will utilize the entries at the rear of the building away from the village center. The project will not result in significant vehicle trip generations that would be incompatible with the existing road network or that would cause negative impacts to surrounding properties.

This development fits in well with the general character and intensity of The Crossing Specific Plan development considered a Transit-Oriented Development, by providing a regional commercial use along El Camino Real in close proximity to major transportation hubs including SFO, two Interstates (I-380 and I-280) and State Highway 82 and public transit (BART, Caltrain, and SamTrans).

The U.S. Navy Site and Its Environs Specific Plan Design Guidelines state that parking shall not dominate the experience along any pedestrian route and should be located to the rear of the main building near I-380 and should be shared with other uses to the extent possible. Below grade parking is a preferable design option. The proposed dealership includes a total of 446 parking spaces (201 spaces in a basement with two levels) including 231 above grade within the building and 16 surface spaces. A new bicycle rack will be located near the front

of the building. The proposed project meets the parking requirements of the Specific Plan.

4. The Planning Commission hereby recommends that the San Bruno City Council amend the General Plan to change the land use designation on the Property from Visitor Commercial to Crossing Commercial and to make additional text changes as set forth in Exhibit A.
5. The Planning Commission hereby recommends that the San Bruno City Council amend the US Navy and its Environs Specific Plan to amend the land use designation from Visitor Services to Crossing Commercial, and update the plan to include new development standards and guidelines for commercial uses as shown in Exhibit B.
6. The Planning Commission hereby recommends that the San Bruno City Council approve the Planned Development Permit subject to the conditions of approval attached hereto as Exhibit C.
7. The Planning Commission hereby recommends that the San Bruno City Council approve the Architectural Review subject to the conditions of approval attached hereto as Exhibit C.
8. The Secretary of the City of San Bruno Planning Commission is hereby directed to forward to the City Council a copy of this resolution.

2/10/2023

Date

DocuSigned by:

*Gerard Madden*

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Planning Commission Chair

ATTEST:

DocuSigned by:

*Michael Laughlin*

3/1/2023

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Planning Commission Secretary

APPROVED AS TO FORM:

DocuSigned by:

*David M. Law*

3/1/2023

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City Attorney

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I, Michael Laughlin, Planning Commission Secretary,  
do hereby certify that the foregoing Resolution was duly  
and regularly passed and adopted by the Planning  
Commission of the City of San Bruno this 7<sup>th</sup> day of  
February, 2023 by the following vote:

AYES: Commissioners: Madden, Lethin, Biasotti, Kuhn, Harman

NOES: Commissioners: None

ABSENT: Commissioners: Durazo, Johnson

## Exhibit A

### General Plan Amendments for The Crossings Commercial Uses:

**1. Land Use & Urban Design Element, Table 2.1, pg2-6: Density and Intensity Standards:**

Provide for **3.0 FAR** for Crossings Commercial Uses.

**2. Figure 2.1, General Plan Land Use Diagram, pg 2-7:**

Remove “Visitors Services” from map legend; change Land Use Diagram land use designation of the Crossings project site from “~~Visitors Services~~” to “**Crossing Commercial Uses**”

**3. Minor text changes as follows:**

**Introduction, Pg. 1-2 paragraph 1:**

Significant land use changes have occurred during the last decade—the Bayhill Office Park has expanded to include a new GAP, Inc. headquarters, and the 20-acre former U.S. Navy facility is being developed with new multifamily and senior housing and ~~hotel~~ **commercial uses** near the city’s core. A \$100-million upgrade to The Shops at Tanforan was completed in 2005 as well.

**Introduction, Pg. 1-15, paragraphs 3 and 4 under U.S. Navy Site and Its Environs Specific Plan**

The specific plan area is now known as “The Crossing”. Approximately 713 multifamily rental units, including 325 units designated for low-and very-low-income residents, have been constructed and are currently being leased. This includes a 300-unit multifamily building (20 percent affordable), a 185-unit multifamily building (20 percent affordable) and a 228-unit senior apartment complex, with 100 percent of the units designated for very-low- and low-income residents. ~~A proposal to construct~~ 350 additional units on the “flexible parcels” were as approved by the Planning Commission in 2006. This development includes two buildings, a majority of the units in these buildings will be sold as condominiums; however, some of the units will be rented as apartments. Construction of this phase began in the summer of 2008. The final phases of The Crossing include a retail development and ~~other commercial uses the development of a hotel~~ **other commercial uses**. A 12,000 square foot retail and restaurant development, located along the El Camino Real frontage, was approved by the Planning Commission in 2008. The final phase of the Crossing includes the development of **commercial uses** ~~a hotel~~ in the

southeast corner of The Crossing. ~~This hotel is expected to have 150 or more rooms; development is expected to begin as early as 2009.~~

**Land Use Table 2-2: Potential General Plan Buildout, pg. 2-10, Change to table footnote 2:**

<sup>2</sup> Residential development includes 185-unit apartment building, 300-unit apartment building and 228 senior units. Non-residential development includes ~~full-service 350-400 room hotel, plus ancillary~~ commercial uses.

