
Appendix B

Comment Letters

From: [Jose Manuel Garcia Castro](#)
To: [Peter Eichar](#)
Cc: [Juan Baez](#); [José de Jesús Gálvez](#)
Subject: Re: Notice of Preparation - Tidelands Avenue Electric Truck Hub
Date: Wednesday, June 18, 2025 8:37:08 AM
Attachments: [image001.png](#)

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Dear Mr. Eichar,

On behalf of **Bali Express Services Inc.**, a cross-border logistics company operating between the Port of Long Beach, San Diego County, and Tijuana, we would like to thank the Port of San Diego for its commitment to sustainability and innovation through the proposed Tidelands Avenue Electric Truck Hub project.

As a carrier that currently operates **six Class 8 fully electric trucks**, we are proud to have been the **first company to complete a cross-border trip between Mexico and the U.S. via California with a zero-emission freight truck**—an achievement we accomplished over a year ago. We were also the first to establish a **zero-emissions corridor connecting San Diego and the Port of Long Beach**. These milestones have positioned us as pioneers in electrified freight movement in the border region.

However, this transformation has come at a **significant financial cost** to our company. Despite leveraging available incentive programs such as **Carl Moyer and the VW Mitigation Trust**, the **delayed timelines and lack of coordinated execution—especially from AQMD—have made it nearly impossible to synchronize vehicle availability with grant funding and financing structures**. Without targeted and timely support, **the continuation of our electrification efforts is at serious risk**.

In light of this, we respectfully request that the EIR and future implementation plans for the Electric Truck Hub take into account the following:

1. Carrier Access and Incentive Alignment:

Ensure priority access or partnership frameworks for early adopters like Bali Express who have already invested heavily in zero-emission technology. In addition, project-related incentives or credits should be explicitly aligned with actual timelines and realities in vehicle deployment.

2. Infrastructure Equity and Utility Coordination:

Clarify how the energy infrastructure (charging capacity, grid reliability, and scheduling systems) will be distributed among public users, drayage carriers, and private fleet operators. Consideration for fleet size and operational type should guide this allocation.

3. Financial Viability for Small and Mid-Sized Carriers:

The EIR should evaluate not just environmental effects but also the **economic feasibility** for the logistics community to transition to electric. Without rapid-response financial support, the transition could consolidate market access into a few large

carriers, undermining regional competitiveness.

4. Interagency Coordination and Grant Delivery Reform:

We urge the Port to advocate for faster and more integrated grant disbursement processes. Programs like Carl Moyer and VW Mitigation Trust must coordinate better with OEM timelines, credit structures, and utility infrastructure.

5. Opportunity for Strategic Partnership:

As a company committed to sustainable freight, we are open to serving as a testbed or pilot partner for the Electric Hub and any collaborative frameworks that support broader implementation.

We appreciate your leadership and hope these comments help inform a more inclusive, practical, and resilient strategy for clean freight deployment in the San Diego Bay area.

Sincerely.

El mié, 18 jun 2025 a la(s) 7:32 a.m., Peter Eichar (peichar@portofsandiego.org) escribió:

The San Diego Unified Port District (District) will be the Lead Agency in preparing an Environmental Impact Report (EIR) for the Tidelands Avenue Electric Truck Hub (proposed project or project). The District is soliciting input and feedback from various agencies, stakeholders, and the public pertaining to the scope and content of the environmental information that will be included in the EIR. For certain agencies, this may be germane to statutory responsibilities in connection with the proposed project. A responsible agency may need to use the proposed project's EIR when considering issuance of permits or other approvals for the project. The project description, location, and possible environmental effects of the proposed project are contained in the attached and web-linked (below) materials.

The Notice of Preparation (NOP) is available for a minimum 30-day public review period that starts on Wednesday June 18, 2025, and ends at 5:00 p.m. on Monday July 21, 2025. The NOP is available for public review online at: <https://www.portofsandiego.org/public-records/port-updates/notices-disclosures/ceqa-documents> or at the Office of the District Clerk, 3165 Pacific Highway, San Diego, California 92101.

Comments regarding the scope and content of the environmental information that should be included in the Draft EIR and other environmental concerns should be mailed to:

San Diego Unified Port District

Planning Department

Attn: Peter Eichar

P.O. Box 120488

San Diego, California 92112-0488

Or emailed to peichar@portofsandiego.org

Two public scoping meetings will be held to solicit comments on the scope of the proposed EIR. The first meeting will be held in-person at 6:00 pm on Tuesday, June 24, 2025, in the community room at the National City Public Library. The second meeting will be a virtual public scoping meeting held at 6:00 pm on Wednesday, June 25, 2025. Virtual scoping meeting attendees can join the virtual scoping meeting by clicking [here](#).

Responses to the NOP must be received by 5:00 p.m. on Monday July 21, 2025. Please reference 'Tidelands Avenue Electric Truck Hub Project' in all correspondence. Comments and suggestions as to the appropriate scope of analysis in the EIR are invited from all interested parties. Commenters should focus comments on potential impacts of the project on the physical environment. Commenters are encouraged to identify ways that potential adverse effects resulting from the project might be minimized and to identify reasonable alternatives and mitigation measures to the project.

Peter Eichar, AICP

Program Manager

Climate & Sustainability

O - 619.686.6284

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José Manuel García Castro
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California Department of Transportation

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SAN DIEGO, CA 92110
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July 17, 2025

11-SD-5

PM 10.53

San Diego Port- Tidelands Avenue Electric Truck Hub Project
NOP SCH#2025060903

Mr. Peter Eichar
Program Manager
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Mr. Eichar:

Thank you for including the California Department of Transportation (Caltrans) in the development review process for the Tidelands Avenue Electric Truck Hub Notice of Preparation (NOP), located near Interstate (I-5). Caltrans's mission is to improve lives and communities through transportation. Caltrans reviews land use projects and plans to ensure consistency with our mission and State transportation planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We strive for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety of the transportation network. These pursuits are ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans has the following comments:

Traffic Analysis

A Vehicle Miles of Travel (VMT) based Traffic Impact Study (TIS) should be provided for this project. Please use the Governor's Office of Land Use and Climate Innovation (formerly known as Planning and Research) to identify VMT related impacts.¹

The TIS may also need to identify the proposed project's near-term and long-term safety or operational issues, on or adjacent to existing or proposed State facilities.

¹ California Governor's Office of Planning and Research (OPR) 2018. "Technical Advisory on Evaluating Transportation Impacts in CEQA." https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

For the Draft Environmental Impact Report, please reference the Caltrans "Local Development Review (LDR) Safety Review Practitioner's Guidance" <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/202402-ldr-safety-review-practitioners-guidance-a11y.pdf> to determine if the project meets both of the screening criteria page 5 of the PDF file *Safety Review Screening Criteria*. If both screening criteria are not met, then a safety review will be needed. Please clarify.

Noise

The applicant must be informed that in accordance with 23 Code of Federal Regulations (CFR) 772, Caltrans is not responsible for existing or future traffic noise impacts associated with the existing configuration of I-5.

Environmental

Caltrans welcomes the opportunity to be a responsible agency under CEQA, as we have some discretionary authority over a portion of the project in Caltrans' Right-of-Way (R/W) through an encroachment permit process. We look forward to coordinating our efforts to ensure that Caltrans can adopt the alternative and/or mitigation measure for the State's R/W. We would appreciate meeting with the lead agency to discuss the elements of the environmental document that Caltrans will use for our subsequent environmental compliance.

We recommend that this project identifies and assesses potential impacts caused by the project or impacts from mitigation efforts within Caltrans' R/W. This includes impacts to the natural environment, infrastructure including but not limited to highways, roadways, structures, intelligent transportation systems elements, on-ramps and off-ramps, and appurtenant features including but not limited to fencing, lighting, signage, drainage, guardrail, slopes and landscaping.

Right-of-Way

Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.

Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.

Additional information regarding encroachment permits may be obtained by visiting the website at <https://dot.ca.gov/programs/traffic-operations/ep>. Projects with the following:

- require a Caltrans Encroachment Permit
- have completed the Caltrans Local Development Review (LDR) process
- have an approved environmental document

Mr. Peter Eichar, Program Manager
July 17, 2025
Page 3

need to have documents submitted for Quality Management Assessment Process (QMAP) process via email to D11.QMAP.Permits@dot.ca.gov. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions or concerns, please contact Roger Sanchez, LDR Coordinator, by phone (619) 987-1043 or by e-mail at roger.sanchez-rangel@dot.ca.gov.

Sincerely,

Kimberly D. Dodson

KIMBERLY D. DODSON, GISP
Branch Chief
Local Development Review



2727 HOOVER AVE., SUITE 202 - NATIONAL CITY, CA 91950 • (619) 474-0220 • WWW.ENVIRONMENTALHEALTH.ORG

July 21, 2025

San Diego Unified Port District
Planning Department
Attn: Peter Eichar
Program Manager
P.O. Box 120488 San Diego,
California 92112-0488

Re: Environmental Health Coalition Response to the NOP for Tidelands Avenue Electric Truck Hub project

Environmental Health Coalition (EHC) agrees with the analysis and determinations of the initial study and notice of preparation for an Environmental Impact Report (EIR). The following comments are meant to provide additional aspects the EIR should study and consider for mitigation.

Potential Fire Air Quality Impacts

EHC is supportive of further study in the EIR of the potential for battery energy storage system (BESS) ignition and fire. Impacts on the surrounding community should be assessed in the case of a battery fire. There is the potential for air quality impacts and fire, especially for the residences that are located only 0.25 miles away to the east. Additionally, Kimball Elementary School is located approximately 0.45 miles to the east of the project site and should be considered within the impact zone if a fire were to occur, given that particulate matter would not be confined to only a 0.25-mile radius. The potential impact on the health and safety of the school and students must be assessed in the EIR.

Potential Transportation Impacts

If the project does not provide stronger mechanisms to ensure that charging at the site is mainly for Port serving trucks, then there is the potential for induced demand of trucks not already operating in the area to travel to the site for charging. This is a potential impact that could require mitigation. The project should prioritize charging for trucks already doing business at the Port's maritime industrial terminals in order to avoid attracting new trips from trucks not already in operation on the streets that access the project site. Identifying way to further prioritize port-serving trucks will reduce the potential impacts to surrounding transportation infrastructure and traffic.

Thank you for the opportunity to comment on the notice of preparation for the EIR for the Tidelands Avenue Electric Truck Hub project. We look forward to engaging in the process in the future. If you have any questions, please contact Kyle Heiskala, at kyleh@environmentalhealth.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Franco Garcia". The signature is stylized with a large, looped "F" and a cursive "Garcia".

Franco Garcia

Executive Director,
Environmental Health Coalition

cc: Leslie Nishihira, Vice President, Planning & Development
Jason Giffen, Chief Sustainability & Innovation Officer

From: [Larry Emerson](#)
To: [Peter Eichar](#)
Subject: Tidelands Avenue electric truck hub EIR comments:
Date: Monday, July 21, 2025 1:39:31 PM

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Tidelands Avenue electric truck hub EIR comments (by Lawrence Emerson):

1. A comparison should be made of the pollution coming from diesel and gas trucks versus the electric trucks that will replace them.
2. Some concern was expressed about battery storage fires at the facility as well as battery fires from the electric trucks. Using the latest standards, this should not be a problem, but here are a few of my suggestions:
 1. Lithium iron phosphate (LFP) batteries are proving to be much more fire safe and should be given consideration for this project's energy storage. Also LFP batteries should be considered for use in the electric trucks to be used/leased. (Or EV batteries of other respected manufactures)
 2. Since recent tariffs may be applied to imported lithium iron batteries, energy storage systems made in the United States should be considered.
 3. There are two companies that manufacture, non-lithium energy storage batteries in the United States that I am aware of. And both are not fire hazards.
 4. One U.S. Manufacturer, ESS Tech, makes Iron-Flow Batteries for long duration storage. They have deployed their product in California, and as far away as

Australia. (**iron flow** batteries work by circulating liquid electrolytes — made of **iron**, salt, and water — to charge and discharge electrons, providing up to 12 hours of storage capacity.) **ESS** Tech, Inc. (**ESS**) has developed, tested, validated, and commercialized **iron flow technology** since 2011.

