MINUTES
PLANNING COMMISSION MEETING

November 3, 2015

7:00 p.m.

Meeting location: Senior Center, 1555 Crystal Springs Road, San Bruno

CALL TO ORDER at 7:01 pm.

ROLL CALL

	Present	Absent
Chair Johnson		X
Vice Chair Chase	X	
Commissioner Biasotti	X	
Commissioner Kayal	X	
Commissioner Mishra	X	
Commissioner Petersen	X	
Commissioner Sammut	X	

STAFF PRESENT:

Planning Division:

Community Development Director: David Woltering
Senior Planner: Michael Smith
Contract Associate Planner: Paula Bradley
Community Development Technician: Brian Paland

ROLL CALL

PLEDGE OF ALLEGIANCE: Commissioner Biasotti

1. **APPROVAL OF MINUTES –** None

2. **COMMUNICATION –** None

3. **PUBLIC COMMENT –** None

4. **ANNOUNCEMENT OF CONFLICT OF INTEREST –** None

5. **PUBLIC HEARINGS:**

A. 841 San Bruno Avenue West (APN: 020-072-290 and 020-072-330)

Zoning: A-R (Administrative and Research)

Request to amend the Zoning Code to change from Administrative and Research (A-R) District to Planned Development District (P-D); a Planned Development Permit (P-D-P); an Architectural Review Permit, and a Lot Line Adjustment for a project proposing to demolish the existing medical office building on the site and construct a new 15,233 square foot medical office building with 43 parking spaces per Chapters 12.96.020, 12.136, 12.108, 12.52, and 12.96.190 of the San Bruno Municipal Code, and adopt an Initial Study/Environmental Checklist in accordance to the CEQA Guidelines Section 15168. Charles Smyth, Market Street Development, LLC (Property Owner) (Owner/Applicant) ZA-15-001, PDP-15-003, AR-15-005.

Contract Associate Planner Bradley: Presented Staff Report.

Staff recommends that the Planning Commission amend the Zoning Map to change from Administrative and Research (A-R) District to Planned Development District (P-D) and adopt a Development Plan for the subject property Resolution 2015-06; approve a Planned Development Permit and an Architectural Review Permit, based on Findings 1-7 and subject to all conditions of approval listed in Exhibit A of Draft Resolution 2015-07, and forward its recommendations to the City Council.

Questions for Staff:

Commissioner Mishra: Inquired about the next steps in the process.

Director Woltering: The matter would go before the City Council for review, assuming the Planning Commission makes such a recommendation. Because an ordinance is involved, there would be a first and second reading. Staff would not anticipate the item coming back to the Planning Commission. The project design has already been reviewed by the Architectural Review Committee and the recommendations have been incorporated into the design.

Commissioner Petersen: Would it be possible for the Commission to consider a hipped roof on the tower element.

Director Woltering: If the Commission chooses, the project could go back to the ARC for approval or the Commission could direct staff to work with the applicant on the design of the tower roof element.

Commissioner Petersen: The table on page 3 is unclear with regard to existing conditions on the site.

Director Woltering: The goal is to give the Commission guidance on how the project measures up with the guidelines of the TCP plan.

Commissioner Mishra: Why are we deferring to state requirements for electric vehicle charging stations. Suggested keeping the requirement for EV charging stations.

Director Woltering: There are no state requirements for EV charging stations for this size project.

Commission Biasotti: Asked about measures they would be taking for water treatment and for the provision of solar power. Additionally, asked why there is a requirement for taking core samples of White Way.

Contract Associate Planner Bradley: The applicant has provided for a reverse osmosis water treatment system in the parking garage. White Way, which will be used for access to the below-grade parking garage, has been determined to be in poor condition.

Director Woltering: The purpose in taking core samples, is to determine the level of repair or re-construction to White Way that will be required before its use intensifies as a result of the construction of this project.

Commission Kayal: Asked why the language regarding the study "being to the satisfaction of the City Engineer" was removed from condition 70.

Director Woltering: There was no reason that the language was removed. Generally speaking, Public Works conditions shall be to the satisfaction of the City Engineer and Planning conditions are to the satisfaction of the Community Development Director.

Vice Chair Chase: Verified that if White Way would need to be re-constructed, the cost would be the responsibility of the developer.

Director Woltering: Yes. It is typical that a developer provide upgrades to the public right of way as part of the development. Staff would review what level of re-construction would be relevant to the project.

Commissioner Mishra: Concerned with the representation of the design, particularly the landscaping, on the plans. Additionally asked about mechanical screening requirements.

Director Woltering: The applicant will be making a presentation this evening that should better represent the landscape improvement and wall articulation. We can add a condition for visual and acoustic screening of mechanical equipment.

David Kim (Applicant/Architect): Design creates an urban feel, but also is sensitive to the single family neighborhood to the South. Additionally, the design incorporates the guidelines from the TCP plans. A noise study was conducted and only minimal impacts were found due to the mechanical equipment.

Public Hearing Opened

None

Public Hearing Closed

Commissioner Biasotti: Asked the applicant about their plans for incorporating solar into the project.

David Kim (Applicant/Architect): Will be speaking with the clinic operator about incorporating solar.

Commissioner Petersen: Would like to see detail of how the landscaping will reduce the impact of additional traffic on the site. Asked if they considered a hipped roof. Concerned with the main entry location on the West elevation when the prevailing winds in San Bruno come from the West.

David Kim (Applicant/Architect): Originally the plans called for a line of shrubs along the South elevation. The shrubs were in conflict with a public utility easement along the South elevation, so the trellis structure was proposed instead. They are open to working with staff on the roof element.

Commissioner Biasotti: Requested a landscaping rendering for future projects.

Commissioner Sammut: Requested clarification on height to the roof parapet. A hipped roof would add approximately 5 feet.

Commissioner Mishra: Clarified that OSHPOD would be working directly with City Staff during the permitting process.

Commissioner Petersen: Expressed his opinion that the presence of a utility easement should not preclude the use of landscaping. The proposal needs to be clarified about the landscaping that will soften the blow to the neighbors.

Commissioner Biasotti: Asked if the Commission has come to a decision as to their recommendation for the roof.

Commissioner Mishra: He does not want to approve a hipped roof without seeing it on the elevation. Proposes that the Commission come to a resolution that would involve moving forward with the project, while maintaining the ability to review the roof design before construction.

Director Woltering: Proposes that the applicant bring forward a modified roof design for review later this month. Noted that the applicant was directed by Public Services Staff to remove their proposed shrubbery along the South elevation. The proposed screen could be modified as far as its appearance.

Commissioner Sammut: He likes the design as proposed and doesn't feel that it's necessary to match the 1950's style architecture of the surrounding homes.

Commissioner Kayal: Concurs with commissioner Sammut's comments about the design as proposed. She feels that if the commission will be discussing options further, additional renderings would be needed. Asked if future uses of the building (i.e. as standard medical office) effect the commission's discussion on transportation design management.

David Kim (Applicant/Architect): The dialysis center has a very long term lease and based on their studies for the demand for this use in the area, they should remain at this site for a long time.

Commissioner Sammut: Suggested that any commissioner interested in the design attend the ARC meeting on November 12.