**Economic Development Element, Section 3-5, pg 3-7:**

The Crossing (Former U.S. Navy Site), ~~principally~~ from addition of commercial uses, including but not limited to auto sales uses and a ~~full-service~~ hotel

**Public Facilities and Services Element, Section 8-5, Police Services, pg 166:**

The Police Department anticipates the need to slightly increase its staff as a result of development proposed at the former U.S. Navy Site, largely as a result of ~~the proposed~~ possible hotel and commercial development, including auto sales uses

## Exhibit B

### Specific Plan Amendments for The Crossing Commercial Uses:

1. Page 3. Amend Table 1 to update development standards reflecting Crossing Commercial Uses (Including automobile sales, automobile servicing and ancillary uses or hotel)

**TABLE 1: SUMMARY OF MAJOR NEW LAND USES AND DEVELOPMENT STANDARDS**

(Note: Proposes deletions shown as strikethrough text and additions shown in underline text)

Standard Land Use	Maximum Density	Maximum Height	Proposed # of Rooms	Proposed # of Dwelling Units	Proposed Square Footage
<del>Hotels, plus Restaurant and Meeting Space</del>	N.A.	90 feet (7 stories including ground floor lobby and service areas)	Up to 500	N.A.	N.A.
<u>Crossing Commercial</u>	N.A.	50 Feet	Any Number	N.A.	Up to 172,000 s.f.
ECR Commercial Overlay	N/A	50 feet (3 stories)	N.A.	N.A.	Up to 20,000 s.f. (gross leasable)
Multi-Family Residential	Up to 60 du/acre	70 feet (5 stories)	N.A.	210-850 units	3,500 s.f. of ancillary uses on "flex site"
Senior Housing, plus Services	Up to 120 du/acre	75 feet (6 stories)	N.A.	190-228 units	N.A.
Professional Office Buildings	F.A.R.- 1.0	70 feet (5 Stories)	N.A.	N.A.	Up to 305,000 s.f.
Parking Garage	N.A.	35 feet (4 levels)	N.A.	N.A.	N.A.

2. Figure 11, Land Use Plan, pg 43:

Amend land use *diagram*, replacing "Visitor Services" with "Crossing Commercial Uses"

Land Use Designation, pg 45, addition of Crossing Commercial Uses:

Crossings Commercial Uses. This designation permits a variety of commercial uses which are intended to serve a regional market area, including hotels; automobile sales; automobile repair services; ancillary automobile-related uses (excluding automobile

body shops and gasoline sales/service stations); and ancillary sales. Automobile body shops and gasoline sales/service stations are prohibited.

4) Amend Table 2, pg 79, Land Use Policies and Guidelines, adding Crossings Commercial.

### Summary of Development Standards

#### **Proposed Land Use/Zoning**

- Use: Automotive sales and service center within new multi-story building, off-site loading, onsite parking, landscaping, lighting, and utilities.
- Zoning: P-D Planned Development
- GP designation – Crossing Commercial

#### **Project Data**

- Project Area: 1.66 acres (72,309 square feet)
- Building Square Footage: 171,610 square feet
- Streets, Walks, & Guest Parking: 9,802 square feet
- Private Driveways & Patios: 7,999 square feet
- Exterior Stairs & Porches: 1,147 square feet

#### **Parking**

- Off-street parking: 76 customer and employee, 370 storage spaces
- On-street parking: 0
- Total parking: 448

## **Exhibit C**

### **PRELIMINARY CONDITIONS OF APPROVAL**

#### **Community and Economic Development Department**

1. The applicant shall file a declaration of acceptance of the following conditions by submitting a signed copy of the "Summary of Hearing" to the Community Development Department within thirty (30) days of Architectural Review Committee approval. Until such time as the Summary of Hearing is filed, the Architectural Review Permit, shall not be valid for any purpose. The Architectural Review Permit shall expire December 15, 2024, two (2) years from the date of Architectural Review Committee approval.
2. All conditions of approval herein shall apply to the project in its entirety, regardless of the individual department under which the condition is listed. These conditions of approval and any other conditions associated with any further approvals of the project at 1010 Admiral Court shall run with the land, and any and all successors in interest of the property shall comply with all conditions of said approval.
3. The developer shall indemnify, defend, and hold harmless the city, its officers, employees and agents, from any and all claims and lawsuits from third party(s) involving or related to the city's consideration and/or approval of the developer's application for development.
4. The project shall be built according to plans reviewed and approved by the Architectural Review Committee on December 15, 2022, except as required to be modified by these Conditions of Approval. Any modification to the approved plans shall require review and approval by the Community and Economic Development Director.
5. The signed copy of the Conditions of Approval shall be photocopied and included as a full-size page in the Building Division set of drawings.
6. Applicant shall obtain the necessary City of San Bruno permits prior to beginning each phase of construction.
7. Prior to Final Inspection, all pertinent Conditions of Approval and all improvements shall be completed to the satisfaction of the City of San Bruno.
8. The project shall comply with all aspects of the applicable California Building Code that is in effect at the time of building permit submittal.
9. The applicant shall satisfy all approved mitigation measures contained in the Mitigation Monitoring and Reporting Program prepared for the project.
10. This approval is for the construction of a multi-story automotive dealership and service center comprising two basement levels, and three levels above grade. The basement levels will be utilized for vehicle inventory storage, parts inventory storage, and vehicle detailing bays. The main floor will feature two individual showrooms, offices, and vehicle maintenance area with service bays. The