5. The other U.S. Manufacturer, EOS Energy Enterprises, makes Zinc-Based Battery Energy Storage Systems (BESS). **Eos** is accelerating the shift to American energy independence with **zinc**-powered energy storage solutions. Safe, simple, durable, flexible, and available, our commercially-proven, U.S.-manufactured **battery** technology overcomes the limitations of conventional lithium-ion in 3- to 12- hour intraday applications. Their batteries have also been deployed a California and other States in the U.S

Please confirm receipt of these comments. Thanks

Lawrence (Larry) Emerson

National City Resident

And Member of the Electric Vehicle Association of San Diego

Sent from my iPad

From: [Ron Morrison](#)
To: [Peter Eichar](#)
Subject: Tidelands Avenue Electric Truck Hub EIR Comments
Date: Monday, July 21, 2025 11:46:29 AM

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1. The locating of this facility immediately upwind of the Interstate 5 and the densest City in the County (National City) is both reckless and irresponsible. This would concentrate this large number of mobile lithium power banks, otherwise known as electrified 18 wheelers, into one small area just waiting for the eventual accident, equipment failure or maintenance lapse to force the evacuation of Interstate 5 and our City. While the proponents have heralded this as something good for the Region they only want to consider it in the disadvantaged community that has already been over encumbered with Regional 'assets' that no one else wants in their community.
2. Because of past agreements between the Port Authority and the Environmental Health Coalition the Community of the City of National City has already been overly encumbered with much more than our share of unnecessary truck traffic, which has led to an UnEnvironmental and UnHealthy condition that our residents have to live with. First it was 'Let's move the diesel trucks southward to National City (and have them then go northward again) to save Barrio Logan' and now the same people want to put a facility in National City that could have wide spread environmental and health issues to 'save' us from the problem they caused in the first place.
3. This project was pushed through the approval process at the Port to meet artificial deadlines to retain a 'Port of Firsts' status. Obvious concerns were not even considered until after the decision was made to move ahead with the project over the objections of the City. The consideration of this project should be started over to have an objective appraisal of the practicality, necessity, timing and future impacts that a concept that is still in its infant stage could have on an already disadvantaged community.
4. Because of the volatile nature of lithium and the use of independent trucking, emergency planning and implementation needs to be in place and prefunded so as to be proactive and not reactive after the fact of evacuations and health impacts if this project is going to be forced on our community. The history of results of lithium fires on areas that much more rural than our extremely dense urban area has had much documentation.
5. The weight displacement of these electrified 18 wheelers will be altered which will affect the impact on our road conditions
6. As a disadvantaged City that is a Member of the Port of San Diego we would hope to receive a fair share of the economic advantage that has been afforded to the other 4 member cities, but instead we are offered projects like this one that have obvious drawbacks without any realistic compensation.
7. Since electrification of heavy vehicles is only currently practical for short hauls, and most short hauls come off the 10th Ave Terminal, if this facility is deemed necessary and safe then it would be better placed at the 10th Ave Terminal.



Mayor Ron Morrison

City of National City

1243 National City Blvd., National City, CA 91950

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NATIVE AMERICAN HERITAGE COMMISSION

June 19, 2025

Peter Eichar
San Diego Unified Port District
3165 Pacific Highway
San Diego CA 92101

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Steven Quinn

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

Re: 2025060903 Tidelands Avenue Electric Truck Hub Project, San Diego County

Dear Mr. Eichar:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b))). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1))). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

- 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
- 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
- 3. Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
- 4. Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
- 5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
- 6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

- a.** The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
- b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- a.** Avoidance and preservation of the resources in place, including, but not limited to:
 - i.** Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i.** Protecting the cultural character and integrity of the resource.
 - ii.** Protecting the traditional use of the resource.
 - iii.** Protecting the confidentiality of the resource.
- c.** Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- d.** Protecting the resource. (Pub. Resource Code §21084.3 (b)).
- e.** Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
- f.** Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

- a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
- b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
- c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:
Andrew.Green@NAHC.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

From: [Ayres, Jasmin Kay D CIV USN \(USA\)](#)
To: [Peter Eichar](#)
Cc: [Mcallister, Karen E CDR USN COMNAVFACSYSCOM \(USA\)](#); [Mugg, James P CIV USN NAVFAC SW SAN CA \(USA\)](#)
Subject: Tidelands Avenue Electric Truck Hub Project
Date: Monday, July 21, 2025 3:53:00 PM
Attachments: [20250618-0721 Tidelands Ave eHub NOP-NBSD Comments.pdf](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon, Peter -

Thank you for providing Naval Base San Diego (NBSD) Public Works with the opportunity to review the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) dated June 18, 2025.

As the homeport of the U.S. Pacific Fleet, NBSD greatly appreciates Port Staff's continued collaboration and commitment to limiting adverse impacts to our mission operations. We value this ongoing partnership and look forward to reviewing the DEIR once it becomes available.

Please find attached our initial review comments and questions on the NOP, compiled by NBSD staff reviewers. These preliminary observations will help inform our more comprehensive review of the full DEIR.

Thank you again for your proactive engagement and commitment to interagency coordination. Please feel free to contact me if you have any questions regarding our attached comments or to discuss next steps in our collaborative review process.

Very Respectfully,

Jasmin Ayres
Community Planning & Liaison Officer
Naval Base San Diego
3455 Senn Rd. Bldg. 72
San Diego, CA 92136
O: (619) 556-8183 | M: (619) 581-9656
jasminkay.d.ayres.civ@us.navy.mil

Port of SD Tidelands Ave E-Hub NOP Comments (Version Received 18 JUN 2025)

#	Section/Reference	Remarks:
		Project Construction, Paragraph 3 "Limited off site improvements ... providing access off W 19th St ... RoRo activities".
1	Page 5 of 68	Has the new traffic pattern been included in the traffic analysis conducted for NBSD peak inbound and outbound gate activity? Where would the new access driveway be located?
4	Page 11 of 68	What is the distance from the canopy to the Navy fence line?
5	Page 20 of 68	What is duration of Skychargers (LLC) lease?
6	Page 30 of 68	Protecting biological resources... "To the minimum extent feasible, several trees (2 or 3) may be removed to accommodate a new driveway; these trees are landscape trees and would not conflict with any tree preservation policy or ordinance. Additionally, the project would include an approximate 0.15-acre greenspace consisting of grasses and groundcover" In order to qualify proposed landscaping as alternate natural resource, please do not quantify any non-living synthetic turf.
7	Page 35 of 68	"Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?" Is soil remediation required for this site?
8	Page 36 of 68	"due to uncertainty on the availability of electric power from San Diego Gas & Electric (SDG&E) for full operation of the site once constructed, the project proposes the short-term initial use of a diesel generator to supplement grid electricity to ensure operation of the site should there not be enough electrical power from the grid." What duration would use of diesel generators be permitted?
9	Page 36 of 68	"Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? Less-than-Significant Impact." This impact may be understated if diesel generators are used to operate this facility, what is max permitted use of diesel generators?
10	Page 40 of 68	"Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Less-than-Significant Impact." This impact may be understated if diesel generators are used to operate this facility, what is max permitted use of diesel generators?
11	Page 41 of 68	"Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?" This impact may be understated if diesel generators are used to operate this facility, what is max permitted use of diesel generators?
12	Page 42 of 68	"Operation of the BESS would include lithium-ion battery cells in addition to the battery-electric trucks that would use the project site for re-fueling. Fires at other BESS facilities in San Diego County and elsewhere in California have raised concerns regarding the fire safety of these facilities and constituent materials used and their disposal or handling." What Best Management Practices or regulation are in place to mitigate this concern?
13	Page 42 of 68	"According to the EnviroStor database, there are no hazardous waste facilities and sites within the project site; however, there are sites located adjacent to the project site including: Maritime Shipyard, an inactive – needs evaluation site, approximately 0.05 miles to the north of the project; and Naval Base San Diego AKA Naval Station San Diego, an operating permit site, adjacent to the west side of the project (DTSC 2025). The SWRCB's GeoTracker database identifies leaking underground storage tanks, waste discharge sites, oil and gas sites, and other waste or cleanup sites. The project site, 1640 Tidelands Ave, is listed on the SWRCB's GeoTracker database as Cole Industries, with a status of Completed – Case Closed as of 1989 (ID. No T0607303113) (SWRCB 2025)." Will soil testing be conducted prior to construction to confirm quality/ character? Is this a part of the Phase I Environmental Site Assessment? Will the project require export of soil?
14	Page 44 of 68	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? Has the Navy been consulted regarding impacts to Emergency Operations?

15	Page 49 of 68	"Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? Less-than-Significant Impact. According to the National City Municipal Code, the permitted noise level is 80 dBA (or A-weighted decibels) for Heavy Industry land use west of I-5 (where the project site is located). Project construction would have the potential to generate a temporary increase in ambient noise levels; however, based on the nature of the existing and surrounding uses, as well as the high noise level standards applicable, construction noise would not be expected to exceed established standards. Similarly, operation would result in increased ZE truck activity in the area and reduced diesel truck activity, potentially resulting in a reduction in ambient noise conditions from engine noise and similar levels of noise from reverse warning signals and other non-truck related activities (principally passenger vehicles). As such, operational noise would not be expected to exceed established standards. Therefore, this issue is less than significant, and further analysis in the EIR is not warranted." Will the noise level exceed current land use dBA? How does current level compare to permitted 80 dBA? What are the "established standards compared to the max permitted decibels? Suggest continued discussion in EIR.
16	Page 49/50 of 68	Because the EV truck charging is targeting local truck traffic, it is not unreasonable to foresee business development as a result of this proposed infrastructure. Suggest exploration if this topic in EIR.

From: [Martin Reeder](#)
To: [Peter Eichar](#)
Cc: [Scott Huth](#)
Subject: RE: Notice of Preparation - Tidelands Avenue Electric Truck Hub
Date: Monday, July 21, 2025 4:06:43 PM
Attachments: [image003.png](#)
[NCFD Points Consultant Revision 4-24-25.pdf](#)
[Contractor Requirements Janaury 6 2025 Revision R.H .pdf](#)
[Underground Sprinkler Requirements Revision 2025.pdf](#)
[Water Service Brochure-Sweetwater Authority.pdf](#)
[Sign Requirements revised 12-5-22.pdf](#)
[Sign Color and Specs..pdf](#)
[Appendix D CFC 2022.pdf](#)

You don't often get email from mreeder@nationalcityca.gov. [Learn why this is important](#)

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Good afternoon Peter,

I have attached comments that were provided to Cody Hooven (Evolutions Affairs) on behalf of Skycharger back in April from our Fire Department. In addition, the City Traffic Engineer will need a formal traffic analysis that compares existing truck traffic to future truck traffic estimated to be generated by the new facility.

I believe the Mayor will be commenting separately.

Thank you for the opportunity to comment.

Best,



Martin Reeder | AICP
Acting Community Development Director
Community Development Department
City of National City
1243 National City Blvd., National City, CA 91950
T: 619.336.4313 | mreeder@nationalcityca.gov
[Website](#) | [Facebook](#) | [Instagram](#) | [Twitter](#) | [LinkedIn](#)

From: Peter Eichar <peichar@portofsandiego.org>
Sent: Wednesday, June 18, 2025 7:32 AM
To: Peter Eichar <peichar@portofsandiego.org>
Subject: Notice of Preparation - Tidelands Avenue Electric Truck Hub

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The San Diego Unified Port District (District) will be the Lead Agency in preparing an

Environmental Impact Report (EIR) for the Tidelands Avenue Electric Truck Hub (proposed project or project). The District is soliciting input and feedback from various agencies, stakeholders, and the public pertaining to the scope and content of the environmental information that will be included in the EIR. For certain agencies, this may be germane to statutory responsibilities in connection with the proposed project. A responsible agency may need to use the proposed project's EIR when considering issuance of permits or other approvals for the project. The project description, location, and possible environmental effects of the proposed project are contained in the attached and web-linked (below) materials.

The Notice of Preparation (NOP) is available for a minimum 30-day public review period that starts on Wednesday June 18, 2025, and ends at 5:00 p.m. on Monday July 21, 2025. The NOP is available for public review online at: <https://www.portofsandiego.org/public-records/port-updates/notices-disclosures/ceqa-documents> or at the Office of the District Clerk, 3165 Pacific Highway, San Diego, California 92101.

Comments regarding the scope and content of the environmental information that should be included in the Draft EIR and other environmental concerns should be mailed to:

San Diego Unified Port District
Planning Department
Attn: Peter Eichar
P.O. Box 120488
San Diego, California 92112-0488
Or emailed to peichar@portofsandiego.org

Two public scoping meetings will be held to solicit comments on the scope of the proposed EIR. The first meeting will be held in-person at 6:00 pm on Tuesday, June 24, 2025, in the community room at the National City Public Library. The second meeting will be a virtual public scoping meeting held at 6:00 pm on Wednesday, June 25, 2025. Virtual scoping meeting attendees can join the virtual scoping meeting by clicking [here](#).