Director Woltering: Proposed a list of four items (roof forms, landscaping, mechanical screening, and location of EV charging stations) to be reviewed further at the November 12 ARC meeting and conditioned to the satisfaction of the ARC.

Motion to adopt a resolution to amend the Zoning Map to change from Administrative and Research (A-R) District to Planned Development District (P-D) and adopt a Development Plan for the subject property Resolution 2015-XX.

Roll Call Vote: 6-0

AYES:	Vice Chair Chase, Commissioners Sammut, Petersen, Biasotti, Mishra, Kayal
NOES:	None
ABSTAIN:	None

Motion to approve the Planned Development and Architectural Review Permit subject to the Findings 1-7 and the Conditions of Approval listed in Exhibit A and additional conditions from the Community Development Department and Public Services Department conditions, plus the additional condition stated by the Community Development Director.

Roll Call Vote: 6-0

AYES:	Vice Chair Chase, Commissioners Sammut, Petersen, Biasotti, Mishra, Kayal
NOES:	None
ABSTAIN:	None

Findings

1. **The proposed P-D District Zoning Change can be substantially completed within the time schedule submitted by the applicant (SBMC 12.96.190.H.1);**

   As part of the P-D zoning change the applicant is requesting the approval of a Planned Development Permit to allow the construction a new two-story 15,223 square foot medical office building on a 30,710 sf lot with 43 parking spaces. As a condition of approval, Planned Development Permit PD15-003 shall become null and void if that building permit is has not been secured within one year from the effective date of the approval thereon. As such staff finds that the P-D District can be substantially completed with a reasonable time and this finding can be made.

2. **Each unit of 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 (SBMC 12.96.190.H.2):**

   The development of the medical/office building can exist as one independent development. The use includes parking and site improvements and the necessary infrastructure is available for the use and the finding can be made.

3. **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 achieve through other districts (SBMC 12.96.190.H.3);**

   The subject property consists of two lots located on San Bruno Avenue West, west of El Camino Real, with a total area of approximately a 30,710 square feet (0.71 acres). The property is currently developed with a 10,000 square foot, two-story office building and two surface parking lots. The existing outdated medical office building was constructed in 1976. The site is within the Transit Corridors Plan, El Camino Character Area, which allows a much higher density development and height near a key intersection close to public transit and the regional highway network. The site is close to other regional office and commercial areas, such as the Bayhill Office Park development across the street, and northwest of Elm Avenue just to the west of the site. Several other smaller parcels to the west are zoned A-R District and have small office and medical uses and homes converted to office use along San Bruno Avenue. The underlying lots in the current Administrative Research (A-R) zoning district originally were standard size for residential development and similar to the residential lots to the south along Linden and Elm Avenues (5,000 square feet). Across the street is a larger parcel with regional office use. A large Community-Office (C-O) zoned district is along El Camino Real, east of Elm Avenue with retail a, restaurant and office uses.

Immediately adjacent and to the south of the subject property are one- and two-story single-family dwellings. To the east, across White Way, is a vacant lot in a commercial center with restaurants, personal services, a gym and commercial uses. Across San Bruno Avenue to the north is an office use. All development in the P-D District must be developed and utilized in accordance with the approved development plan. Generally staff would classify the permitted uses on in the P-D District and the property as medical/dental, administrative, professional medical/dental office; general office, business services except services to buildings. These uses have similar parking requirements as for the proposed use and parking.

The General Plan designation for the site is Transit Oriented Development (TOD) which was applied to key corridor areas such as San Bruno Avenue and El Camino Real areas close to CalTrain and BART stations. The proposed dialysis use at this site will provide a vital service to the local and regional area and the proposed development is consistent with the TOD designation.

The project is adjacent to residential use and the proposed scale and height proposed is less that the TCP would allow. Although the TCP development standards provide for a structure up to 70-feet high and five stories, the proposed flat roof tower element is 40-feet high from finished grade (not based on average grade calculation per the SBMC or the TCP) consistent with the current A-R zoning (maximum 40 feet). The project is only a few feet higher (three to five feet) than the existing structures south elevation, not including the tower elements which are located towards the adjacent commercial properties and San Bruno Avenue. The site and architecture is designed to be compatible with the residential use to the south. A visual simulation shows the visual impact of the new structure is less than that of the existing two story building. To preserve resident's privacy the project's south-facing windows would be placed at a lower height than the existing building's windows, and would not have sight lines into the residential properties bordering the project's south property line. No exterior lighting is proposed on the south elevation adjacent to the residential uses, other than a light the man door in the southeast corner adjacent to the elevators and lighting in the drive aisle (inside the building) leading into parking garage, which will be shielded. Therefore, 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 achieve through other districts.

4. The streets and thoroughfares proposed are suitable and adequate to carry anticipate traffic, and increased densities will not generate traffic in such amounts as to overload the street network outside the P-D District (12.96.190.H.4);

The proposed project would provide 32 surface parking spaces in the west parking area, and 11 parking spaces in a subgrade parking garage. Access to the subgrade parking garage would be provided via a driveway entrance on White Way. The proposed 15,223 square foot two story medical office building will replace an existing two story 10,000 square foot medical office building. The TCP provides a baseline for parking standard guidelines, which will provide the framework for the parking component during the comprehensive zoning code update. As proposed, the project includes 43 parking spaces and is below the maximum spaces required within the TCP recommended parking standards of 46 parking spaces. Specific standards are as provided in the TCP and as modified by the City from time to time. In addition, required parking may be reduced if the applicant, due to the specific nature of the use, as demonstrated by a parking demand study approved by the Community Development

Director; and 2) the applicant prepares a transportation management plan to reduce the demand for off street parking by encourage the use of transit, ridesharing, biking walking or travel outside of peak hours.

The parking demand analysis submitted by the applicant, dated August 31, 2015, as a supplement the Traffic Impact Analysis, demonstrates low demand for parking for the use. The analysis was conducted at four dialysis clinics comparable in size, function, and operating hours to the proposed project. The analysis concluded that the proposed project is expected to need a maximum of 39 to 44 parking spaces; the project proposes 43 parking spaces. Unlike other medical clinics the dialysis patients are dropped off by para-transit, vans and private vehicles and approximately 80% of the patients are non-ambulatory.

The 841 San Bruno Avenue project is located within the Transit Corridors Plan (TCP) area. An Initial Study/Environmental Checklist was prepared to confirm that the proposed project would not result in any new or substantially more severe significant environmental effects than those analyzed in the earlier CEQA document. The previously certified Transit Corridors Plan EIR adequately describes the proposed project for the purposes of CEQA. A project-specific traffic impact assessment (TIA) was prepared for the applicant, and reviewed by staff (Traffic Impact Assessment for San Bruno Dialysis Clinic-Office Building, San Bruno, California; KD Anderson & Associates, Inc.; 5/26/2015; including supplemental Parking Demand Analysis for San Bruno Dialysis Clinic/M.O.B., San Bruno, CA; KD Anderson & Associates, Inc.; August 31, 2015). The traffic study concluded the proposed project would not result in any significant traffic impacts confirming the TCP EIR analyses. Additionally, a traffic demand management plan was required for the project and measures to further reduce traffic and parking demand will be required as a condition of approval. Therefore, the finding can be made that the streets and thoroughfares proposed are suitable and adequate to carry anticipate traffic, and increased densities will not generate traffic in such amounts as to overload the street network outside the P-D District.