second floor will feature vehicle inventory storage with vehicle stackers, vehicle displays, and offices. The third floor (rooftop) will be utilized for parking and will include solar canopies over the designated parking spaces. The facility would have approximately 70 employees. The approval includes construction of 16 surface parking spaces with a total of 446 spaces including inventory storage spaces. Two new driveways will be constructed at the north end of the site with a third entry to the rear of the building via access easement on the parcel to the south. Landscaping improvements will be constructed around the building consistent with the approved landscaping plan. Building materials will include glass storefront and composite panels including perforated metal screen at the west and rear elevations.

11. Exterior color and building materials for the approved project shall be installed and improved in accordance with approved Color and Material Board within the approved plan set.
11. Prior to Final Inspection, the site shall be landscaped according to the plans approved by the Architectural Review Committee on December 15, 2022. Any site landscaping damaged during the construction shall be replanted to the satisfaction of the Community and Economic Development Director.
12. All proposed business identification signs shall require prior city approval in accordance with Chapter 12.104 of the Municipal Code.
13. All landscaped areas shall include an irrigation system and be maintained for the life of the project. All landscaping shall be maintained to the satisfaction of the Community Development Director. A detailed landscaping plan identifying detailed layout of plantings proposed shall be included at the time of building permit submittal.
14. Model Water Efficient Landscape Ordinance (MWELO): The approved project scope is required to comply with the updated Model Water Efficient Landscape Ordinance (MWELO) requirements pursuant to Chapter 2.7 of the California Code of Regulations and Executive Order No. B-29-15. Follow the prescriptive compliance approach (Appendix D) or landscape documentation package, as applicable, for the proposed new or rehabilitated landscape area. The requirements of the Model Water Efficient Landscape Ordinance shall be submitted to the Planning Division for review and approval prior to landscape construction issuance of building permit. A Landscape Certificate of Completion shall be submitted to the Planning Division at the completion of the installation, prior to the request for a final inspection and Certificate of Occupancy.

For more information on the updated MWELO compliance requirements visit: <https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=I55B69DB0D45A11DEA95CA4428EC25FA0&transitionType=Default&contextData=ta=%28sc.Default%29>.

15. The building shall be constructed with the materials shown on the colors and materials board approved with the project.
16. A Tree Removal Permit shall be obtained to remove the seven identified Heritage Trees prior to any construction occurring on the site.
17. Eight (8) short-term bicycle rack spaces and 3 long-term storage lockers shall be required for the project per City Code. Short-term racks shall be located adjacent to the building as identified on the approved site plan.
18. The solid waste enclosure shall be constructed as shown on the building elevations and sized to accommodate both trash and recycle bins to serve the building.
19. Landscaping shall be planted in accordance with the approved preliminary planting plan as shown on the approved plans. Any modifications to the proposed species, quantity, or location of landscaping improvements shall be reviewed and approved by Planning staff.
20. All site lighting including exterior fixtures and interior lighting shall be shielded and mitigated to such levels to prevent light trespass to the adjacent multi-family buildings to the north and west of the project site. The business operator shall work with the property owners of adjacent parcels to address any complaints associated with the site lighting.
21. Interior lighting in the west half of the building and exterior building lighting shall be dimmed or turned off after operating hours to reduce light trespass to the adjacent multi-family buildings.
22. A public address system that can be heard outside of the building is prohibited.
23. Final exterior building signage shall be submitted to the city for final review and approval.
24. The use of flag strings, A-Frame signs, inflatables and blade banners are prohibited. Temporary signage may be permitted upon review and approval of the Community Development Director.
25. The applicant shall submit a final Transportation Demand Management (TDM) Plan for review and approval prior to issuance of an occupancy permit for the building. Information about the efforts of the applicant or property manager regarding TDM promotion and use shall be provided to the city at the request of the city no more than once per year.
26. The current project site is located on two legal parcels. Construction is not permitted over lot lines. Prior to issuance of a building permit, the applicant shall apply for the lot merger of the two parcels. The lot merger shall be completed and recorded prior to issuance of an occupancy permit.