Responses to the NOP must be received by 5:00 p.m. on Monday July 21, 2025. Please reference 'Tidelands Avenue Electric Truck Hub Project' in all correspondence. Comments and suggestions as to the appropriate scope of analysis in the EIR are invited from all interested parties. Commenters should focus comments on potential impacts of the project on the physical environment. Commenters are encouraged to identify ways that potential adverse effects resulting from the project might be minimized and to identify reasonable alternatives and mitigation measures to the project.

Peter Eichar, AICP
Program Manager
Climate & Sustainability

O - 619.686.6284
C – 619.380.0928





City of National City Fire Department

Phone (619) 336-4550



Skycharger Overview & EV Charging Facility Considerations for National City FD

Date: April 23, 2025

Project: Skycharger

Division Chief: R. Hernandez

A fire Department permit will not be issued unless all comments are completed and approved. If you have any questions, please call (619) 336-4550.

V. Safety and Operational Considerations for National City Fire Department (NCFD)

A. Deployment & Site Planning

EV charging site deployment requires collaboration with local zoning, utilities, and emergency services. Early engagement with NCFD is critical to address:

- Fire lane access
- Fire lane exiting
- Emergency signage
- Emergency shut-offs
- Emergency after hours' contacts
- Response zone design
- Water supply

B. Inherent Fire and Electrical Risks

EV charging sites present unique hazards:

- **High-energy lithium-ion battery fires**
- **Thermal runaway risks** (fire resumption post-suppression)
- **High-voltage systems** (electrical shock risks)
- **Explosion potential** in poorly ventilated or enclosed areas

C. Fire Department Operational Concerns

To address these risks, NCFD must consider:

- Specialized EV fire training and PPE
- Specialize equipment
- Emergency coordination with utilities (for power shut-off)
- Real-time charger data access
- Water source availability and adequate pressure (e.g., Sweetwater Authority)

D. Cost Recovery Definition for Emergency Response

As part of the operational and safety planning related to the deployment of Skycharger infrastructure, the fire department will implement a **cost recovery component** to ensure fiscal responsibility during emergency incidents.

Cost recovery shall be defined as the **full reimbursement of expenses incurred by the fire department in the course of an emergency response** involving Skycharger systems or installations. This includes, but is not limited to:

- **Personnel Costs:** Full hourly rates (including overtime where applicable) for all responding personnel, calculated from the time of dispatch to the conclusion of the incident.
- **Equipment Usage:** Costs associated with the deployment and utilization of fire apparatus, specialized tools, and vehicles, based on standardized usage rates.
- **Damaged or Lost Equipment:** The repair or replacement value of any department equipment that is damaged, rendered inoperable, or lost as a direct result of the incident.

This cost recovery framework ensures that the department remains equipped and funded to maintain operational readiness without placing undue financial burden on the municipality or local taxpayers.

VI. Fire Protection Infrastructure Requirements

A. Access & Water Supply

- Ensure **hydrant placement, quantity, and fire flow** meet NFPA and CFC standards

- Design **fire apparatus access roads** per CFC Section 503:
 - o Minimum road widths
 - o Vertical Clearance
 - o Turning radii
 - o Load-bearing surfaces
 - o Etc.

B. Fire Protection Systems

- **Early warning detection** (smoke/heat), especially in enclosed structures
- **Fire alarm systems** tied to building occupancy and risk
- **Fire sprinkler systems** per NFPA 13, particularly in multi-level parking
- Clear **emergency shut-off signage** and system accessibility

VII. Code Compliance & Permitting

Skycharger commits to full compliance with:

- **California Fire Code (CFC)**
- **California Building Code (CBC)**
- **National Electrical Code (NEC)**, esp. Article 625
- **NFPA standards** including 70, 88A, 70E, and 13/14

Permits are obtained through the City of National City's Building and Fire Departments. Engagement with both departments includes:

- Submission of site, electrical, and fire protection plans
- Emergency response integration strategies
- Clear access for utilities and first responders

VIII. Preparedness and Recommendations for NCFD

To enhance safety and readiness:

1. Require full compliance with NEC, NFPA, CBC, and CFC codes.
2. Perform fire flow and hydrant assessments prior to construction.
3. Design fire access roads to meet CFC Section 503.
4. Special equipment needed/required to respond and safely address/tackle the emergency.
5. Evaluate and install:
 - o Early warning detection
 - o Fire alarms based on occupancy

- o Sprinkler systems for enclosed/multi-level sites
 - 6. Engage in **pre-incident planning** and **joint site inspections**.
 - 7. Conduct **training drills** for battery fire scenarios.
 - 8. Conduct annual drills with NCFD and advise of any changes to the industry/site.
 - 9. Ensure emergency shut-offs, placards, and safety systems are clearly marked and easily accessible.
-

This comprehensive approach not only supports Skycharger's continued growth but also ensures the safety and preparedness of the National City Fire Department as EV infrastructure.



City of National City
Fire Department
Phone (619) 336-4550



General Contractor Requirements

Date: January 6, 2025
Project: General Requirements All Projects
Comments: R. Hernandez Division Chief/Fire Marshal

The list provided is in no part an entire list of requirements, but a list of the more common questions and requirements found. Project shall strictly follow current codes and ordinances specific to design, application, installation, and testing, of the product to meet minimum requirements of the adopted code. **Please reach out to our fire administration staff for additional handouts available, or you can navigate to our city web site for additional information at nationalcityca.gov.**

Final approval is contingent upon field inspection and compliance with applicable codes and ordinances. A 48-hour notice is required for all inspections.

CODES

Plans are to be designed, fabricated and installed to code.

Project to be in compliance with the current editions of the National Fire Protection Association (NFPA), California Fire Code (CFC), Title 19, Health and Safety Code, and City of National City Municipal Codes.

Contractor's license is required. Fire Protection Systems require a C-16 License. Fire Alarm Systems require a C-10 license. Stamps shall be visible on all sets of plans.

Where there is conflict between a general requirement and a specific requirement, the specific requirement shall be applicable. Where, in a specific case, different sections of the code specify different materials, methods of construction, or other requirements, the most restrictive shall govern.

The fire code official is hereby authorized to enforce the provisions of this code and shall have the authority to render interpretations of this code, and to adopt policies, procedures, rules and regulations in order to clarify the application of its provisions. Such interpretations, policies, procedures, rules, and regulations shall be in compliance with the intent and purpose of the code and shall not have the effect of waiving requirements specifically provided for the code.

DESIGN PLANS/PLAN SUBMITTAL

All contractors shall possess a National City Business License prior to Fire Department plan submittal. A copy of the New Business License will be required at time of submittal.

Plans will not be reviewed until fees have been paid. The city accepts the following forms of payment:

1. Credit Card - Note: *American Express not accepted*
2. Check – payable to the “City of National City”
3. Cash

Fire Sprinkler, Fire Alarm, Fire Protection Systems, and Fire Underground plans are to be directly submitted to the National City Fire Department under separate permit for review and permitting. Design plans shall be a minimum dimension of 36” x 24”. Fees along with 3 sets of plans including all “Cut Sheets and Calculations” shall be included upon submission. Plan review shall be a 30-day plan review process or 21-working days. No over the counter plan reviews accomplished/no exceptions. **NO ELECTRONIC PLAN SUBMITTALS ACCEPTED AT THIS TIME.**

Note: All design plans will be reviewed utilizing the current adopted California Fire Code at time of fire department plan submittal. Building Department or differed submittals shall not affect or influence this fire department requirement.

It shall be unlawful to occupy any portion of the building or structure until the required fire detection, alarm, and suppression system have been tested and approved.

A signature, either wet or electronic, is required on all design plan seals.

Upon submittal for an underground permit, the following shall be included:

- Data sheets for Back-Flows
- Data sheets for Private and Commercial Hydrants
- Data sheets for Post Indicator Valves

Information on required fire hydrants back-flow devices can be acquired from Sweetwater Authority. All pipes and their appliances, shall meet industry/code standards for underground use.

ABSOLUTELY NO WORK SHALL BE ACCOMPLISHED WITHOUT APPROVED STAMPED PLANS AT THE CONSTRUCTION SITE. **PENALTY FEES** WILL BE CHARGED

AND POTENTIAL **“STOP WORK RED TAG”** WILL BE ISSUED DUE TO WORK WITHOUT APPROVED PLANS; **NO EXCEPTIONS.**

Should any plan corrections be required, the contractor must correct the plan and re-submit to the Fire Department for approval. NO WORK ALLOWED PRIOR TO APPROVAL.

Once plans are approved, contact will be made with the contractor. Contractor will be required to retrieve the approved plan from the National City Fire Department. The contractor will be required to sign for the permit and pick up the approved plans. Contractor will be given a copy of “Contractor Requirements” upon plan submission. The contractor will be asked to sign for these requirements. Work shall not be done prior to plan approval.

As-built drawings due to field changes, shall be submitted to the National City Fire Department and approved prior to final.

As-built drawing submittals shall include a copy of the original plan upon submittal to the National City Fire Department.

A cloud shall be used to indicate all corrections found on design plans submitted to this jurisdiction. Only authorized agents shall be allowed to make corrections. All clouds shall be initialed by authorized agent (*as-built or over the counter*).

A design plan created in digital format, shall be submitted to the National City Fire Department by the designer, and shall identify the following required devices and their locations in and around the structure. Submittal is a requirement prior to final:

1. Fire Control Room
2. Alarm Annunciator
3. Fire Alarm Control Panel
4. Pull Stations
5. Duct Detectors
6. Air Handlers/Duct Detectors
7. Electrical/Mechanical Rooms
8. Pump Room
9. Emergency Radio Responder Room
10. Photovoltaic Room
11. Private Fire Hydrants
12. Control Valves
13. Standpipes
14. Fire Department Connections
15. Riser Rooms
16. Gas Meters
17. Stairwells
18. Roof Access

DEFERRED SUBMITTAL

Not all design plans may be approved as a deferred submittal. Please refer to the document provided by the National City Fire Department described as “Fire Protection Submittals and Building Permit Issuance”.

PHASED APPROVAL

Projects requesting a phased approach allowing for release and possible occupancy of separate structures located on the same parcel (Building Department Certificate of Occupancy), will require individual permits, plan submittal, and payment.

PERMIT EXPIRATION

Permits – Permits are valid for a period of 12 months. You must obtain a passing inspection on or prior to the 12 months from obtaining the building permit. Once you obtain a passing inspection, you are required to obtain another passing inspection on or before the next 6 months. This process will continue thereafter up to a maximum of 3 years when the permit will expire. Please refer to [Title 15, section 15.08.040 “Permits”](#), of the National City Municipal Code for more specific detailed information.

An application for permit for any proposed work or operation shall be deemed to have been abandoned 365-days after the date of filing, unless such application has been diligently prosecuted or a permit shall have been issued; except that the fire code official is authorized to grant one or more extensions of time for additional periods not exceeding 90-days each. The extension shall be requested in writing and justifiable with cause demonstrated.

INSPECTION OF WORK

All inspections completed by the authority having jurisdiction (AHJ), shall be accomplished by National City Fire Department personnel. **No pictures or videos will be accepted.**

The General Contractor shall be the “Point of Contact” for all construction projects. Calls from any other subcontractor will not be forwarded to National City Fire Department personnel. Sub-contractors will be directed to contact the general contractor for all coordination of inspections, questions, or requests of any kind.

It shall be the responsibility of the site superintendent and his or her designee, to coordinate respective inspections from both the National City Fire Department and Building Department. The National City Fire Department provides a signature on all final job cards second to last behind the Building Department’s final inspection and signature.

It shall be the duty of the permit applicant to cause the work to remain accessible and exposed for inspection purposes. Where any installation subject to inspection prior to use is covered or concealed without having first being inspected, the fire code official shall have the authority to require that such work be exposed for inspection. Neither the fire code official nor the jurisdiction

shall be liable for expenses entailed in the removal or replacement of any materials required to allow inspection – NO EXCEPTIONS. No pictures or videos will be accepted by this AHJ.

EXAMPLE: *Closure of drywall ceilings prior to fire inspection, may require that the entire ceiling or sections of the ceiling be removed in order to conduct a code required inspection, further requiring additional inspections from both the National City Fire Department and Building Department respectfully.*

Where any work or installation does not pass an initial test or inspection, the necessary corrections shall be made so as to achieve compliance with the California Fire Code. The work or installation shall then be resubmitted to the fire code official for inspection and testing.