5. Any proposed commercial development can be justified economically at the location proposed and will provide adequate commercial facilities for the area (SBMC 12.96.190.H.5);

The proposed 15,223 square foot two story medical office building will replace an existing two story 10,000 square foot medical office building. The existing outdated medical office building was constructed in 1976. The site in within the Transit Corridors Plan, El Camino Character Area, which allows a much higher density development and height near a key intersection close to regional commercial and office uses and the public transit and regional highway network. To the west are small scale commercial office/medical uses and across San Bruno Avenue to the north is an office use. Therefore, the finding can be made that the proposed commercial development can be justified economically at the location proposed and will provide adequate commercial facilities for the area.

6. Any exceptions from the standard district requirements are warranted by the design of the project and amenities incorporated in the development plan (SBMC 12.96.190.H.6);

As part of the P-D zoning change the applicant is requesting the approval of a Planned Development Permit to allow the construction a new two-story 15,223 square foot medical office building on a 30,710 sf lot with 43 parking spaces. No exceptions from the standard district requirements are requested for the project. The site plan and parking circulation were reviewed by staff and recommended changes were made to the project design. As proposed,

the project includes 43 parking spaces and is below the maximum spaces required within the TCP recommended parking standards of 46 parking spaces. The parking demand analysis submitted by the applicant, dated August 31, 2015, as a supplement the Traffic Impact Analysis, demonstrates low demand for parking for the use. The analysis was conducted at four dialysis clinics comparable in size, function, and operating hours to the proposed project. The analysis concluded that the proposed project is expected to need a maximum of 39 to 44 parking spaces; the project proposes 43 parking spaces. Unlike other medical clinics the dialysis patients are dropped off by para-transit, vans and private vehicles and approximately 80% of the patients are non-ambulatory.

Staff worked closely with the project applicant on a pre-submittal basis in terms of the overall architectural appearance of the structure and site plan. Preliminary plans were first submitted to staff in October 2014 and were reviewed by Larry Cannon, Architectural Peer Review Consultant to the City again in February. All of staff's and Mr. Cannon's recommendations were incorporated into the preliminary design. With Mr. Cannon's review of the August 21, 2015 plans several more recommendations that will be incorporated into the design. Overall, the design is well done with clear architectural style, appropriate details and materials carried out consistently throughout the structure. The site design and site improvements and circulation plan have been reviewed and are suitable for the project.

The Architectural Review Committee (ARC) reviewed the project and the committee's recommendations were incorporated into the plans. The following recommendations for the project to the Planning Commission included: 1) an alternative sloped-roof tower design be provided for the Planning Commission's consideration; and 2) the applicant explore adding on-site water treatment (water re-use) in addition to on-site water retention and solar power.

With no exceptions from the standard district requirements and amenities incorporated in the development plan, the review of staff and the Architectural Peer Review Consultant to the City the Architecture review committee and the recommendations incorporated into the plans, the finding can be made.

7. 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 (SBMC 12.96.190.H.7);

The surrounding area contains uses compatible with the proposed and use designation and proposed use. Surrounding uses include: to the west small scale commercial office/medical uses and across San Bruno Avenue to the north is an office use. Immediately adjacent and to the south of the subject property are one- and two-story single-family dwellings. To the east, across White Way, is a vacant lot in a commercial center with restaurants, personal services, a gym and commercial uses. All development in the P-D District must be developed and utilized in accordance with the approved development plan. Generally staff would classify the permitted uses on in the P-D District and the property as medical/dental, administrative, professional medical/dental office; general office, business services except services to buildings. These uses have similar parking requirements as for the proposed use and parking.

The site is within the Transit Corridors Plan, El Camino Character Area, which allows a much higher density and height development near a key intersection close to public transit and the regional highway network. Therefore the finding can be made that 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. The project is consistent with the TCP Design Guidelines in terms of site and building design, massing and scale. It is well articulated, has a lower scale transition adjacent residential use

The General Plan designation for the site is Transit Oriented Development (TOD) which was applied to key corridor areas such as San Bruno Avenue and El Camino Real areas close to CalTrain and BART stations. The proposed dialysis use at this site will provide a vital service to the local and regional area and the proposed development is consistent with the TOD designation.

CONDITIONS OF APPROVAL

I. General Conditions

Community 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 30 days of Planning Commission approval. Until such time as the Summary is filed, ZA-15-001, PDP15-003, AR-15-005 shall not be valid for any purpose. ZA-15-001, PDP15-003, AR-15-005 shall expire one (1) year from the date of Planning Commission approval unless a building permit has been secured prior to the one (1) year date.

2. The signed copy of the Summary of Hearing shall be photocopied and included as a full size page in the Building Division set of drawings.

3. The request for Planned Development Permit (P-D-P) and an Architectural Review Permit, for the construction of a new 15,223 square foot medical office building with 43 parking spaces, shall be built according to plans approved by the Planning Commission on November 3, 2015, labeled Attachment 6 except as required to be modified by these Conditions of Approval. Any modification to the approved plans shall require prior approval by the Community Development Director.

4. Hours of Operation: for the dialysis clinic the typical hours of operation will be from 5:00 a. m., to 8:00 p.m., with deliveries limited between the hours of 8:00 a.m. and 5:00 p.m. The clinic will be open to the public for patients between the hours of 6:00 a.m. to 6:00 p.m. At any one time, there will be a maximum of 15 employees per shift, and 24 patients per shift at 3-4 hour shifts, 6 days a week, Monday through Saturday. Any change is hours or days is subject the approval of the Community Development Director.

5. Applicant shall submit an exterior lighting plan for staff's review and approval.

6. Applicant shall submit a final landscaping and irrigation plan for staff's review and approval. The landscape plan shall include a plan for a perimeter decorative wood fence to provide a buffer and screening to the neighboring residential and commercial uses to the south and west; and planter boxes, including colors and materials, on the west elevation, to be reviewed and approved by the Community Development Director.

7. TCP Mitigation 5-1 (Air Quality): All discretionary approvals for private or public realm

grading, demolition, or construction activity in the Transit Corridors Area shall be conditioned to implement the following or similar best management practices:

a. The following dust control measures by construction contractors, where applicable: During demolition of existing structures:

i. Water active demolition areas to control dust generation during demolition of structures and break-up of pavement.

ii. Cover all trucks hauling demolition debris from the site.

iii. Use dust-proof chutes to load debris into trucks whenever feasible.