## **Vehicle Parking and Loading**

27. All semi-truck vehicle deliveries including loading and unloading of vehicles shall be conducted in the designated loading zone on Commodore Drive as shown on the loading zone improvement plan set. All loading shall only be conducted between the hours of 9:00am – 6:00 pm, Monday through Saturday only. If car carriers arrive in the area before or after the designated time, they shall not park on any portion of Commodore Drive but must instead find legal street parking in a commercial (non-residential) area. Auto parts or other deliveries using vans or small trucks can be made directly to the building during business hours to the back of the building only (delivery vehicles shall not use required customer parking accessed from Admiral Court).
28. All required off-site improvements necessary to create the vehicle loading zone on Commodore Drive to serve the project shall be constructed prior to issuance of an occupancy permit for the building.
29. All car haulers shall adhere to the designated route as shown on the truck turning template for the designated off-site loading area on Commodore Drive contained in the approved plans. Trucks shall utilize Cherry Avenue to access Commodore Drive to the loading zone.
30. All vehicle inventory shall be stored within the building and shall not be kept on any public or private streets or in the customer parking lot in front of the building.
31. All employees shall be provided with parking in the building. No employees shall park in any parking spaces on Commodore Drive, Admiral Court, in the parking lot of the adjacent commercial businesses or in the front parking lot reserved for customers.
32. The project driveways shall be free and clear of any obstructions to provide adequate sight distance, ensuring that the exiting vehicles can see pedestrians on the sidewalk and vehicles traveling on Admiral Court and Commodore Drive

## **Building**

### **At Permit Submittal**

33. This project shall be designed to meet the applicable California Building Standards Code that is in effect at the time of building permit application. CBC 1.1.9.
34. Imprint the Conditions of Approval on the plans submitted for building permits.
35. Please note on plan: Per the City of San Bruno Municipal Code Section 6.16.070, the operation of any equipment or performance of any outside construction related to a project shall not exceed the noise level and time indicated below:

**Monday through Saturday:**

- 7:00 AM to 10:00 PM – 85 Decibels
- 10:00 PM to 7:00 AM – 60 Decibels

**Sunday:**

- 10:00 AM to 7:00 PM – 85 Decibels
- 7:00 PM to 10:00 AM – 60 Decibels

**Prior To The Issuance Of The Permit**

36. Approval of this Project does not relieve the Applicant from the applicable requirements of subsequent permits and approvals, including but not limited to the following as may be applicable:

- a. Grading Permit and Improvement
- b. Building Permit and Certificate of Occupancy
- c. Fire Permit
- d. School District Development Impact fee requirements

**Prior To The First Inspection**

37. A pre-construction conference shall be held at a time and location agreed upon by the City and applicant for the purpose of reviewing Conditions of Approval and construction-site procedures. The building owner/developer shall be represented by the design and construction staffs, which include any sub-contractors. Departments having conditions of approval for the project will represent the City (BUILDING, PUBLIC WORKS, PLANNING, FIRE).

**Prior To The Final/Occupancy**

38. A minimum of 10 Days prior to anticipated occupancy, the applicant shall have scheduled final inspections by all Departments requiring conditions of approval.

**Public Works**

39. All public improvements shall conform to City Standard Details and Standard Specifications, the San Bruno Municipal Code, and these Conditions of Approval unless otherwise approved by the City Engineer. All improvements that will be owned and operated by the City shall conform to City Standard Details and Standard Specifications, City of San Bruno Municipal Code, and these Conditions of Approval. City Standards shall govern in the event of a conflict, unless otherwise approved by the City Engineer.

40. The Applicant shall acquire at the Applicant's cost all the off-site easements, right-of-way and land required to construct the development.

41. A property maintenance and management plan shall be prepared for the entire property. The property maintenance and management plan shall include, but not be limited to, the following:

- e. General cleaning of litter and debris on-site
- f. Maintenance of all exterior building materials
- g. Maintenance of all landscaping
- h. Window Cleaning,

42. If there are any conflicts between the Entitlement project plans, Tentative Tract Map (if any), and the conditions of approval, these conditions of approval shall

govern, unless otherwise approved by the City Engineer.

43. The Applicant shall submit funds to the City in sufficient amounts to increase the deposit amount for the Public Works Department to at least \$25,000 prior to any post-entitlement meetings, reviews, and other work related to the project. The Applicant shall be responsible for maintaining said deposit account and shall submit funds to increase the deposit amount to at least \$25,000 or as determined by the City Engineer within fifteen calendar days of receipt of written notice from the City that the deposit amount is \$10,000 or less. Actual costs for staff and consultant time shall be deducted from this deposit. At the end of the project, any remaining deposit amount will be refunded.
44. At the discretion of the City, the Applicant shall provide payment in advance irrespective of existing deposit balance(s) for the cost of the proposals for contracted services prior to the City authorizing those services to be performed in the event that contracted services are anticipated to exceed the existing deposit balance(s). The cost of such proposals will not be included in the maintenance of existing deposit amount(s). At the end of the project, any remaining deposit amount will be refunded.
45. The Applicant shall pay, in full, the costs for the City's third-party consultant to perform the Public Works Department's review of Improvement Plans, studies, the Stormwater Management Plan, checklists and all related documents.
46. Trash storage areas (including recycling or food compactor areas or similar areas), wash areas, loading docks, repair/maintenance bays, and equipment or material storage areas shall be covered. Covered areas shall be sloped so that spills and wash water flow to areas drains connected to the sanitary sewer system.
47. Sidewalk and travel lanes shall not be used for staging of trash and refuse bins.
48. The Applicant shall submit a Special Parking Restrictions request to the Public Works Department for any special curb marking/parking restrictions for passenger loading/unloading, commercial loading, or trash pick-up. Establishment of Special Parking Restriction requires review by the Traffic, Safety and Parking Committee (TSPC) and approval by City Council.
49. The Property Owner/Management shall be responsible for sweeping and cleaning up all trash staging areas and bin routes, especially within the public right-of-way, immediately after every refuse pickup.
50. Floor drains shall be provided for all parking and underground levels. Interior level parking garage floor drains, and any other interior floor drains, shall be connected to the sanitary sewer system.
51. Shoring systems shall not encroach into the City's public right-of-way.
52. Foundation or retaining wall support shall not extend into the public right-of-way.