Any inspection requiring more than two (2) inspections for the same item or items will require a “Special Inspection Permit”. Fee and permit shall be paid directly to the National City Fire Department Administration Office before additional inspections can be scheduled.

A request for an inspection shall be made 48 hours in advance – NO EXCEPTIONS. Inspection requests shall be made once work is completed utilizing approved and stamped plans. Contractor shall be required to have the approved plans on site per code.

A 30 minute wait time shall apply to all projects. Inspectors shall wait for repairs or the arrival of contractors no longer than 30 minutes from time of arrival for requested inspection. Please call to reschedule in advance, to avoid extra charges.

DURING CONSTRUCTION

During construction, the contractor shall strictly follow Chapter 33 of the CFC edition “Fire Safety during Construction and Demolition of a Building.”

Approved vehicle access for firefighting shall be provided to all construction and demolition sites. Vehicle access shall be provided to within 100 feet of temporary or permanent fire department connections. Vehicle access shall be provided by either temporary or permanent roads, capable of supporting vehicle loads under all weather conditions. Vehicle access shall be maintained until permanent fire apparatus access roads are available. An approved water supply for fire protection, either temporary or permanent, shall be made available as soon as combustible material arrives on the site. Temporary plywood sign/s shall be posted throughout construction site so as to indicate:

- ✓Fire access
- ✓Utility shutoffs
- ✓Fire protection devices

Fire rated wood used in construction, shall have stamps clearly visible upon inspection.

Abatement of weeds and other fire hazards shall not be allowed to accumulate at the job site and shall be removed immediately. If it is determined by the fire chief or his/her designee that a

public nuisance, as herein defined, exists on any lot or premises, or upon any sidewalk, parking area or street adjacent to such lot or premises, an abatement notice may be issued to the responsible person to abate the public nuisance in accordance with [Section 1.36.030](#) of The **National City Municipal Code (NCMC)**. Upon issuance of the abatement notice, the procedures for abatement of public nuisances and recovery of costs therefor set forth in [Chapter 1.36](#) of this code shall be followed.

The owner, occupant, or agent of any lot or premises within the city who permits or allows the existence of a public nuisance as defined in this chapter, upon any lot or premises owned, occupied, or controlled by said person, or who violates any of the provisions of this chapter, is guilty of a misdemeanor and upon conviction thereof is punishable as prescribed by [Section 1.20.010](#).

EMERGENCY ROADWAY

Fire access roads in excess of 150 feet to furthest end of the property from a public street, shall be provided with width and turnaround provisions. The National City Fire Department has adopted appendix “D” of the California Fire Code.

The required width of emergency fire apparatus access roads shall not be obstructed in any manner, including parking of vehicles. All access roads shall be no less than 20 feet wide, no less than 14 feet high, and shall have an all weathered road with the ability to support 75,000 pounds or greater. Where a fire hydrant is located on a fire apparatus road, the minimum road width shall be 26 feet. All turns available for fire access and travel, shall maintain a minimum of a 28 foot radius.

Approved signs or other approved notices or markings (*Red Curb*) that include NO PARKING – FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designed shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility. **All projects shall be evaluated for this necessary application.**

Grade of fire apparatus road shall be within the limits established (15% Grade) by the fire code official based on the National City Fire Department’s apparatus. The fire code official shall have the authority to require or permit modifications to the required access widths where they are inadequate for fire rescue operations or where necessary to meet the public safety objectives of the jurisdiction.

The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions, or other factors that could limit access. (CFC 2022 Edition - Section 503.1.2)

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between access.

FIRE TRUCK/AERIAL ACCESS

Aerial fire apparatus roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof. One or more of the required access routes meeting this condition shall be located not less than 15 feet and not greater than 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

Buildings or portions of buildings or facilities exceeding 30 feet in height measured vertically from the centerline of the street adjacent to the project above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. ***Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.***

Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with approval of the fire code official.

Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus roads shall be provided. For the purposes of this section, the highest roof surface shall be determined by measurement to the roof eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearance established in Section 503.2.1 shall be maintained at all times.

Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter construction or moved into or within the jurisdiction. The fire apparatus access road shall extend to within 150 feet of *all* portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility

SECURITY ACCESS AND EGRESS DEVICES

Security devices or systems that emit any medium that could obscure a *means of egress* in any building, structure, or premise shall be prohibited.

A Knox Box may be required for your project. All Knox Boxes shall be installed at a height of 5 feet 6 inches to center. Knox Boxes shall be installed at the front of the property. Construction master keys shall be placed in all Knox Boxes during construction. Final keys shall be placed in the box prior to delivery of fire final sign-off. Please contact the National City Fire Department for required Knox Box application.

An exit loop shall be required for all exiting using automatic gates

Entrance/exit gates shall be equipped with a fire Knox Key Switch in conjunction with a strobe for emergency access. Switch and strobe shall be placed at the front of the property. Please contact the National City Fire Department for exact field location and the possible need for a National City Police Department emergency key switch.

FIRE FLOW LETTER

A “Fire Flow” letter shall be required for all buildings in this jurisdiction. The procedure for determining fire-flow requirements for buildings or portions of buildings hereafter constructed shall be in accordance with this chapter (Appendix B Table B105.1) (2 – *MINIMUM REQUIRED FIRE-FLOW AND FLOW DURATION FOR BUILDINGS*).

The fire code official is authorized to increase the fire-flow requirements where conditions indicate an unusual susceptibility to group fires or conflagrations. An increase shall be not more than twice that is required for the building under construction.

A flow letter is provided free of charge and shall take a minimum of (2) weeks to complete.

BACK-FLOW DEVICE/SWEETWATER AUTHORITY

The potable water supply to automatic sprinkler and standpipe systems shall be protected against backflow as required by the Health and Safety Code Section 13114.7 and Sweetwater Authority. Back-flows and control devices shall be installed at the front of property (PL) to allow for clear immediate visibility and direct access for fire personnel.

The National City Fire Department requires all back-flow/control devices to be equipped with tamper monitoring units. All devices shall be monitored by an approved fire alarm system monitored by a central station.

AUTOMATIC FIRE SPRINKLER SYSTEMS

An automatic sprinkler system shall be installed throughout buildings with the floor level having an occupant load of more than 30 or more that is located 55 feet or more above the lowest level of fire department vehicle access.

Additional required fire suppression systems shall follow table 903.2.11.6 of the California Fire Code.

Automatic sprinklers shall be installed with due regard to obstructions that will delay activation or obstruct the water distribution pattern. Automatic sprinklers shall be installed in or under covered kiosks, displays, booths, concession stands, or equipment that exceeds 4 feet in width.

Not less than a 3 foot clearance shall be maintained between automatic sprinklers and the top of piles of combustible fibers.

Sprinkler piping shall not be painted.

Sprinkler piping shall be covered with Building Department approved drywall unless specified.

Where modification is made to an existing system affecting more than 20 sprinklers, the new portion shall be isolated and tested at not less than 200 psi (14 bar) for 2 hours.

Supervision (Fire Alarm) of sprinkler piping and fire detection devices shall be automatically supervised where more than 20 sprinklers are on the system.

A passive purge sprinkler system is not allowed in this jurisdiction, due to a jurisdictional water authority required and externally installed (outdoors) back-flow device (*Sweetwater Authority Requirement*).

A single combination water supply shall be allowed provided that the domestic demand is added to the sprinkler demand as required by NFPA 13R.

The use of CPVC piping as defined in NFPA 13, shall be evaluated by the fire code official for its intended use. Its use and application shall strictly follow current codes and ordinances specific to design, application, installation, and testing of the product to meet minimum requirements of the adopted code.

Weld Certificate - Contractors or fabricators shall maintain certified records, which shall be available to the authority having jurisdiction, of the procedures used and the welders or welding machine operators employed by them, along with their welding identification. Records shall show the date and the results of procedure and performance qualifications.

Qualification of the welding procedure to be used and the performance of all welders and welding operators shall be required and shall meet or exceed the requirements of AWS B2.1/B2.1M, *Specification for Welding Procedure and Performance Qualification*; ASME Boiler and Pressure Vessel Code, Section IX, "Welding, Brazing, and Fusing Qualifications"; or other applicable qualification standard as required by the authority having jurisdiction, except as permitted by 7.5.2.5.3 of NFPA 13 Chapter 7 section 7.5.2

Fire sprinkler notification bell shall be installed at the front of the property. Contact the fire code official for field placement prior to installation. Flexible arm-over drops are not permitted in this jurisdiction.

FIRE DEPARTMENT CONNECTIONS (FDC) & STANDPIPES

Required FDC and Standpipe signs shall also indicate the pressure required at the inlets to deliver the system demand. An FDC shall be located not less than 18 inches and not more than 4 feet above the level of the adjacent grade or access level. This AHJ requires all FDC connections to be installed at 3 feet.

Where a fire department connection and standpipe connection services multiple buildings,

structures, or locations, a sign shall be provided indicating the buildings, structures, or locations served. FDC shall be within 100' of a water source (fire hydrant).

FIRE DEPARTMENT CONNECTION (FDC) KNOX SWIVEL-GUARD CAP

Knox swivel guard/extra protection cap shall be used and in place prior to final. Application may be acquired by navigating to the official "Knox Box Website."

STANDPIPES

Every building 4 stories or more shall be provided with not less than one standpipe for use during construction. Such standpipes shall be installed when the progress of construction is not more than 35 feet in height above the lowest level of fire department access. Such standpipes shall be provided with fire department hose connections at accessible locations adjacent to such usable stairs and the standpipe outlets shall be located adjacent to such usable stairs. Such standpipe systems shall be extended as construction progresses to within one floor of the highest point of construction having secured decking or flooring. On each floor there shall be provided a 2 ½ -inch valve outlet for fire department use. Standpipe signs shall also indicate the pressure required at the inlets to deliver the system demand.

PUMP ROOMS

Where provided, fire pump rooms and automatic sprinkler system riser rooms shall be designed with adequate space for all equipment necessary for the installation, as defined by the manufacturer with sufficient working space around the stationary equipment. Clearance around equipment to elements of the permanent construction, including other installed equipment and appliances, shall be sufficient to allow inspection service, repair, or replacement without removing such elements of permanent construction or disabling the function of a required fire –resistance-rated assembly. Fire pump and automatic sprinkler system riser rooms shall be provided with doors and unobstructed passageways large enough to allow removal of the largest piece of equipment.

FIRE ALARM

Fire Command Center – Where required by this code, a fire command center shall be constructed and shall comply with Sections 508.1.1 through 508.1.7 of the California Fire Code

Individual fire alarm monitoring shall be considered for individual commercial spaces that are considered mixed use:

- a. Fire Alarm Control Panel (FACP) shall be able to accommodate individual alarm monitoring for commercial spaces if preferred
- b. Individual fire alarm control panels may be required for future tenants
- c. Individual tenant sprinkler flow switch assemblies will be required to monitor water flow sprinkler activation
- d. Exterior horn/strobes will be required for all commercial spaces
- e. The above requirements may be accomplished during the following periods:
- f. Initial Construction/Plan submittal

g. Future Tenant Improvement

Fire alarm wire shall not be painted.

REINSTALLATION OF USED DEVICES

Materials equipment and devices shall not be used or reinstalled unless such elements have been reconditioned, tested, and placed in good and proper working condition and approved by the National City Fire Department.

FIRE HYDRANTS

Fire hydrants to be located throughout the project shall not have a separation distance greater than 300 feet. Fire hydrants to be located within 300 feet of all the locations that are roadway accessible. (Measurement starts from nearest existing fire hydrant to project).

The following items pertain to fire hydrants:

- a. Size and location, including size and number of outlets and whether outlets are to be equipped with independent gate valves.
- b. Fire hydrant to be of three outlet design.

Provide calculation confirming flow availability to meet fire flow demands and supply large diameter hose (4 inch).

Fire hydrants to be marked by use of blue reflective marker in the roadway. Permit expires on the last date of hydrant usage shown above.

If the project is not yet completed, renewal shall be made 1 week prior to the end date of hydrant usage, and no charge will be made. A charge will apply again if the permit was renewed after the last date of hydrant usage.

VEHICLE IMPACT PROTECTION

Vehicle impact protection required by this code shall be provided by posts that comply with this section 3.12.2 or by other approved physical barriers that comply with is section 312.3.

Placement of required devise shall be set no less than 3 feet from protected object. Please consult with fire inspector for assistance on this AHJ requirement.

TRACE WIRE

Tracer wire shall be required for all underground piping.

EXITS AND EXITING

Exit Signs shall be illuminated with green lettering per National City Ordinance.