During all construction phases:

iv. Water all active construction areas at least twice daily.

v. Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind.

vi. Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard.

vii. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.

viii. Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.

ix. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).

x. Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).

xi. Limit traffic speeds on unpaved roads to 15 miles per hour.

xii. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

xiii. Replant vegetation in disturbed areas as quickly as possible.

xiv. Consult with the BAAQMD prior to demolition of structures suspected to contain asbestos to ensure that demolition/ construction work is conducted in accordance with BAAQMD rules and regulations.

b. The following best management controls on emissions by diesel-powered construction equipment used by construction contractors, where applicable:

xv. When total construction projects at any one time would involve greater than 270,000 square feet of development or demolition, a mitigation program to ensure that only equipment that would have reduced NOX and particulate matter exhaust emissions shall be implemented. This program shall meet BAAQMD performance standards for NOx standards--e.g., should demonstrate that diesel-powered construction equipment would achieve fleet-average 20 percent NOX reductions and 45 percent particulate matter reductions compared to the year 2010 ARB statewide fleet average.

xvi. Ensure that visible emissions from all on-site diesel-powered construction equipment do not exceed 40 percent opacity for more than three minutes in any

one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired or replaced immediately.

xvii. The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors).

xviii. Diesel equipment standing idle for more than three minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site and away from residences.

xix. Signs shall be posted to alert workers that diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site and away from residences.

xx. Properly tune and maintain equipment for low emissions.

8. The proposed project shall implement standard regulatory requirements of the Migratory Bird Treaty Act and California Fish and Game Code during demolition/grading activities (including tree removal), as follows:

    a. The project applicant shall retain a qualified biologist (subject to approval by City staff) to conduct a nesting bird survey prior to any demolition/grading activities that are planned to take place during the nesting/breeding season of native bird species (typically February through August). The survey shall include all potential nesting habitat on the project site and within 200 feet of the grading boundaries. Where the 200-foot distance encompasses trees on other private properties, the biologist shall survey the trees using binoculars. The survey shall be conducted no more than 14 days prior to commencement of demolition/grading activities.

    b. If active nests of bird species protected by the Migratory Bird Treaty Act or the California Fish and Game Code (which, together, apply to all native nesting birds) are present in the demolition/grading zone or within 200 feet of the zone, temporary construction fencing shall be erected within the project site at a minimum of 100 feet around the nest site. This temporary buffer may be greater depending on the bird species and demolition/grading activity, as determined by the biologist.

9. The applicant shall comply with all aspects of the Heritage Tree Ordinance (SBMC Section 8.25.). Heritage Tree protection and tree removal shall be according the recommendations of the Certified Arborist “Tree Survey – 841 San Bruno Ave., San Bruno CA”, dated June 24, 2015, prepared for the project.. The following shall be required prior to issuance of a grading or building permit and during construction:
    a. C-3 Bio retention
        i. As possible within the constraints of proposed construction, move the bio swale outside of the tree canopy.
        ii. Adhere to hand trenching guidelines, Section 3 to construct the bio swale and 4-inch diameter pipe outlet for any soil excavations within the tree canopy.
        iii. Cobble in-fill at outlet-Apply to surface without soil excavation as possible to limit the disturbance of existing root structure. Any required soil excavations to install the cobble shall refer to Hand trenching and consider Airspade and or Soil Vacuum procedures to minimize root loss

b. Observe Tree & Root Zone Protection Guidelines prior to any construction activity within the canopy of tree Root Zone. Protection prior to, and during construction
    i. Prior to any approved demolition or construction activity, assign a confined, dedicated area for material and equipment storage away from the established tree canopies and the immediate project area.
    ii. Under the direction of the Project Arborist, install chain-link fencing or approved equal at canopy perimeters of prior to any grading or construction to establish and maintain the Tree Protection Zone (TPZ) for all trees affected by construction and those at construction perimeters.
    iii. Fencing shall be a minimum of 6-feet high with 2-inch diameter steel posts on 8-10-foot centers driven directly into the ground.
    iv. Any approved construction inside protected tree canopies shall route fencing accordingly and return to canopy edges under Project Arborist supervision.
    v. Where tree root zones are available, apply a 4 to 6 inch layer of mulch to the root zone of trees directly affected by construction.
    vi. All protective fencing shall remain in place throughout the construction process.
    vii. Where fencing is impractical to install, the Tree Protection Zone shall be marked and painted on the ground as 'TPZ'/Tree Protection Zone.
    viii. Trees may require supplemental irrigation as determined by the Project Arborist prior to and during construction. Water connections must be made available exclusively for impacted trees.
    ix. Any necessary grading or trenching shall avoid routes inside, through or between protected tree canopies. Unavoidable paths inside tree canopies shall adhere to Hand Trenching Guidelines, section 4.
    x. Grading, trenching or any approved alterations within protected tree canopies shall be monitored by the Project Arborist.
c. Pruning Prior to Construction
    i. Any pruning and clearance work directly related to construction shall be subject to owner approval and occur under Project Arborist direction prior to demo or construction.
    ii. All pruning shall be completed by approved Certified Arborists familiar with the most recent editions of the American National Standard for Tree Care Operations (Z133.1) and Pruning (A-300) and Best Management Practices for Pruning published the International Society of Arboriculture.
    iii. Additional pruning to manage tree structure, shape, and balance and remove deadwood throughout the trees will reduce insect and disease problems and serve as an indicator to monitor ongoing tree health.
d. Grading and Trenching Guidelines—C-3, Driveways, Utilities, Drainage, Conduits.
    i. Any approved equipment used for demolition, grading, and construction or trenching within the canopy of the tree shall proceed slowly under Project Arborist direction and remove surface materials and soil in shallow lifts so the Project Arborist can stop the process if roots are observed.
    ii. The process of hand-trenching shall be used to minimize trauma to tree roots inside the protected tree canopy. Excavation is performed by hand and careful equipment operation under the direction of the Project Arborist.
    iii. Hand trenching leaves roots 2-inches and larger undisturbed. Soil is removed from under and around tree roots to form the necessary trench.
    iv. Roots larger than 2-inches may only be removed with the approval of the Project Arborist.

v. Roots less than 2 inches must be pruned with loppers or hand saw.
vi. Alternative operations shall also consider combined Airspade and Vacuum truck operations to effectively remove soil from around roots with minimal disturbance.
vii. 3.7 Any necessary treatments for mitigation shall be provided by the Project Arborist in supplemental report(s).

e. Landscape Construction
   i. Any and all planting, lighting, irrigation or conduits shall remain outside of the natural tree canopy to minimize soil disturbances.
   ii. Any and all approved alterations shall require Project Arborist review.
   iii. Arborist's Supplemental Reports as Required
   iv. At Project Completion--Verify compliance with Project Arborist's Tree Protection Plan requirements. Section 5 may also include summary tree health evaluation and recommendations for a one year maintenance plan for successful establishment of the trees in their new environment.