The Applicant shall design any bioretention area or flow-through planters adjacent to the property line such that the facility and all foundations do not encroach within the public right-of-way or into an adjacent parcel.

53. Do not grade onto adjoining property without prior written permission from the respective Property Owner(s).

54. All new public improvements required to accommodate the development shall be installed at no cost to the City and shall be approved by the City Engineer and constructed to City Standards.

### **Prior To Building Permit Issuance**

#### *Agreement*

55. Prior to Building Permit issuance, all applicable agreements (if required) shall be recorded with the San Mateo County Clerk Recorder's Office.

56. Prior to the issuance of a City Building Permit, Applicant shall enter into an Improvement Agreement to guarantee the installation of all Public Improvements required of the project and to provide for payment of all City inspection and plan check charges associated with the installation of public and private improvements including, but not limited to, sanitary sewer laterals, water facilities, storm drains, curb, gutter and sidewalk facilities. The Improvement Agreement shall be recorded against the property prior to the approval of the Building Permit.

57. A detailed recycling and garbage plan shall be approved by the City prior to issuance of a building permit. Prior to the issuance of the first certificate of occupancy, Applicant shall submit documentation to the Building Department that the materials have been recycled in accordance with the approved plan.

#### *Right-to-way*

58. Prior to the issuance of a building permit and prior to any work within the City Right-of-Way, the Applicant shall obtain an Encroachment Permit from the City. A City Encroachment Permit shall also be required for any traffic control of roadways during construction. The permit application shall include Improvement Plans and Traffic Control Plans for review and approval by the City. The Applicant shall provide the City with a copy of the approved Caltrans Encroachment Permit prior to the issuance of the City Encroachment Permit.

59. All new public improvements required to accommodate the development shall be installed at no cost to the City and shall be approved by the City Engineer and constructed to City and Caltrans Standards.

60. Prior to the issuance of any permits, certificates of insurance shall be provided to the City verifying that both the Applicant and any contractors have public liability insurance. The amount and type of insurance shall be reviewed by the City and shall be sufficient to cover damages that may result from construction and operations. The insurance limits shall be as required by the City Attorney.

Combined single limit coverage and the policy shall be subject to review and approval by the City Attorney.

61. The Applicant shall pay all required utility fees and post all applicable bonds for infrastructure improvements to be dedicated to the City prior to issuance of any permit impacting public rights-of-way and/or public easements.
62. Prior to Building Permit issuance, the Applicant shall submit a video survey of the adjacent streets (perimeter of proposed property location) to determine the pre-construction condition of the streets at no cost to the City. The Applicant will be responsible to ensure that the condition of the streets and striping is in at least existing condition or better after construction is completed.
63. Prior to the issuance of the Encroachment Permit, the Applicant shall provide an engineer's estimate for all work to be performed within the public right-of-way and shall submit a performance bond equal to 110% of the approved estimate.
64. Prior to the issuance of the Encroachment Permit, the Applicant shall submit Traffic and Pedestrian Control Plans for proposed work on Admiral Court and Commodore Way. Traffic Control Plans shall include a lighted message board sign with wording to the satisfaction of the City Engineer indicating the dates and times traffic control will be in effect.
65. If the hauling vehicles exceed the maximum size, load weight or vehicle weight as specified in the Vehicle Code of the State of California, Applicant shall apply for and obtain an oversize/overweight vehicle permit from the Public Works Department.
66. No foundation, retaining wall support, or balcony overhang shall extend into the City Right-of-Way without express approval from the Engineering Department. Applicant shall design any bioretention area or flow-through planters adjacent to the property line such that the facility and all foundations do not encroach within the City Right-of-Way or into an adjacent parcel.
67. The project shall not include any permanent structural supports (retaining walls, tiebacks, etc.) within the ROW. City Engineer approval, an Agreement with the City, and payment of fee is required for any temporary structural supports within the ROW. Any temporary structural supports shall be removed after construction.
68. The Applicant shall submit a detailed construction and staging plan, employee parking plan, and phase schedule that shall be reviewed and approved by the City prior to building permit issuance. Construction staging, loading/unloading, and employee parking shall occur on private property, outside of the public right-of-way, unless approved by the City Engineer. Construction phase schedule shall show how the numerous types of work occurring will be controlled. Existing on-street parking shall not be impacted by project construction without permission from the Public Works Department.
69. Prior to issuance of the building permit, the Applicant shall submit a water service

request application to the Public Works Department and pay for all current, on-site service connection fees (including but not limited to Water and Wastewater). Fees shall be determined based on the current fee schedule at the time of permit issuance.