Travel distance within the exit access portion of the means of egress system shall be in accordance with Section 1017 of the California Fire Code “Exit Access Travel Distance.”

Where exit signs are required by Chapter 10 of the California Fire Code, additional approved low-level exit signs that are internally or externally illuminated photo luminescent or self-luminous, shall be provided in all interior corridors of group A, E, I, and in all areas serving guest rooms of hotels in Group R, Division 1 occupancies:

Exceptions:

- *Group A occupancies that are protected throughout by an approved supervised fire sprinkler system.*
- *Group E occupancies where direct exits have been provided from each classroom.*
- *Group I and R-2.1 occupancies which are provided with smoke barriers constructed in accordance with Section 407.5 of the California Building Code.*
- *Group I-3 occupancies.*

The means of egress for buildings or portions thereof shall be maintained in accordance with Chapter 1031 of the California Fire Code. At no time shall these exits ever be blocked or obstructed.

MISCELLANEOUS STORAGE

Storage in the open shall not exceed 20 feet in height of miscellaneous combustible material.

Outside storage of combustible materials shall not be located within (10 feet of a lot line).

DAYCARE FIRE ALARM SYSTEM

An automatic fire alarm system shall be provided in all buildings used as or containing Group E daycare.

Exception:

Automatic detection devices are not required where an automatic sprinkler system is installed in accordance with Section 903.1.1 and the occupant notification appliances will activate on sprinkler water flow and manual activation is provided from a normally occupied location.

KIOSKS

Kiosks and similar structures shall be required to follow Chapter 4 (402.6.2) of the California Building Code. Automatic sprinklers shall be installed in or under covered kiosks, displays, booths, concession stands, or equipment that exceeds 4 feet in width. Automatic sprinklers shall be installed with due regard to obstructions that will delay activation or obstruct the water pattern.

COMMODITIES/OPERATIONAL REPORT

The fire code official is authorized to issue operational permits for the operations set forth in Sections 105.6.1 through 105.6.48 of the California Fire Code.

Hazardous Materials – An operational permit (Commodities Report) is required to store, transport on site, dispense, use, or handle hazardous materials in excess of the amounts listed in table 105.6.21 and 105.6.22 and 105.6.23 of the CFC 2022 edition.

A required floor plan shall be constructed and posted, which shall clearly describe the approved area where commodities will be stored. Speak to the fire inspector for specific directions and assistance

EMERGENCY STANDBY POWER SYSTEMS

Emergency and standby power systems (Section 604 CFC) required by this code or the *California Building Code* shall be installed in accordance with this code, NFPA 110 and NFPA 111. Existing installation shall be maintained in accordance with the original approval.

In the event of power supply failure, an emergency electrical system shall automatically illuminate all of the following areas:

1. Electrical equipment rooms
2. Fire command centers
3. Fire pump rooms
4. Generator rooms
5. Public restrooms with an area greater than 300 square feet

Note: Please reach out to your inspector for assistance

PHOTOVOLTAIC SOLAR SYSTEMS

Solar photovoltaic power systems shall be installed in accordance with the California Fire Code, California Building Code, California Electrical Code, and the California Residential Code.

BUILDING CODE

Where the roof has a slope less than four units vertical and 12 units horizontal, a hose connection shall be located to serve the roof at the highest landing of a stairway with stair access to the roof provided in accordance with the current code.

New buildings four or more stories above grade plane, except those with roof slope greater than four units vertical and 12 units horizontal, shall be provided with stairway to the roof. Stairway access to the roof shall be in accordance with section of the California Fire Code. Such stairways shall be marked at street and floor levels with a sign indicating that the stairway continues to the roof. Where roofs are used for roof gardens or for other purposes, stairways shall be provided as required for such occupancy classification. Guards shall be provided along stairways and landings where required by Section 1015 and shall be constructed in accordance with Section 1015. Where the roof hatch opening providing the required access is located within 10 feet of the roof edge,

such roof access or roof edge shall be protected by guards installed in accordance with Section 1015. Guards shall be adequate in strength and attachment in accordance with Section 1607.9 of the California Building Code.

Project shall assure design and compliance criteria to meet Table 508.4 (page 193 of Part 2, Volume 1) of the 2022 California Building Code, if applicable.

All buildings or structures with one or more passenger service elevators shall be provided with no less than one medical emergency service elevator to all landings meeting the provisions of Section 3002.4a of the 2022 California Building Code. Please see this section of provided exceptions that may exempt this requirement.

It shall be unlawful for a person, firm, or corporation to erect, construct, alter, repair, remove, demolish, or utilize a building, occupancy, premises, or system regulated by the California Building and Fire Codes, or cause same to be done, in conflict with or in violation of any of the provisions of these codes.

Requirements that are essential for public safety of an existing or proposed activity, building, or structure, or for the safety of the occupants thereof, that are not specifically provided for by this code, shall be determined by the code official.

TRAFFIC CALMING DEVICES

Traffic calming devices shall be prohibited unless approved by the fire code official.

LIFE SAFETY SYSTEMS OUT OF SERVICE

It shall be unlawful to occupy any portion of a building or structure until the required fire detection, alarm, and suppression systems have been tested and are entirely in compliance with the minimum requirements of the code.

Where a required fire protection system is out of service, the fire code official shall be notified immediately and where required by the fire code official, the building shall be either evacuated or a jurisdiction approved and trained fire watch shall be provided for all occupants left unprotected by the shutdown until the fire protection system has been returned to service.

FIRE WATCH

Where utilized, fire watches shall be provided with not less than one approved means for notification of the fire department and their only duty shall be to perform constant patrols of the protected premises and keep watch for fires. **All fire watch companies shall be approved by this AHJ prior to starting work. Please see handout provided by the National City Fire Department.**

SUPPRESSION SYSTEMS

The National City Fire Department does not allow the installation of Recirculating or Ventless

Exhaust Style Hood Systems.

BUILDING ADDRESS

Street address shall be visible from the street and in contrasting color to the building. Please contact the National City Building Department for size of numbers and field requirements for placement.

WAY FINDING

Directory Map (Way Finding). A lighted directory map, meeting current fire department standards, shall be installed at driveway entrance/s, or multiple access points as directed by the fire code official. Directory map shall be installed in all projects with more than (14) units. Please reach out to your inspector for assistance and final approval.

EMERGENCY RADIO RESPONDER COVERAGE

New buildings shall have an approved radio coverage for emergency responders within the building based on the existing coverage levels of the public safety communication systems utilized by the jurisdiction, measured at the exterior of the building. This section shall not require improvement of the existing public safety communication systems section 105 and 510 of the 2022 California Fire Code - CFC.

DECORATIVE MATERIALS & ARTIFICIAL DECORATIVE VEGETATION

Artificial decorative vegetation shall comply with sections (807.1 - 807.4.2) of the California Fire Code.

MARINE FUELING

An inspection shall be required prior to fueling of the vessel. A one-week notice shall be required for all fueling operations. Fueling shall be done **Monday – Thursday only**. Permit is good for 6 months as noted.

TENTS & CANOPIES

Clear Fire Department access must be maintained at all times. Vehicles may not be parked within 20 feet of the canopy/tent, and may not be parked under an awning. Four (4) exits are required at all times. Exits may not be blocked at any time.

Fire extinguishers are required (2A10BC), with an occupancy load provided by the building department and enforced by the fire department. “No Smoking” signs to be posted. Temporary membrane structures, tents, and canopies shall be used for a period of not more than 180 days within a 12-month period on a single premises. Exits may not be blocked at any time. 2A10BC fire extinguishers are required throughout, every 75’. Fire extinguishers must have the current

SFM tag attached. Fire hydrants/sprinkler systems/standpipes may not be blocked, and emergency access maintained at all times. An inspection by the fire department is required prior to operation. Food booths to have (1) 40: BC or K extinguisher. All TUP stipulations to be followed at all times.

FIREWORKS DISPLAY

Pyrotechnic special effects display by a Licensed Pyrotechnic Operator in accordance with Title 19 CCR, CFC and Health and Safety code section 12505 Verification of Pyrotechnic Operator certification must be received by the National City Fire Department prior to display. A 250 foot minimum separation from spectator viewing area, vehicles, and buildings must be maintained at all times.

Transportation of fireworks/explosives to be in accordance with California Vehicle Codes. The City requires a minimum insurance of 42 Million per occurrence, \$4 Million aggregate. A Fire safety inspection of the site is required, along with inspection of the storage and handling of the pyrotechnics, prior to display.

ABOVE AND BELOW GROUND TANK REMOVAL

All products to be removed from the tanks and all connecting lines.

Tanks to be freed from flammable vapors with dry ice at 15 pounds per 1,000 gallon tank capacity for 30 minutes or until flammable vapors are no longer in an explosive range as detected by a calibrated gas meter. Tanks to be triple washed.

Owner/Builder to prevent discharge from property by using fiber rolls, gravel bags, silt fencing, or another approved Best Management Practice (BMP) prior to disturbing soil. For more information, contact the Storm Water Compliance Inspector at (619-336-4583).

Tanks shall be disposed of in accordance with federal, state, and local regulations. **FINAL INSPECTION BY NATIONAL CITY FIRE DEPARTMENT PERSONNEL IS REQUIRED. Call (619) 336-4550 for an inspection appointment.** A two-day notice shall be required before the inspection date. **Permit expires one (1) year after the date of filing.**

TECHNICAL SERVICES/AFTER HOUR-TECHNICAL INSPECTION

An additional hour after the two-hour minimum is billed at \$211.00 per hour. Technical Services/After Hour-Technical Inspection fee (after hour inspection is any time after 6:00 p.m. Monday-Thursday, closed Friday, Saturday, Sunday, or holiday inspection.) An inspection shall be required by the National City Fire Department personnel. Call (619-336-4550) for inspection.

SIGN PACKAGE REQUIREMENT

Please see sign package for requirements on FDC's, OS&Y's, Gas Meters, etc.

Note: Additional comments may be required based on additional information provided due to the above comments. Final approval contingent upon final field inspection and compliance with all applicable codes and ordinances.

Revision: January 6, 2025 R.H



City of National City Fire Department

Phone (619) 336-4550



NFPA 24: Standard for the Installation of Private Fire Service Mains and Their Appurtenances

Date: January 15, 2025
Project: All Projects
Reviews: R. Hernandez/Fire Marshal

APPROVAL CONTINGENT UPON FINAL FIELD INSPECTION AND COMPLIANCE WITH ALL APPLICABLE CODES AND ORDINANCES. THE INFORMATION PROVIDED IS MEANT AS A GUIDELINE AND DOESN'T TAKE THE PLACE OF A THOROUGH UNDERSTANDING AND APPLICATION OF THIS CODE IN ITS ENTIRETY

Installation Work

Installation work shall be performed by fully experienced and responsible persons. The authority having jurisdiction shall always be consulted before the installation or remodeling of private fire service mains. The potable water supply to automatic sprinkler and standpipe systems shall be protected against backflow as required by the Health and Safety Code Section 13114.7 and Sweetwater Authority. Back-flows and control devices shall be installed at front of property (PL) to allow for clear immediate visibility and direct access for fire personnel. **The National City Fire Department requires all backflow/control devices to be equipped with tamper monitoring units. All devices shall be monitored by an approved fire alarm system monitored by a central stat**

City Engineering Department

Fire main underground design which may be required on engineering documents, does not take the place for required underground submittal required by the National City Fire Department

Connection to Waterworks Systems

A connection to a reliable waterworks system shall be an acceptable water supply source. Please contact the water authority for this jurisdiction (*Sweetwater Authority*). The volume and pressure of a public water supply shall be determined from water flow test data or other approved method

Installation Requirements

Piping, valves, hydrants, gaskets, and fittings shall be inspected for damage when received and shall be inspected prior to installation. The tightness of bolted joints shall be verified by the bolt torque or by the method described in the listing information or manufacturer's installation instructions

Pipe, valves, hydrants, and fittings shall be clean and free from internal debris. When work is stopped, the open ends of piping, valves, hydrants, and fittings shall be plugged or covered to prevent foreign materials from entering. All piping, fittings, valves, and hydrants shall be examined for cracks or other defects while suspended above the trench and lowered into the trench using appropriate equipment. Plain ends shall be inspected for signs of damage prior to installation. Piping, fittings, valves, hydrants, and appurtenances shall not be dropped, dumped or rolled or skidded against other materials. Pipe shall be buried a minimum of three feet

Pipes shall be supported in the trench throughout their full length and shall not be supported by the bell ends only or by blocks. If the ground is soft, other means shall be provided to support the pipe. Valves and fittings used with nonmetallic pipe shall be supported and restrained in accordance with the manufacturer's installation instructions. Piping shall be listed for fire protection service and shall comply with the standards of NFPA 24. Steel piping shall not be used for general underground service unless specifically listed for such service. Underground fire services utilities shall be AWWA C-900 Class 200 pipe.