10. The recommendations of the Geotechnical Report and letter addendums shall be required to be implemented for the project prior to issuance of a building permit, (Geotechnical Report, 841 San Bruno Avenue, San Bruno, California; Gularte & Associates, Inc.; Project No. 3766; November 6, 2014; including memo updates, September 24, 2015 and October 21, 2015).
    a. Gularte & Associates "be retained to review the project grading and structural plans at the 50 to 90 percent stage for compliance with [the geotechnical] report]." Furthermore, Gularte recommends that they "be retained to perform soil compaction testing services for trench backfill, building pads, and pavement areas."
    b. The following inspections are required for project grading and foundation work:
       i. Observe that the previous structure footings have been removed and the resulting excavations properly backfilled and compacted.
       ii. Perform compaction testing during grading.
       iii. Observe footing excavations.
       iv. Observe foundation slab reinforcing steel.
       v. Observe, sample, and test concrete during the foundation slab pour.
    c. The proposed project would be required to comply with construction Best Management Practices (BMPs), and maintenance requirements, all of which would implement water quality and runoff rate requirements in accordance with County technical guidance ("C.3" requirements).obtain an NPDES (National Pollutant Discharge Elimination System) General Construction Permit from the State Water Resources Control Board, including preparation of a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the City's NPDES Permit Requirements Checklist and Stormwater Pollution Prevention Program (C-3 requirements).

11. TCP Mitigation 8-1 (Hazards and Hazardous Materials): California Department of Toxic Substances Control (DTSC) remedial investigations and actions have occurred or are ongoing on the remaining 11 active sites and 15 closed sites (in some cases, a hazardous materials site closure notice may contain land use restrictions limiting future use of the site as a result of residual contamination that may exist). Development involving disturbance or re-use of one of these 26 sites cannot proceed until required remediation actions have been completed to DTSC satisfaction. The DTSC may impose land use restrictions, which prevent the use of the property for residential, school, hospital, or day care purposes, on some sites, if warranted.

12. TCP Mitigation 11-1 (Noise and Vibration). All proposed new multifamily residential, transient lodging or other noise-sensitive uses within the Transit Corridors Area shall submit for City

approval a noise study, consistent with the requirements of the California Building Code, to identify noise reduction measures necessary to achieve compatibility with City General Plan-identified land use/noise compatibility standards and State Title 24 noise compatibility standards. The noise study shall be approved by the City's Building Division prior to issuance of a building permit. Identified noise reduction measures, in order of preference so that windows can be opened, may include:

a. Site and building design so as to minimize noise in shared residential outdoor activity areas by locating such areas behind the buildings, in courtyards, or orienting the terraces toward the interior of lots rather than streets;
b. Site and building design so as to minimize noise in the most intensively occupied and noise-sensitive interior spaces of units, such as bedrooms, by placing such interior spaces and their windows and other openings in locations with less noise exposure;
c. Design of windows, doors, and other sound transmission paths such as ventilation openings, walls, and roofs to achieve a high Sound Transmission Class (STC) rating and/or other noise-attenuating characteristics.
d. Installation of forced air mechanical ventilation systems in all units exposed to noise levels exceeding Title 24 standards to allow residents the option of reducing noise by keeping the windows closed.In connection with each discretionary development approval application that the City initially determines could expose construction workers or occupants to hazardous materials contamination related to one of these sites, the City shall require a Phase I environmental site assessment (Phase I ESA) prior to property development, with a Phase II ESA also required if the Phase I ESA indicates evidence of potential site contamination. The City shall also require compliance with the site assessment, remediation, removal, and disposal requirements for soil, surface water, and/or groundwater contamination enforced by the DTSC, Regional Water Quality Control Board (RWQCB), San Mateo County Department of Environmental Health, California Division of Occupational Safety and Health (CalOSHA), U.S. Environmental Protection Agency (EPA), and other jurisdictional agencies. The applicant shall obtain a City of San Bruno building permit before construction can proceed. The operation of any equipment or performance of any outside construction related to this project shall not exceed a noise level of 85 decibels (as measured at 100 feet) during the hours of 7:00 a.m. to 10:00 p.m. or exceed 60 decibels (as measured at 100 feet) from 10:00 p.m. to 7:00 a.m.

13. Construction hours for the 841 San Bruno Avenue project would be limited to between 7 a.m. and 6:00 p.m., or more restrictive hours as determined through the approval process.

14. TCP Mitigation 11-3 (Noise and Vibration). Reduce ground-borne vibration levels during individual, site-specific project demolition and construction periods by requiring applicant incorporation of conditions in individual discretionary project demolition and construction contractor agreements within the Transit Corridors Area that stipulate the following ground-borne vibration abatement measures:

a. Restrict vibration-generating activity to between the hours of 7:00 a.m. and 5:00 p.m., Monday through Friday (or more restrictive hours determined through the approval process). Prohibit such activity on weekends and holidays.

b. Notify occupants of land uses located within 200 feet of proposed pile-driving activities of the project construction schedule in writing.

c. Investigate in consultation with City staff possible pre-drilling of pile holes as a means of minimizing the number of percussions required to seat the pile.

d. Conduct a pre-construction site survey documenting the condition of any historic structure located within 200 feet of proposed pile driving activities.

e. Monitor pile driving vibration levels to ensure that vibration does not exceed appropriate thresholds for the potentially affected building (5mm/sec or 0.2 inches/sec ppv for structurally sound buildings).

15. TCP Mitigation 11-4 (Noise and Vibration). Reduce demolition and construction noise impacts on adjacent uses by requiring applicant incorporation of conditions in individual discretionary project demolition and construction contract agreements within the Transit Corridors Area that stipulate the following conventional construction-period noise abatement measures:
    a. Construction Plan. Prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with nearby noise-sensitive facilities so that construction activities and the event schedule can be scheduled to minimize noise disturbance. The plan shall stipulate the measures that result in compliance with the noise ordinance.
    b. Construction Scheduling. Ensure that noise-generating construction activity is limited to between the hours of 7:00 a.m. to 6:00 p.m.
    c. Construction Equipment Mufflers and Maintenance. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
    d. Equipment Locations. Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project site.
    e. Construction Traffic. Route all construction traffic to and from the construction sites via designated truck routes where possible. Prohibit construction-related heavy truck traffic in residential areas where feasible.
    f. Quiet Equipment Selection. Use quiet construction equipment, particularly air compressors, wherever possible.
    g. Temporary Barriers. Construct solid plywood fences around construction sites adjacent to residences, operational businesses, or noise-sensitive land uses.
    h. Temporary Noise Blankets. Temporary noise control blanket barriers should be erected, if necessary, along building facades of construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. (Noise control blanket barriers can be rented and quickly erected.)
    i. Noise Disturbance Coordinator. For larger construction projects, the City may choose to require project designation of a "Noise Disturbance Coordinator" who would be responsible for responding to any local complaints about construction noise. The Disturbance Coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the

problem. Conspicuously post a telephone number for the Disturbance Coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The project sponsor should be responsible for designating a Noise Disturbance Coordinator, posting the phone number, and providing construction schedule notices. The Noise Disturbance Coordinator would work directly with an assigned City staff member.)

16. Intermittent noise from temporary truck loading/unloading and trash pick-up locations are subject to City approval as a condition of project approval.