70. The Applicant shall pothole new utility crossings to investigate potential conflicts and provide pothole data in the improvement plans. The Applicant shall be responsible for resolving any conflicts during the design process and ensure compliance with utility separation requirements. The Applicant shall assume all risk for any utility work done without potholing. Separate encroachment permit may be required for potholing work.
71. The Applicant shall submit a construction management plan (CMP) and phasing schedule for City review and approval prior to issuance of a demolition, grading, or building permit, and as needed throughout the course of the project. The CMP shall include plans for construction staging and employee parking, and outline traffic management strategies to reduce, to the extent feasible, traffic congestion, closures on the transportation network including emergency access and emergency response vehicles, the effects of parking demand by construction workers, and other nearby projects that could be simultaneously under construction. Existing on-street parking shall not be impacted by project construction without permission from the Public Works Department.
72. The Applicant shall provide the name and 24-hour emergency phone number of the contact person in charge of construction. This information shall be conspicuously posted and publicly visible from outside of the construction site.
73. The Applicant shall demonstrate compliance with the City of San Bruno Municipal Code, Chapter 10.18 (Storm Water Management and Discharge Control Ordinance) and the San Mateo Countywide Water Pollution Prevention Program's Construction Best Practices guidance.
74. The Applicant shall obtain a City grading permit pursuant to the City of San Bruno Municipal Code Chapter 12, Article I (Excavation and Grading).
75. Grading permit plans or building permit plans authorizing excavation below finished grade for basements and footings of a building shall minimize the need for off-haul from the project site. Design shall incorporate all elements of the applicable geotechnical report(s) and include a pre- and post-consolidation plan. Permit plans shall also be signed by the Geotechnical Engineer indicating that the plans are in compliance with the geotechnical report and be subject to review and approval by the City Engineer.
76. Prior to the issuance of the permit authorizing grading and excavation work, the Applicant shall provide Public Works Department with a plan indicating the amount of soil to be removed, disposal sites, the estimated number of truck trips required and the proposed haul routes. Final haul route within San Bruno shall be approved by the City Engineer.

77. Prior to the issuance of the permit authorizing grading and excavation work, the permit plans shall show all adjacent properties sufficiently to assure that the proposed grading does not negatively impact adjacent lands and shall incorporate drainage features necessary to assure continued drainage without erosion and drainage entering from adjacent properties. The plans shall also include appropriate erosion control measures for the project.
78. Discharge of groundwater during construction shall comply with the City of San Bruno Municipal Code, Chapter 10.12.150 (General discharge regulations). The Applicant is responsible for obtaining any and all permits required for discharging groundwater and any other dewatering activities.

### **Improvement Plan**

79. Improvement plans for public improvements shall be submitted by the Applicant to the City for review, comment, and approval. The improvement plans shall include but not be limited to public streets, sidewalks, sanitary sewers, storm drains, water, electrical, telecommunications, streetlights, other utilities, landscaping, and erosion control.
80. The Applicant shall submit project phasing plans with the improvement plans.
81. Improvement plans shall be prepared pursuant to the City of San Bruno Municipal Code (Muni Code), City standard details and specifications, State law and regulations, and standard engineering practice. In the event of conflicts, the Muni Code shall govern unless approved by the City Engineer.

### *Right-of-way*

82. Applicant shall reconstruct the existing curb, gutter, and sidewalk to comply with City Standards if required.

### *On-site*

83. Project shall incorporate landscaping that minimizes irrigation and run-off, promotes surface infiltration, minimizes the use of pesticides and fertilizers, and incorporates other appropriate sustainable landscaping practices such as Bay-Friendly Landscaping
84. The parking lot shall be equipped with a lighting system to comply with City Standards.
85. All ground level utilities, equipment, and other project related operational/utility devices ("Items") shall be shown on the building permit plans, consistent with the approved planning application plans. All Items shall be fully screened on all four sides from public view by a solid wall or solid wood fence that complies with San Bruno Municipal Code Chapter 12.84.150. Landscaping in the form of densely planted tall shrubs may be utilized where placement of a fence is infeasible, subject to review and determination by the Project Planner in the field. These Items shall be setback as far as feasible from street frontages and shall be fully screened with landscaping or other screening material. The building permit plans shall show the location and screening of these items and must be approved by the City Engineer prior to the issuance of a building permit.

86. All new electric and telecommunications services to the project site shall be installed underground to the nearest overhead utility pole.