Valves on connections to water supplies, sectional control and isolation valves, and other valves in supply pipes to sprinklers and other fixed water-based fire suppression systems shall be supervised by one of the following methods:

(a) Central station, proprietary, or remote station signaling service

(b) Local signaling service that causes the sounding of an audible signal at a constantly attended location

(c) An approved procedure to ensure that valves are locked in the correct position

d) Fire department connections shall be equipped with listed plugs or caps that are secured and arranged for easy removal by fire departments. Please see the National City Fire Department for direction

(e) The National City Fire Department requires Knox Locking Plugs on all Fire Department Connections. Please contact the National City Fire Department for direction and application

NOTE: The National City Fire Department requires all backflow/control devices to be equipped with tamper monitoring units. All devices shall be monitored by an approved fire alarm system monitored by a central station

NOTE: The National City Fire Department requires ALL control devices to be monitored for tamper, and shall report to a central monitoring company as supervisory

(1) Fire department connections shall be located on the street side of buildings. Fire Department Connections shall be facing the street so as to provide immediate emergency connections

(2) Fire department connections shall be located and arranged so that hose lines can be readily and conveniently attached to the inlets without interference from any nearby objects, including buildings, fences, posts, or other fire department connections. FDC shall be installed at proper code required height

Size of Fire Mains/Private Fire Service Mains

Hydraulic calculations shall show that the main is able to supply the total demand at the appropriate pressure.

Mains Not Supplying Hydrants

For mains that do not supply hydrants, pipe sizes less than 6 in. (150 mm) nominal size shall be permitted to be used subject to the following restrictions:

1. (1)

The main shall supply only the following types of systems:

1. (1) (a) Automatic sprinkler systems
2. (1) (b) Open sprinkler systems
3. (1) (c) Water spray fixed systems
4. (1) (d) Foam systems
5. (1) (e) Standpipe systems

2. (2) Hydraulic calculations shall show that the main is able to supply the total demand at the appropriate pressure
3. (3) Systems that are not hydraulically calculated shall have a main at least as large as the riser.

Backflow Prevention Assemblies

The backflow prevention assembly shall be forward flow tested to ensure proper operation. The minimum flow rate tested in this chapter shall be the system demand, including hose stream demand where applicable. Consultation with local water authority shall be accomplished for direction prior to design and installation (*Sweetwater Authority*). A certification of compliance shall be furnished to the AHJ prior to final

Post Indicator Valves

Where post indicator valves are used, they shall be set so that the top of each post is 32 in. to 40 in. (800 mm to 1.0 m) above the final grade. Where post indicator valves are used, they shall be protected against mechanical damage where needed

Identifying and Securing Valves

Identification signs shall be provided at each valve to indicate the valve's function and the part of the system the valve controls. Please see the National City Fire Department for necessary sign requirements listed for the AHJ. All valves shall be secured in the open position using a combination of lock and or chain or both

Private Fire Service Mains Under Buildings

Except as allowed, private fire service mains shall not be allowed to run under buildings

Private fire service mains supplying fire protection systems within the building shall be permitted to extend no more than 10 ft. (3.0 m), as measured from the outside of the building, under the building to the riser location. Pipe joints shall not be located directly under foundation fittings. Piping shall be installed a minimum of 12 in. (300 mm) below the bottom of building foundations or footers. The requirements of this chapter shall not apply when the piping is sleeved with an approved material

Where approved, private fire service mains supplying systems within the building shall be permitted to extend more than 10 ft. (3.0 m) under the building when all the requirements of this chapter are met. Where the piping is installed under the building, all foundations or footers over the private fire service main shall be arched to create a minimum of 24 in (600 mm) clearance. It shall be acceptable to install the piping in covered trenches where the trenches are accessible from within the building

All joints shall be mechanically restrained. A valve shall be installed before the piping enters under the building and within 24 in. (600 mm) of where the piping enters the building. Calculations shall show that the main is able to supply the total demand at the appropriate pressure

Steep Grades

On steep grades, mains shall be additionally restrained to prevent slipping. Pipe shall be restrained at the bottom of a hill and at any turns (lateral or vertical). The restraint specified in 10.7.1.1 shall be to natural rock or to suitable piers built on the downhill side of the bell. Bell ends shall be installed facing uphill. Straight runs on hills shall be restrained as determined by a design professional

Thrust Blocks

Thrust blocks shall be permitted where soil is stable and capable of resisting the anticipated thrust forces. Thrust blocks shall be concrete of a mix not leaner than one-part cement, two and one-half parts sand, and five parts stone. Thrust blocks shall be placed between undisturbed earth and the fitting to be restrained and shall be capable of resisting the calculated thrust forces. Wherever possible, thrust blocks shall be located so that the joints are accessible for repair

Material

Clamps, rods, rod couplings or turnbuckles, bolts, washers, restraint straps, and plug straps shall be of a material that has physical and chemical characteristics that indicate its deterioration under stress can be predicted with reliability

Corrosion Resistance

After installation, rods, nuts, bolts, washers, clamps, and other restraining devices shall be cleaned and thoroughly coated with a bituminous or other acceptable corrosion-retarding material. The requirements of this chapter shall not apply to epoxy-coated fittings, valves, glands, or other accessories. Tracer wire is required

Private fire service mains utilizing one or more of the following connection methods shall not require additional restraint, provided that such joints can pass the hydrostatic test of this chapter without shifting of piping

1. Threaded connections
2. Grooved connections
3. Welded connections
4. Heat-fused connections
5. Chemical or solvent cemented connections

Backfilling

Backfill material shall be tamped in layers or in puddles under and around pipes to prevent settlement or lateral movement and shall contain no ashes, cinders, refuse, organic matter,

or other corrosive materials. Backfill material shall not contain ash, cinders, refuse, organic matter or other corrosive materials. Rocks shall not be used for backfill. Frozen earth shall not be used as backfill material. In trenches cut through rock, tamped backfill shall be used for at least 6 in. (150 mm) under and around the pipe and for at least 2 ft. (600 mm) above the pipe. Where using piping listed for private fire service mains, the manufacturer's installation instructions for backfill shall be followed. Tracer wire and tape are required and shall be in accordance with AWWA

Approval of Underground Piping

The installing contractor shall be responsible for the following:

1. Notifying the AHJ and the owner's representative of the time and date testing is to be performed
2. Performing all required acceptance tests
3. Completing and signing the contractor's material and test certificate(s) shown found in this chapter

Flushing of Piping

Underground piping, from the water supply to the system riser, and lead-in connections to the system riser, including all hydrants, shall be completely flushed before the connection is made to downstream fire protection system piping. The flushing operation shall be continuing until water flow is verified to be clear of debris. Please contact the National City Engineering Department if flushing water into street. Engineering department is required to review and approve prior to test

Hydrostatic Test

All piping and attached appurtenances subjected to system working pressure shall be hydrostatically tested at gauge pressure of 200 psi (13.8 bar) or 50 psi (3.4 bar) in excess of the system working pressure, whichever is greater, and shall maintain that pressure at gauge pressure of ± 5 psi (0.34 bar) for 2 hours. A 24-hour hydro shall be required for all pipe that is completely buried. Please contact the National City Fire Department for direction prior to installation. Acceptable test results shall be determined by indication of either a pressure loss less than gauge pressure of 5 psi or by no visual leakage. The test pressure shall be read from one of the following, located at the lowest elevation of the system or the portion of the system being tested:

1. A gauge located at one of the hydrant outlets
2. A gauge located at the lowest point where no hydrants are provided

Joint Backfill

The trench shall be backfilled between joints before testing to prevent movement of pipe. Where required for safety measures presented by the hazards of open trenches, the pipe and

joints shall be permitted to be backfilled, provided the installing contractor takes the responsibility for locating and correcting leakage

Protection of Piping

Aboveground piping for private fire service mains shall not pass through hazardous areas and shall be located so that it is protected from mechanical and fire damage. Aboveground piping shall be permitted to be located in hazardous areas protected by an automatic sprinkler system. Where aboveground water-filled supply pipes, risers, system risers, or feed mains pass through open areas, cold rooms, passageways, or other areas exposed to freezing temperatures, the pipe shall be protected against freezing by the following:

1. Insulating coverings
2. Frost proof casings
3. Other reliable means capable of maintaining a minimum temperature between 40°F and 120°F (4°C and 49°C)

Where corrosive conditions exist or piping is exposed to the weather, corrosion-resistant types of pipe, fittings, and hangers or protective corrosion-resistant coatings shall be used. To minimize or prevent pipe breakage where subject to earthquakes, aboveground pipe shall be protected in accordance with the seismic requirements of NFPA 13. Mains that pass through walls, floors, and ceilings shall be provided with clearances in accordance with NFPA 13

Fire Hydrants

Hydrants shall be listed and approved. The connection from the hydrant to the main shall not be less than 6 in. (150) (nominal). A control valve shall be installed in each hydrant connection. Valves required by this chapter shall be installed within 20 ft. (6.1 m) of the hydrant. Valves shall be clearly identified and kept free of obstructions. Where valves cannot be located in accordance with this chapter, valve locations shall be permitted where approved by the AHJ

The number, size, and arrangement of outlets; the size of the main valve opening; and the size of the barrel shall be suitable for the protection to be provided and shall be approved by the AHJ. Independent gate valves on 2½ in. (65 mm) outlets shall be permitted

Hydrant outlet threads shall have NHS external threads for the size outlet(s) supplied as specified in NFPA 1963. Where local fire department connections do not conform to NFPA 1963, the AHJ shall designate the connection to be used

Number and Location

Hydrants shall be provided and spaced in accordance with the requirements of the AHJ. Public hydrants shall be permitted to be recognized as meeting all or part of the requirements of this chapter. Hydrants shall be located not less than 40 ft. (12 m) from the buildings to be protected. Where hydrants cannot be located in accordance with this

chapter, hydrants located closer than 40 ft. (12 m) from the building or wall hydrants shall be permitted to be used where approved by the AHJ

Installation

Hydrants shall be installed on flat stones, concrete slabs or other approved materials. Small stones or an approved equivalent shall be provided about the drain. Where soil is of such a nature that the hydrants will not drain properly with the arrangement specified in this chapter, or where groundwater stands at levels above that of the drain, the hydrant drain shall be plugged before installation. Hydrants with drain plugs shall be marked to indicate the need for pumping out after usage. The center of a hose outlet shall be not less than 18 in. (450 mm) above final grade. The center of a hose outlet shall not be more than 36 in. (914 mm) above final grade. The center of a hose outlet located in a hose house shall not be less than 12 in. (300 mm) above the floor

Hydrants shall be restrained in accordance with the requirements of this chapter. Hydrants shall be protected if subject to mechanical damage, in accordance with the requirements of this chapter. The means of hydrant protection shall be arranged so that it does not interfere with the connection to, or operation of, hydrants

The following shall not be installed in the service stub between a fire hydrant and private water supply piping:

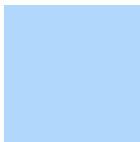
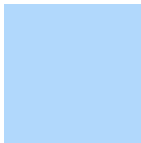
1. Check valves
2. Detector check valves
3. Backflow prevention valves
4. Other similar appurtenances

Hydrant Operating Test

Each hydrant shall be fully opened and closed under system water pressure. Dry barrel hydrants shall be checked for proper drainage. All control valves shall be fully closed and opened under system water pressure to ensure proper operation. Where fire pumps supply the private fire service main, the operating tests required by this chapter shall be completed with the pumps running

General

A private fire service main and its appurtenances installed in accordance with this standard shall be properly inspected, tested, and maintained in accordance with NFPA 25 to provide at least the same level of performance and protection as designed



**WATER SERVICE NEEDED?
START PROCESS NOW!**

**APPLICATION GUIDE FOR
CONCURRENT REVIEW
WITH LAND USE AGENCY**

Sweetwater Authority provides safe, reliable water to residents and businesses in National City, Bonita and western Chula Vista.

1

GENERAL INFORMATION

Application for a new, upgrade, or modification to an existing water service from Sweetwater Authority (Authority) is required when:

- Requesting the installation of a new water meter and service lateral
- Adding square footage to a home, business, or other building
- Constructing single family dwellings, multi-unit apartments, or structures that require water or fire protection
- Requesting abandonment, modification or relocation of an existing water meter
- Adding an Accessory Dwelling Unit (ADU) or additional residential units
- Change to water use type (e.g. irrigation, domestic, fire protection)
- Change to business type (for commercial accounts, e.g. furniture outlet to fast food, etc.)
- Only the property owner or authorized agent of the owner (Applicant) can request/apply for the installation, abandonment, modification or relocation of a water service or Authority-owned facility.