17. Parking and Transportation Demand Management Measures;: The following Transportation Demand Management (TDM) Measures proposed by the applicant are required to be implemented with the proposed project summarized below:
    a. Long-Term Bicycle Parking – A total of six long-term bicycle lockers would be provided on-site, consistent the TCP recommended standards. The lockers would be located within the sub-grade garage adjacent to the elevator.
    b. Short-Term Bicycle Parking – A total of three short-term bicycle parking spaces would be provided within the public right-of-way off White Way and the loading zone. This is consistent with the TCP recommended standards.
    c. Transit Subsidy for Employees – At the time of move-in, each employee would be provided with a Clipper card containing $50. This will familiarize employees with available public transportation options.
    d. Transit Subsidy for Employees – Commercial leases would require tenants to provide employees Clipper cards containing $50. This will familiarize employees with available public transportation options.
    e. Distribute Transportation Information – Each employee would be provided an informational package regarding alternate means of transportation in the immediate area.
    f. On-site Ride Share Program – Each employee will be provided information on how to coordinate with other employees to share rides and carpool. Additionally, an information board will be installed in the break room where ride share and carpool information can be posted.
    g. The tenant(s) to provide annual reports to the Community Development Department for the first five years, and every other year thereafter, describing the on-going implementation of the TDM measures selected for the project.

18. The applicant shall file the required materials for the review and approval of a Lot Line Adjustment to merge the two parcels (020-072-330 and 020-072-290) according to SBMC Chapter 12.52.

19. The applicant shall apply for a sign permit for review and approval of the final sign designs in accordance with SBMC 12.104.

20. Planting of either two 24- inch box size trees or one 36-inch box size approved tree as determined by the Parks Division. Or a payment in lieu of tree replacement may be required equal to the cost of purchase and installation to the tree planting fund per SBMC 8.25.060. A separate tree removal permit is required from Parks Division for the removal of any Heritage tree per SBMC 8.25.050.

21. The underground parking garage be reserved for employees.

22. Applicant shall demolish the existing buildings within six (6) months from effective date of this resolution.

23. Prior to securing a building permit, the applicant, owner, and general contractor shall meet with Planning, Building, and Public Services staff to ensure compliance with the conditions of approval during the construction process.

24. Prior to Final Inspection, all pertinent conditions of approval and all improvements shall be completed to the satisfaction of the City of San Bruno

25. FAA notification and approval is required prior to building permit issuance. Alternatively, the City has established an exemption form, which may be submitted to the City in-lieu of FAA notification.

26. The applicant 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 applicant's application for development.

Building Division

General Conditions -Building Safety

27. Applicant shall obtain a City of San Bruno building permit before construction can proceed.

28. Prior to Final Inspection, all pertinent Conditions of Approval and all improvements shall be completed to the satisfaction of the City of San Bruno.

29. Applicant shall demolish the existing buildings within six (6) months from effective date of this resolution. The timeline for demolition may be extended by the Community Development Director by an additional six (6) months.

30. Applicant shall submit for a separate demolition permit and provide a complete demolition program with plans and specifications.

31. The project shall comply with all aspects of the 2013 California Building Code.

32. The project shall comply with all Building Code standards in accordance with OSHPD 3 Parts 1, 2, 3, 4, 5, 8, 9, 11 and EES of the 2013 Title 24 construction standards with inclusion and conformity with applicable provisions prescribed in Section 1226 of the 2013 California Building Code. Where there are differences between Title 24 and OSHPD 3 requirements, OSHPD 3 requirements shall govern.

33. The applicant shall pre-wire the project to allow for adaptation for solar in all common areas.

34. The applicant shall provide one Electric Vehicle Charging Station in the parking lot (space no. 15 near the building) and install conduit for an additional two future adjacent Electric Vehicle Charging Station spaces.

35. A plan showing the location of any temporary contractor's storage yard or construction trailer on the property, including security fencing and lighting, shall be submitted to the Community Development Director for approval prior to installation and prior to building permit issuance. Applicant shall provide interim landscaping as required by the Community Development Director.

Improvement Plans - Building Safety

36. The roof and site storm drain system shall be designed in accordance with the 2013 California Plumbing Code, Chapter 11.

Construction Process - Building Safety

37. General construction hours shall be limited to between the hours of 7:00 am – 6:00 pm Monday through Friday. Community Development Director approval shall be required for all proposed weekend work. Any proposal for weekend work shall be made in writing at least three weeks in advance of requested weekend work.

Prior to Occupancy - Building Safety

38. A Temporary Certificate of Occupancy (TCO) may be applied for by formal request to the Building Official for: Stocking, Training and/or installation of fixtures, furniture and equipment (FF&E).

39. Owner of building shall apply for a Certificate of Occupancy (C of O) from the Building Official after Final Building Approval is obtained.

On-Going - Building Safety

40. All required means of egress and disability accessibility shall be continuously maintained.

Prior to Occupancy - Building Safety

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On-Going - Building Safety

43. All required means of egress and disability accessibility shall be continuously maintained.

Public Services

44. All improvements shall conform to City Standard Details, San Bruno Municipal Code, and shall be to the satisfaction of the City Engineer.

45. If there is any conflict between previous approvals and the conditions of approval, these conditions of approval shall govern, unless approved by the City Engineer.
46. Developer shall enter into a Maintenance Agreement, in a form approved by the City Attorney, with the City, in which the agreement shall set forth Developer's obligations to maintain the improvements constructed on the site.

47. The Applicant shall replace all curb, gutter, and sidewalk fronting the project site.

48. All sidewalks, curb & gutter shall be monolithic, and all transverse grades shall be 2%.

49. Minimum gutter grades shall be 0.7 percent.

50. The applicant shall replace all existing curb markings, traffic signs and any related street appurtenances fronting the project site.

51. The roadway fronting the project site shall be resurfaced from gutter lip to the face of curb of the median island along eastbound San Bruno Avenue.

52. All existing roadway striping fronting the project site including shall be replaced.

53. The portion of White Way adjacent to the project site shall be resurfaced.

54. The Developer shall obtain core samples of the existing roadway pavement sections to identify any deficiencies to the existing pavement and to determine the level of repair required. Developer shall submit a report to the City of the results prepared by a qualified Civil Engineer. Roadway resurfacing shall be to the satisfaction of the City Engineer.

55. At the minimum, all public roadways fronting the project site shall be slurry sealed.

56. New driveway approaches shall be installed in accordance with the City Standard Details.

57. Delineate on the plans adequate clear sight triangles at all proposed driveway egress/ingress and provide design calculations. Any landscaping within these triangles shall comply with clear sight design requirements.

58. The Applicant shall install approved signage and striping throughout the development. A STOP sign shall be installed at the project exists to the satisfaction of the City Engineer.

59. A pedestrian warning system, consisting of visual and audible warning signals that would be triggered when vehicles are exiting the below-grade garage shall be installed. The visual and audible warning signals shall be designed in a way to be sensitive to the surrounding neighborhood.

60. Traffic control, regulatory, warning, guide signs and markings (including fire hydrant pavement markers) shall be installed in conformance with the Manual of Uniform Traffic Control Devices, and as directed and approved by the City Engineer.

61. The proposed storm sewer system and related appurtenances shall conform to San Bruno Standards and shall be to the satisfaction of the City Engineer. Private ownership and responsibility shall terminate at the proposed manholes directly fronting the property.

62. A final hydrology and hydraulic report prepared by a qualified California Registered Civil Engineer shall be submitted to the City for review and approval to demonstrate full compliance with drainage system design requirement.