*Stormwater*

87. At the time that the Improvement Plans are submitted, the Applicant shall provide a Drainage Study by a qualified California Registered Civil Engineer for City review and approval. The drainage study shall demonstrate that the post development stormwater runoff from the project site is less than the stormwater runoff from pre-development site condition.
88. Drainage runoff shall not be allowed to flow across lot lines onto adjacent private property without an appropriate recorded easement being provided for this purpose.
89. Stormwater Runoff shall not sheet flow across public sidewalks. Stormwater runoff shall be collected in a private storm drain system and discharged into an acceptable public storm drain system.
90. The on-site private storm drainage system shall not be dedicated to the City for ownership or maintenance. The private storm drainage system and any storm water pollution control devices on the property shall be owned, repaired, and maintained by the property owner.
91. Air conditioning condensate shall drain to landscaped areas.
92. Roof leaders and downspouts shall be clearly shown on the improvement plans.
93. Storm drain laterals shall connect to the public storm drain system at a manhole, or other storm drain structure as appropriate (i.e., catch basin) as approved by the City Engineer.
94. Implement trash capture devices on-site to reduce trash loads by 100 percent prior to discharging stormwater into the public storm drain system. Provide trash capture in public stormwater catch basins along the project frontage and any public stormwater catch basins newly installed as part of the development. Device details shall be approved by the City Engineer. All on-site trash capture devices shall be cleaned routinely and maintained by the Property Owner per the Stormwater Treatment Measures Maintenance Agreement.
95. All storms drain inlets shall be clearly marked with the words "No Dumping! Flows to Bay," or equivalent using thermoplastic material or a plaque.
96. At the time that improvement plans are submitted, the Applicant shall provide completed C.3 and C.6 Development Review Checklist(s). All site design and source control measures checked "yes" in the C.3 Regulated Project Checklist's Sections II.B and II.C shall be strictly adhered to. Source control measures shall be clearly labeled on the improvement plans.



97. No stormwater treatment measures shall have standing water for more than five days for mosquito abatement requirements.

#### *Sanitary Sewer*

98. The Applicant shall rehabilitate the existing sanitary sewer lateral from the existing building structure to the City sewer main to City Standards.
99. All utility crossings of the sanitary sewer lateral shall be potholed, verified and shown on the improvement plans.
100. Boiler drain lines, roof top equipment with drain lines, and/or equipment for washing and/or steam cleaning activities shall be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.

#### *Domestic Water*

101. San Bruno Water Division will operate and maintain water facilities up to the water meter. The Applicant shall design and construct water facilities according to City standard details and specifications. During construction, only San Bruno Water Division water personnel will be allowed to operate existing water facilities including water valves to facilitate any shut-downs required for construction.
102. The Applicant shall provide a mutually agreed upon rooftop antenna installation location to accommodate "Remote Water Meter Reading" system. Location shall include access to a dedicated 110V, 20-amp electrical circuit and a conduit run to the point of connection at the nearest CityNet utility box.
103. Separate water services, meters, and backflow preventers are required and shall be provided for domestic, irrigation, and fire. Water meters shall be installed within the public right-of-way or public easement behind the back of sidewalk. Below ground in-line water meter is required for fire service(s).
104. Water meter bypass is required for 3" domestic water service or greater. Fire line bypass may be required by the Fire Marshall on a case-by-case basis.
105. Backflow protection on water services shall be required and accessible to Public Works staff at all times. The backflow preventer shall be installed above grade, located on private property, accessible to Public Works staff from the outside for testing subject to the City Engineer's approval.

#### **During Construction**

106. The Applicant shall provide the name and 24-hour emergency phone number of the contact person in charge of construction. This information shall be conspicuously posted and publicly visible from outside of the construction site.
107. Temporary pedestrian and vehicular access shall be provided, especially where existing facilities cannot be maintained, during construction to the satisfaction of the City Engineer. At no time shall construction impede pedestrian access to and from existing businesses and/or services.

108. The Applicant shall post a changeable message sign indicating the dates of the traffic control 15 days prior to the roadway traffic control, to the satisfaction of the City Engineer.
109. The Contractor shall ensure that any pedestrian, bicycle, or transit facility closed or obstructed by construction activity be replaced with a convenient and accessible alternative that replicates as nearly as practicable the most desirable characteristics of the original facility. The Applicant shall work closely with the City to ensure safe paths of travel throughout the construction phase of the project. The Public Works Department shall review and approve modifications to temporary construction efforts on an as needed basis.
110. Road and sidewalk closures shall be requested and approved by the City's project manager at least 48 hours in advance of each occurrence. Traffic control plan(s) shall be submitted and approved prior to request for road and sidewalk closure.
111. Temporary erosion and sediment control structures shall remain in place until the site is completely developed. The Contractor is responsible for complying with and modifying the erosion and sediment control plan as needed to mitigate site conditions for the duration of construction. If construction is not complete by the start of the wet season (October 1 through April 30), the Applicant shall develop and implement a winterization program to minimize the potential for erosion and sedimentation. As site conditions warrant, the City Engineer may direct the Applicant to implement additional winterization requirements.
112. All utility services to neighboring properties shall remain active throughout construction unless written authorization is obtained from the respective property owner(s). The Applicant/Contractor shall coordinate with the City and other affected utility agencies to activate new utility systems and to decommission and abandon or remove retired utility lines and structures.