2

SUBMITTAL PROCESS

To apply for new or modify an existing water service, contact the Authority's Engineering Department at (619) 420-1413 to initiate the submittal process. The submittal process typically takes six weeks to process. This accounts for the required time to:

- Review the Applicant's service request
- Visit the project site and create a cost estimate
- Calculate applicable fees, deposits and credits
- Prepare and transmit a Fees and Deposits Letter to the Applicant, indicating the applicable fees, credits and deposits

3

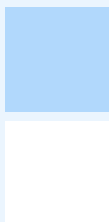
REQUIRED ITEMS

The Applicant will be asked to provide the following:

- Owner's authorization (if acting as agent of the owner)
- Legal description of the subject property
- Information regarding type of project or development to be served
- Type of water service (e.g. domestic, irrigation, fire)
- Fire flow requirements from the local fire protection agency (if applicable)
- Preliminary plans including site plans, building floor plans, and plumbing plans showing all existing and proposed fixtures (Construction plans approved and stamped by the applicable building jurisdiction will be needed at the end of the review process).
- The Applicant shall designate where the location of the meters by marking a white "W" on face of curb or on top of pavement
- An Authority representative will visit the project site and confirm the proposed meter location

Depending on the project scope, a Design Requirement Letter may be provided to the Applicant, requesting acknowledgment of the minimum submittal requirements and a deposit for design review.

When all submittal items have been provided, the Authority will develop a cost estimate for the construction work, calculate applicable fees, credits, and deposits, and transmit the Fees and Deposits Letter with a request for a deposit.



4

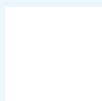
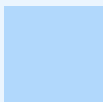
CONSTRUCTION PROCESS

Construction begins when fees and deposit funds are received. The Authority's construction process typically takes eight weeks to complete. This accounts for the time typically required to:

- Process fees and deposits
- Create a new service account
- Process and obtain construction permit(s) from applicable agencies
- Install service(s) & meter(s)
- Process and approve backflow preventer (as applicable)
- Repair paving

Within two months after completion of construction, costs will be tabulated and a final billing or refund will be provided to the Applicant.

If the Applicant or its sub-contractor elects to perform the construction of the new service installation, or any modification to the Authority's facilities, the Applicant will be required to enter into an Agreement to Improve Development.



SWEETWATER AUTHORITY CAPACITY FEES

The purpose for the collection of Authority Capacity Fees is to fund appropriate levels of water capacity for new or upgraded connections to the Authority's water distribution system.

Collection is based on Equivalent Dwelling Unit (EDU). An EDU is a unit that equates all residential, commercial, and industrial connections to a typical single-family residential unit.

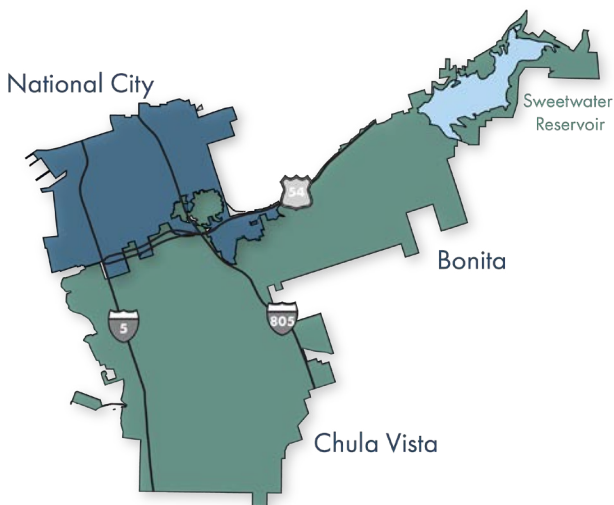
Current Authority Capacity Fees can be found here: www.sweetwater.org/capacityfee

SAN DIEGO COUNTY WATER AUTHORITY CAPACITY CHARGES

The San Diego County Water Authority (SDCWA) capacity charges are collected when new meters are purchased or existing services are upgraded with a larger meter. The capacity charges are based on meter size. The meter size is determined by the water fixture count in accordance to the current California Building and Plumbing Code.

Current SDCWA Water Rates & Charges can be found here: www.sdcwa.org/capacity-charges





SWEETWATER AUTHORITY INFORMATION SOURCES

The information contained in this brochure is based on Sweetwater Authority's Rates and Rules and Supplement to Rates and Rules. For links to PDFs of these documents and additional information sources, see below.

RATES & RULES:

www.sweetwater.org/ratesandrules

SUPPLEMENT TO RATES & RULES:

www.sweetwater.org/ratesandrullessupplement

DESIGN STANDARDS:

www.sweetwater.org/designstandards

STANDARD SPECIFICATIONS FOR CONSTRUCTION OF WATER FACILITIES:

www.sweetwater.org/waterfacilityconstspecs

Sweetwater Authority
505 Garrett Avenue
Chula Vista, CA 91910
(619) 420-1413



SCAN ME



City of National City Fire Department

Phone (619) 336-4550



Sign Requirements

Date: December 5, 2022
Project: General Requirements
Request: R. Hernandez/Fire Marshal

Approval for final sign-off shall be contingent upon final field inspection and compliance with all applicable codes and ordinances

1) **FIRE DEPARTMENT CONNECTIONS (FDC), OUTSIDE STEM AND YOKE (OS&Y) & POST INDICATOR VALVES (PIV) (MAY BE COMBINED)**

All device signs shall be of .080 gauge aluminum. All signs shall be 12 inches wide and 18 inches long. All signs shall have type IV high intensity prismatic sheeting (H.I.P.) reflective in nature. Protective overlay film shall be required on sign (P.O.F.). Color of sign shall be a red background with white letters. **Name and address of business shall be located on front of sign.** A combination of the abbreviations may be used to describe devices found at site. All abbreviations shall strictly follow height requirements

- Red background with white lettering
- Letter height – **FDC, OS&Y, PIV** – shall be 3 inches tall
- Business address – shall be 1 ¼ inches tall

- Required FDC and Standpipes signs shall also indicate the pressure required at the inlets to deliver the system demand. PSI – shall be 1 ¼ inches tall
- Sign support pole: Schedule 40, 2-inch galvanized pipe. Sign must be buried in concrete base 1 ½ feet deep. Sign shall be placed at top of pole

2) **STREET ADDRESS**

Street numbers shall be visible from the street. Address size shall be provided by the Building Official. Address shall be of contrasting color to the building and shall be placed in conspicuous area near main access. Structure may be required to provide address in multiple locations. Please contact the Fire Marshal for direction and final address placement

3) **NATURAL GAS METERS**

All gas signs shall be of .080 gauge aluminum. All signs shall be 10 inches wide and 14 inches long. All signs shall have type IV high intensity prismatic sheeting (H.I.P.) reflective in nature. Protective overlay film shall be required on sign (P.O.F.). Color of sign shall be a yellow background with black letters

- Yellow background with black lettering
- Signage letter height – **NATURAL GAS METER** – shall be 2 ¾ inches tall
- Sign shall be placed AT 5 ½ feet to center above the gas meter in an area clearly visible from the street. Please contact the Fire Marshal for field placement if necessary

4) **VERTICAL CLEARANCE SIGNS**

All vertical clearance signs shall be of .080 gauge aluminum. All signs shall be 8 inches wide and 24 inches long. All signs shall have type IV high intensity prismatic sheeting (H.I.P.) reflective in nature. Protective overlay film shall be required on sign (P.O.F.). Color of sign shall be a yellow background with black letters

- Yellow background with black lettering
- Signage letter height – **Vertical Clearance Sign** – shall be 4 inches tall

- Signage shall be centered directly above the vertical obstruction in an area clearly visible from the street. Please contact the Fire Marshal for field placement

5) **FIRE ALARM CONTROL PANEL (FACP)**

All signs shall be of .080 gauge aluminum. All signs shall be 10 inches wide and 12 inches long. All signs shall have type IV high intensity prismatic sheeting (H.I.P.) reflective in nature. Protective overlay film shall be required on sign (P.O.F.). Color of sign shall be a red background with white letters

- Red Background with white lettering
- Signage letter height – **Fire Alarm Control Panel** – shall be 2 inches tall
- Please contact the National City Fire Department for FACP location per plans
- Sign shall be placed at the center of door. Please contact the National City Fire Department for field placement

6) **FIRE CONTROL ROOM OR RISER ROOM**

All signs shall be of .080 gauge aluminum. All signs shall be 10 inches wide and 12 inches long. All signs shall have type IV high intensity prismatic sheeting (H.I.P.) reflective in nature. Protective overlay film shall be required on sign (P.O.F.). Color of sign shall be a red background with white letters

- Red background with white lettering
- Signage letter height – **Fire Control Room** – shall be 2 inches tall
Sign shall be placed in the center of the door at a measurement of 16 inches to center. Measurement shall be taken from the top center of door. Please contact the National City Fire Department for field placement

7) **ELECTRICAL/MECHANICAL ROOMS**

All Electrical and Mechanical Room signs shall be of .080 gauge aluminum. All signs shall be 10 inches wide and 12 inches long. All signs shall have type IV high intensity prismatic sheeting (H.I.P.) reflective in nature. Protective overlay film shall be required on sign (P.O.F.). Color of sign shall be a red background with white letters

- Red background with white lettering
- Signage letter height – **Electrical or Mechanical Room**– shall be 2 inches tall
- Sign shall be placed in the center of the door at a measurement of 16 inches to center. Measurement shall be taken from the top center of door. Sign shall be clearly visible from the street. Please contact the National City Fire Department for field placement

8) **ROOF ACCESS**

All Roof Access signs shall be of .080 gauge aluminum. All signs shall be 10 inches wide and 12 inches long. All signs shall have type IV high intensity prismatic sheeting (H.I.P.) reflective in nature. Protective overlay film shall be required on sign (P.O.F.). Color of sign shall be a red background with white letters

- Red background with white lettering
- Signage letter height – **Roof Access** – shall be 2 inches tall
- Sign shall be placed in the center of access door. Please contact the Fire Marshal for field placement
- If roof has standpipe, the word “ ROOF STANDPIPE” shall also be placed on sign

9) **EMERGENCY POWER**

All Emergency Power signs shall be of .080 gauge aluminum. All signs shall be 10 inches wide and 12 inches long. All signs shall have type IV high intensity prismatic sheeting (H.I.P.) reflective in nature. Protective overlay film shall be required on sign (P.O.F.). Color of sign shall be white background with black letters. Sign shall describe all additional power shutdowns in clear map form. Map shall describe present position (You Are Here)

- White background with black letters

- Signage letter height – **Emergency Power** – shall be 2 inches tall
- Sign shall be clearly visible from the street. If the power source is inside of the building and can not be seen from the street, a sign shall be placed in a position that can be easily seen by emergency personnel on foot
- Please contact the National City Fire Department for requirements. A detailed plan shall be submitted to the Fire Marshal for approval and final field placement

10) **704: STANDARD SYSTEM FOR THE IDENTIFICATION OF THE HAZARDS OF MATERIALS FOR EMERGENCY RESPONSE**

Scope.

This standard shall address the health, flammability, instability, and related hazards that are presented by short-term, acute exposure to a material under conditions of fire, spill, or similar emergencies

Purpose.

This standard shall provide a simple, readily recognized, and easily understood system of markings that provides a general idea of the hazards of a material and the severity of these hazards as they relate to emergency response. The objectives of the system shall be as follows:

1. (1) To provide an appropriate signal or alert and on-the-spot information to safeguard the lives of both public and private emergency response personnel
2. (2) To assist in planning for effective fire and emergency control operations, including cleanup
3. (3) To assist all designated personnel, engineers, and plant and safety personnel in evaluating hazard. This system of markings shall identify the hazards of a material in terms of the following three principal categories:
 1. (1) Health
 2. (2) Flammability
 3. (3) Instability

The system shall indicate the degree of severity by a numerical rating that ranges from 4, indicating severe hazard, to 0, indicating minimal hazard. The information shall be presented by a spatial arrangement of numerical ratings, with the health rating always at the nine o'clock position, the flammability rating always at the twelve o'clock position, and the instability rating always at the three o'clock position. Each rating shall be located in a square-on-point field (commonly referred to as a diamond), each of which is assigned a color as follows:

1. (1) Blue for health hazard

2. (2) Red for flammability hazard
3. (3) Yellow for instability hazard

Note: Please contact the National City Fire Department for size and field placement

11) **HYDROGEN CELL SITE**

Hydrogen cell sign shall be of .080 gauge aluminum. Sign shall be 8 ½ inches wide and 5 ½ inches long. Sign shall have type IV high intensity prismatic sheeting (H.I.P.) reflective in nature. Protective overlay film shall be required on sign (P.O.F.) Color of sign shall be a red background with white letters. Sign shall be in CAPITAL LETTERS:

1ST Line - HYDROGEN CELL SITE

2nd Line - QUANTITY - ????????