63. In conjunction with submittal of Grading Plans, the Developer shall file a Notice of Intent for storm water discharge with the Regional Water Quality Control Board. A copy of the filing shall be submitted to the City Engineer as part of the required Improvement Plans for the site.

64. Applicant shall be responsible for any repair required to City-owned utilities including, but not limited to manholes, utility mains, and any related appurtenances related to the project. All required repairs shall be to the satisfaction of the City Engineer.

65. The Applicant shall repair the proposed storm manhole tie-in and effluent pipe.

66. The proposed water main and related appurtenance shall conform to San Bruno Standards and shall be to the satisfaction of the City Engineer. City ownership and responsibility shall terminate at the water meter.

67. Domestic water and fire shall not share the same lateral from the water main.

68. All water connections shall be metered.

69. The fire service lateral shall have an in-line water meter and backflow device.

70. Backflow protection on water services shall be required. The backflow preventer shall be above grade, and shall be located on private property, accessible to Public Services staff from the outside for testing and subject to the City Engineer's approval.

71. Provide a study, including modeling, by a California Registered Civil Engineer of the City's distribution system including any facilities necessary to serve the project. Identify condition (age, condition and capacity) of this system and the improvements of this system needed to cumulatively serve this project. This study shall be to the satisfaction of the City Engineer. Improvements required by the City Engineer shall be implemented.

72. Developer shall pay for replacement of and upgrades for deficient off-site water facilities that serve the development per the required analysis report.
73. Developer shall install an automatic blow off valve, wasting to the Sanitary Sewer, at the end of any waterline that dead-ends.

74. The proposed project shall connect to the existing sanitary sewer main along San Bruno Avenue.

75. The sanitary sewer lateral and related appurtenances shall comply with San Bruno Standards and shall be to the satisfaction of the City Engineer.

76. Project shall be designed to provide City crews with unobstructed access to the sewer main and any sewer infrastructure at the back of the property.

77. No fences, retaining walls, any permanent structures, and landscaping with deep root structures shall be placed or constructed within any easements or within the public right-of-way. Any deviation shall be at the City Engineer's sole discretion.

78. Private utilities are not allowed within public right-of-way or any easements. Above ground utilities shall not create tripping hazards and shall be appropriately screened and secured.

79. Applicant shall provide a mutually agreed upon rooftop antenna installation location to accommodate "Remote Water Meter Reading" system. Location shall include access to dedicated 110V, 20 amp circuit and conduit run to San Bruno Cable point of connection.

80. The City reserves the right to require the Applicant to provide easement for public utilities as needed.

81. The Applicant shall acquire at its own cost all off-site easements, rights-of-way, and land required for the development.

82. The Applicant shall dedicate on all pertinent maps any and all public utility easements require for all public utilities on private lots or parcels. All proposed utility easements, any City-required non-access strips, and all other easements in general shall also be shown on any pertinent maps.

83. Applicant shall convey these private easements to its successors, with the stipulation that they shall be perpetually the owner's responsibility for maintenance and repair, and the owners will hold and save the City of San Bruno harmless from all claims of any kind related to them.

84. Applicant shall prepare a Stormwater Management Plan (SWMP) that includes, at a minimum, exhibit(s) showing drainage areas and location of Low Impact Development (LID) treatment measures; project watershed; total project site area and total area of land disturbed: total new and/or replaced impervious area; treatment measures and hydraulic sizing calculations; a listing of source control and site design measures to be implemented at the site; a brief summary of how the project is complying with Provision C.3 of the MRP; and detailed Maintenance Plans for each site design, source control and treatment measure requiring maintenance.

85. Project shall comply with all requirements of the Municipal Regional Stormwater NPDES Permit Provision C.3. Please refer to the San Mateo Countywide Water Pollution Prevention Program's (SMCWPPP) C.3 Stormwater Technical Guidance Manual for assistance in implementing LID measures at the site.

86. Trash storage areas (including recycling or food compactor areas or similar areas), wash areas, loading docks, repair/maintenance bays, and equipment of material storage areas shall be completely covered. Covered areas shall be sloped so that spills and washwater flow to area drains connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.

87. Interior level parking garage floor drains, and any other interior floor drains, shall be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.

88. Efficient irrigation systems shall be used throughout all landscaped areas in accordance with the Model Water Efficient Landscape Ordinance.

89. On-site storm drain inlets shall be clearly marked with the words "No Dumping! Flows to Bay," or equivalent using thermoplastic material or a plaque.

90. Project shall incorporate landscaping that minimizes irrigation and runoff, promotes surface infiltration, minimizes the use of pesticides and fertilizers, and incorporates other appropriate sustainable landscaping practices such as Bay-Friendly Landscaping.

91. 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.

92. Air conditioning condensate shall drain to landscaping, or alternatively may be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.

93. Roof drains shall drain away from the building and be directed to landscaping or a stormwater treatment measure.

94. Self-treating areas must be designed to store and infiltrate the rainfall that lands on the self-treating area. Refer to Section 4.2 of the C.3 Technical Guidance.

95. Self-retaining areas must be designed to store and infiltrate the rainfall run-off volume described in the MRP Provision C.3.d (80% capture volume), for rainfall that lands on the self-retaining area and the impervious surface that drains to the self-retaining area. Refer to Section 4.3 of the C.3 Technical Guidance.

96. No treatment measures shall have standing water more than 5 days, for vector control.

97. Infiltration treatment measures or devices shall be designed in accordance with the infiltration guidance in Appendix E of the C.3 Technical Guide

98. Soil media within the bioinfiltration measure shall consist of 18 inches of biotreatment soil consistent with the Attachment L of the MRP.

99. Biotreatment measures (including bioretention areas, flow-through planters and non-proprietary tree well filters) shall be sized to treat at least 50% of run-off per the Special Projects criteria of the applicable drainage area (all impervious areas and applicable landscaped areas) using flow or volume based sizing criteria as described in the Provision C.3.d of the MRP, or using the simplified sizing method (4% rule of thumb), described in the C.3 Technical Guidance and based on the flow-based sizing criteria in Provision C.3.d.i.(2)(c).

100. Plant species used within the biotreatment measure area shall be consistent with Appendix A of the C.3 Technical Guidance.

101. Biotreatment soil mix for biotreatment measures shall have a minimum percolation rate of 5 inches per hour and a maximum percolation rate of 10 inches per hour, and shall be in conformance with Attachment L of the MRP, which is included in Appendix K of the C.3 Technical Guidance.

102. Design of biotreatment measures shall be consistent with technical guidance for the applicable type of biotreatment measure provided in Chapter 6 of the C.3 Technical Guidance.

103. Design of non-LID treatment measures shall be consistent with applicable technical guidance in Chapter 6 of the C.3 Technical Guidance.

104. The Geotechnical Engineer who prepared the geotechnical report shall review all improvement plans prior to submittal of plans to the City and conduct any inspections,

testing and other actions during construction that are called for the geotechnical report.

105. The grading plans shall minimize the need for off haul from the Project Site. Design shall incorporate all elements of the applicable soils report(s) and include a pre-and post-consolidation plan. The grading plans shall be signed by the Geotechnical Engineer indicating that plans are in compliance with the geotechnical report and subject to review and approval of the City Engineer.