#### **Prior To Occupancy**

113. The lighting for the parking areas shall be installed and operational prior to the issuance of a Certificate of Occupancy for the project.
114. All new public improvements shall be completed prior to Final Occupancy of the project or prior to any Temporary Occupancy as approved by the City Engineer.
115. Prior to project acceptance by the City, the Applicant shall retain a Civil Engineer to prepare "as-built" or "record" drawings, and the drawing shall be submitted in AutoCAD and PDF formats. AutoCAD files shall include vertical and horizontal data that is compatible with and can be exported to ArcGIS. Hardcopies shall be provided upon request by the City.
116. Prior to project acceptance by the City, the Applicant shall prepare "Maintenance and Responsibility" drawings and shall be submitted in AutoCAD and PDF formats.

117. For all work to be dedicated to the City, if any, the Applicant shall provide four printed copies and one digital copy of any operations and maintenance manual with all certifications, warranties, guarantees, and proof of payment to outside agencies.
118. The Applicant shall ensure that any pavement markings impacted during construction are restored and upgraded to meet current City standards.
119. Upon completion of construction, the Applicant shall clean, repair, or reconstruct, at their expense, as required to conform to City Standards, all public improvements damaged by construction operations to the satisfaction of the City Engineer. Damage to adjacent property caused by the Applicant, or their contractors or subcontractors, shall be repaired to the satisfaction of the affected property owner and the City Engineer, at no cost to the City or to the property owner.
120. Prior to receiving a Certificate of Occupancy from the Building Division, the Applicant shall require his Civil Engineer to inspect the finished grading surrounding the building and to certify that it conforms to the approved site plan and that there is positive drainage away from the exterior of the building. The Applicant shall make any modifications to the grading, drainage, or other improvements required by the project engineer to conform to intent of his plans.

#### **On-Going**

121. Compactor service shall be required for garbage and recycling for the project unless this requirement is waived by the City Engineer.
122. Refuse collection shall be scheduled between 9am to 2pm and shall not occur on Saturdays and Sundays.
123. All trash, refuse, recycling, and their bins shall be contained completely within the building, except when actively being unloaded. Trash, refuse and recycling bins cannot be staged outside of the building overnight and shall be immediately moved back within the building after collection.
124. Property Owner/Management shall be responsible for sweeping and cleaning up all trash staging areas and bin routes, especially within the public right-of-way, immediately after every refuse pickup. This cleaning shall include curbs/gutters along the project frontage designed to accommodate refuse pickup, that cannot be maintained by City Street sweepers.
125. The Property Owner and its successors shall be responsible for maintenance of the sewer laterals up to the public sewer main line or manhole.
126. Storm drainage improvements on private property shall be privately owned and maintained. Storm drain laterals, including those within the public right-of-way, shall be privately maintained, with responsibility terminating at connections to the public storm drain system.
127. All private utilities (storm drain, sanitary sewer, water, electric, gas, etc.) and

private road facilities within the development shall be maintained and repaired by the Property Owner and its successors and shall be memorialized in the maintenance and operations agreement.

128. The Applicant shall address any unanticipated traffic concerns caused by on-site, private traffic, including but not limited to parking, queuing, loading, etc., during construction and for one year after Certificate of Occupancy issuance to the satisfaction of the City Engineer.
129. No Plants or objects between 30 inches and 80 inches in height are permitted within the front planting area adjacent to driveways in order to comply with vehicular / pedestrian sight distance requirements.

## **Fire**

130. FDC/double-detector check valves and fire hydrant locations to be approved by Fire Marshal.
131. Provide NFPA 13 Fire Sprinkler system throughout the building, under separate fire permit.
132. Knox Boxes shall be provided at each main entrance and front lobby. Two sets of keys are to be provided for each Knox Box.
133. Provide a Fire Alarm system throughout the building. System to include remote annunciators at the Main entrance and/or Employee Entrance. System to be submitted under separate fire permit. Fire alarm system to utilize horn strobe units in place of bells.
134. Provide address numbers on exterior elevations as required by Fire Marshal.
135. All rooms to be identified by use. Use min. 3-inch-high lettering.
136. All drapes, hangings, curtains, upholstered fabric furniture, and other decorative material that would tend to increase the fire and panic hazard shall be made from a non-flammable material or shall be treated and maintained in a flame-retardant condition with a flame-retardant rating approved by the State Fire Marshal. Ensure that ratings meet California standards.
137. Exit signs shall be internally or externally always illuminated: signs shall be connected to an emergency power system that provides illumination for not less than 90 minutes in case of primary power loss.
138. Electrical service equipment must have a 36-inch working space at all times.
139. FACP and other utility rooms to be identified on entry door faces.
140. Safety Plan for the construction process to be approved by the Fire Marshal prior to building permit issuance.

- 141. Fire Department access shall be maintained throughout construction, with a minimum of 20 feet of width.
- 142. All Fire and Life Systems shall be finalized prior to occupancy.
- 143. Required means of egress shall be continuously maintained free of obstructions.

**End Conditions**