106. If the geotechnical report reveals significant future settlement will occur, all surface drainage systems shall be designed to provide a minimum of two percent slope after settlement, and shall be satisfactory to the City Engineer.

107. The erosion control plan sheets shall be included as separate, numbered sheets in the grading plan of the improvement plans. The Applicant shall pay for the erosion control measures depicted on the plan.

108. All private utilities (storm, sanitary, water, electric, gas, etc) within the development shall be maintained and repaired by the Applicant and its successors and shall be memorialized in maintenance and operations agreement.

109. Perform a water demand calculation based on the requirements in Chapter 6 of the California Plumbing Code to confirm that the existing ¾-inch water meter is sufficient to serve proposed water demand. If existing meter is undersized a new meter is required. Applicant shall pay water and sewer capacity charges based on the size of the water meter installed along with materials and installation of an upgraded water meter. S.B.M.C. 10.14.020/110. Indicate on the plans the location of the existing water meter and the available water pressure at the property.

Fire Department

110. Address numbers to be at least four (4) inches in height, of a contrasting color to the background, and must be lighted during the hours of darkness.

111. Provide hard-wired smoke detectors with battery backup as required by building code.

112. Project to be evaluated independently by OSHPD regarding their approval requirements.

113. A Safety Plan for demolition of the existing building to be submitted to and approved by the Fire Marshal.

114. Building fire flow requirements (square footage and construction type) in accordance with California Fire Code Appendix B shall be calculated.

115. Manual pulls to initiate a general alarm to be installed in both of the stairwells at ground level and shall provide horn/strobes throughout the building and garage.

116. The fire sprinkler system shall be monitored (flow and tamper by each floor) by an approved fire alarm system which reports to a UL listed central station.

117. The fire alarm system shall be a UL certified installation.

118. A master graphic annunciator panel shall be provided showing the building in alarm and

type of alarm.

119. Building fire sprinkler system fire department connection (FDC) shall be located on the address side of the building at approved location. A separate double detector check valve (DDCV) with incorporated FDC for the building shall be provided.

120. In lieu of a fire sprinkler bell, an exterior rated horn/strobe shall be mounted eight (8) feet above grade immediately adjacent to the building FDC.

121. A Knox Box shall be provided. Two sets of keys shall be provided for the Knox Box.

122. Elevator to have no shunt trip. Sprinkler head at the top of the shaft to be eliminated. The same shall apply to the elevator equipment room.

123. Fire extinguishers shall not be obstructed or obscured from view.

124. Manually operated flush bolts or surface bolts not permitted.

125. The unlatching of any door in exit paths shall not require more than one operation.

126. In the event of power failure, an emergency electrical system shall automatically illuminate the means of egress.

127. Exit and exit access doors shall be marked by approved exit signs readily visible from any direction of egress travel.

128. Exit signs shall be internally or externally illuminated at all time. Signs shall be connected to an emergency power system that provides illumination for not less than 90 minutes in case of primary power loss.

129. FACP and other utility rooms shall be identified on entry door faces.

130. Electrical service equipment shall have a 36 inch working space at all times.

131. Stairwells to be labelled at discharge level advising not to obstruct the emergency exits.

132. 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. Insure that ratings meet California standards.

133. Separate permits to be issued for the fire service underground, fire alarm system, and the fire sprinkler system.

134. The Fire Department requests coordination of project management to allow for destructive training of the existing building for training purposes prior to its demolition.

Police Department

135. The follow are required prior to issuance of a building permit or ongoing:
<u>Addressing:</u>
    - Address numbers for the business are to be on a contrasting background, easily visible from the street. The address numbers also must be visible at night.

- Address numbers must be affixed on or near any exterior door.

Lighting:

- Parking lots and associated garages, driveways, circulation areas, aisles, passageways, recesses, and grounds contiguous to buildings shall be provided with lighting of sufficient wattage to provide adequate illumination to make clearly visible the presence of any person on or about the premises during the hours of darkness.
- All exterior doors shall have their own light source which will adequately illuminate entry/exit areas at all hours in order to:
- Make any person on the premises clearly visible.
- Provide adequate illumination for persons entering and exiting the building.

Landscaping:

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

Line of sight/natural surveillance:

- Stairwells and elevator lobbies should be of open design whenever structurally possible.
- It is highly desirable to design an elevator shaft and cab to be transparent, making occupants of the cab visible from the outside.
- Single and double binned trash enclosures should be located at the perimeter of the parking lot, not adjacent to buildings or contiguous to exterior building doors.
- Other line of sight obstructions (including recessed doorways, alcoves, etc.) should be avoided on building exterior walls, and interior hallways.
- Convex mirrors should be installed in elevator cabs and at stairwell landings.
- Glass-walled stairwells, located at the corner of the structures, are recommended to afford a broad angle of visibility day and night from exterior areas and parking lots. It also affords extra visibility of the exterior lots/areas from the structure, which in turn deters crime.

Parking structure:

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

with an off-site security monitoring company.

Signage/parking lot:

- All entrances to parking areas shall be posted with appropriate signs per 22658(a) CVC, to assist in removal of vehicles at the property owners/managers request.
- All handicap parking stalls shall be appropriately painted and marked as per the California Vehicle Code.
- Designated fire lanes shall be properly painted and signage that reflects the red zone is a fire lane, for proper enforcement purposes.
- Compact-parking spaces shall be clearly marked on the pavement.

Fencing/barriers:

- Whenever possible, open fencing design such as wrought iron, tubular steel, or densely linked and heavy-posted chain-link should be utilized in order to maximize natural surveillance while establishing territoriality.
- Other barrier considerations include:
  - Block walls
  - Decorative cement planters
  - Access control to high valued storage areas
  - Locked cages, rooms and safes
  - Shipping and receiving door screens
  - Bullet resistant enclosures with pass through for pick-up and delivery.
  - Interior mantrap enclosures to secure and separate shipping and receiving areas.

Miscellaneous:

- The applicant should install a burglary alarm system and the system will be monitored by an off-site alarm company.
- Stairwell landings should allow for a sixty-inch turning radius for use by the police and fire departments.
- It is highly recommended that the applicant consider installing a video surveillance system in the public areas and the garage that is capable of recording and saving any crimes that are committed on the premises.
- The applicant is responsible to submit emergency contact information to the police department for after hour's emergency contact.
- The applicant should install access control to the inside garage area or a gate so the garage can be secured when the business in closed.

6. DISCUSSION

A. CITY STAFF DISCUSSION:

Discussed the format for the ARC meeting. Each member would attend and provide input, but the three ARC members would make a decision.

B. PLANNING COMMISSION DISCUSSION:

Commissioner Petersen: Noted that the staff reports did not include reduced plans.

Director Woltering: Reduced or 11x17 plans will be included in the future staff reports.

7. ADJOURNMENT

Meeting was adjourned at 8:36 pm

David Woltering
Secretary to the Planning Commission
City of San Bruno

Mary Lou Johnson, Chair
Planning Commission
City of San Bruno

NEXT MEETING*:* November 17, 2015