3rd Line - EMERGENCY SHUTDOWN PROCEDURES

- 1
- 2
- 3
- etc

- Signage letter height - (HYDROGEN CELL SITE) – shall be 1 inches tall with a 1/4 inch stroke
- Signage letter height - (QUANTITY) shall be ¾ tall with a ¼ inch stroke
- Signage letter height - (EMERGENCY SHUTDOWN PROCEDURES) shall be ¾ tall with a ¼ inch stroke...1,2,3, etc.

12) **FIRE ALARM EQUIPMENT ABOVE**

All signs shall be 3 inches wide and 7 inches long. All signs shall have type IV high intensity prismatic sheeting (H.I.P.) reflective in nature. Protective overlay film shall be required on sign (P.O.F.). Color of sign shall be a red background with white letters

- Red background with white lettering
- Signage letter height – **Fire Alarm Equipment Above** – shall be 1 inch tall:

1st Line – FIRE ALARM

2nd Line – EQUIPMENT ABOVE

- Please contact the National City Fire Department for field placement

13) DIRECTORY MAP (WAYFINDING)

- Directory map shall be installed in all projects with more than (14) units
- Name of complex
- Buildings with unit numbers
- North directional arrow
- “You are here” reference
- Shall be provided at every entrance
- Located at right side of roadway when possible
- A minimum of (3) feet from the curb
- Shall be illuminated
- All access roads and gates
- A plot plan showing private roads if any
- Fire hydrant locations
- Fire Control Rooms
- Stairwells
- Pump Rooms
- Standpipes
- Roof Access points
- National City Fire Department shall review and approve directory prior to print

15) THIS DOOR BLOCKED

All Blocked Door signs shall be 10 inches wide and 12 inches long. All signs shall have type IV high intensity prismatic sheeting (H.I.P.) reflective in nature. Protective overlay film shall be required on sign (P.O.F.). Color of sign shall be a red background with white letters

- Red background with white lettering
- Signage letter height – **THIS DOOR BLOCKED** – shall be 2 inches tall
- Sign shall be placed in the center of access door. Please contact the Fire Department for field placement

16) INDOOR SIGNS

- All signs for indoor use **may exclude** .080 gauge aluminum and may be decal only. Please contact the National City Fire Department for direction

17) GRASSCRETE/FIRE DEPT. TURN AROUND (Similar layout for both signs)

Sign shall be of .080 gauge aluminum. All signs shall be 12 inches wide and 18 inches long. All signs shall have type IV high intensity prismatic sheeting (H.I.P.) reflective in nature. Protective overlay film shall be required on sign (P.O.F.). Color of sign shall be a red background with white letters.

- Red background with white lettering
- Lines 1, 2 & 3 - Letter height shall be 2 inches tall
- Line 4 - Letter height shall be 1 inch tall

1st Line - NO PARKING

2nd Line - FIRE LANE

3rd Line - "GRASSCRETE" SURFACE

4th Line - LANE ENDS IN _____ FEET

- Sign support pole: Schedule 40, 2-inch galvanized pipe. Sign must be buried in concrete base 1 ½ feet deep. Sign shall be placed at top of pole. Please contact the National City Fire Department for direction

12) FIRE DEPARTMENT CONNECTION (FDC) PRESSURE

Required FDC sign shall also indicate the pressure required at the inlets to deliver the system demand

All signs shall be 3 inches wide and 7 inches long. All signs shall have type IV high intensity prismatic sheeting (H.I.P.) reflective in nature. Protective overlay film shall be required on sign (P.O.F.). Color of sign shall be a red background with white letters. **Sign may also be in metal**

- Red background with white lettering
- Signage letter height – shall be 1 inch tall:

1st Line – AUTOSPKR

2nd Line – Required Pressure (amount)

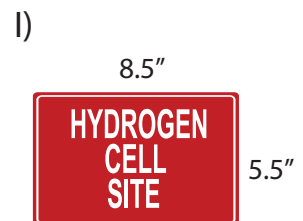
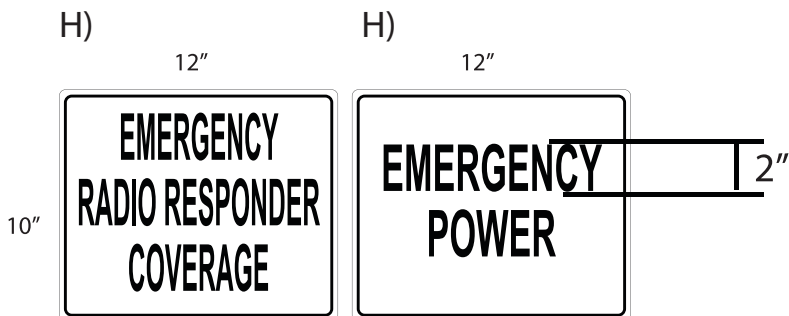
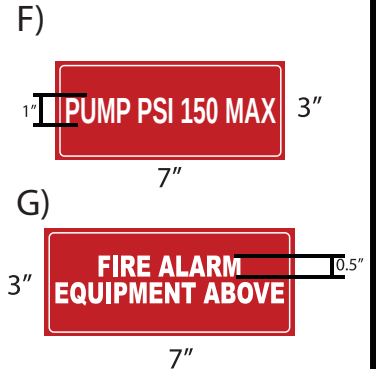
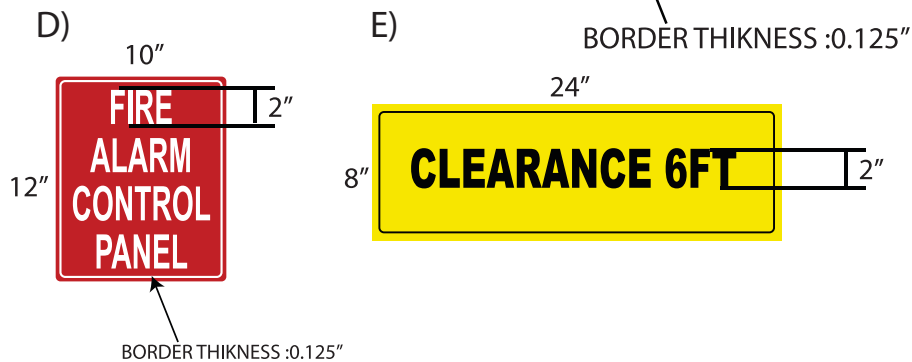
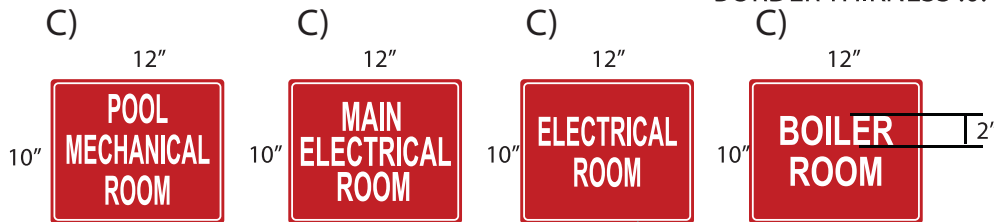
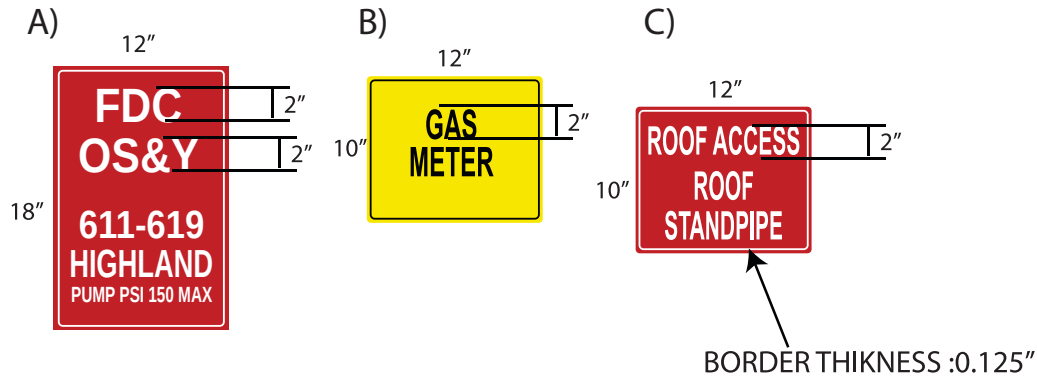
- Please contact the National City Fire Department for field placement

14) **SIGN SUPPORT POLE**

- Sign support pole shall be schedule 40, 2-inch galvanized pipe. The support pole shall be buried to a depth of 1 ½ feet with concrete base. The support pole shall be large enough to accommodate the sign placed at 7 feet from grade to bottom of sign

*Revision: December 5, 2022
R.H.*

EACH ON .080 ALUMINUM
type IV high intensity prismatic sheeting
with protective overlay film.



FONT USED
ARIAL NARROW BOLD

APPENDIX D

FIRE APPARATUS ACCESS ROADS

The provisions contained in this appendix are not mandatory unless specifically referenced in the adopting ordinance or legislation of the jurisdiction.

User note:

About this appendix: Appendix D contains more detailed elements for use with the basic access requirements found in Section 503, which gives some minimum criteria, such as a maximum length of 150 feet and a minimum width of 20 feet, but in many cases does not state specific criteria. This appendix, like Appendices B and C, is a tool for jurisdictions looking for guidance in establishing access requirements and includes criteria for multiple-family residential developments, large one- and two-family subdivisions, specific examples for various types of turnarounds for fire department apparatus and parking regulatory signage.

SECTION D101 GENERAL

D101.1 Scope. Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the *California Fire Code*.

SECTION D102 REQUIRED ACCESS

D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing up to 75,000 pounds (34 050 kg).

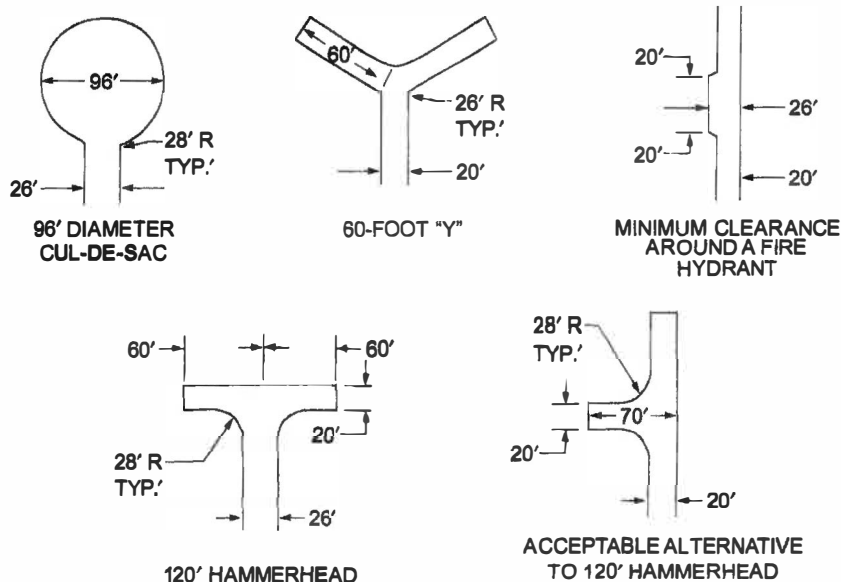
SECTION D103 MINIMUM SPECIFICATIONS

D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders (see Figure D103.1).

D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.

Exception: Grades steeper than 10 percent as approved by the fire code official.

D103.3 Turning radius. The minimum turning radius shall be determined by the fire code official.



For SI: 1 foot = 304.8 mm.

FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

D103.4 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4.

**TABLE D103.4
REQUIREMENTS FOR DEAD-END
FIRE APPARATUS ACCESS ROADS**

LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0–150	20	None required
151–500	20	120-foot Hammerhead, 60-foot “Y” or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
501–750	26	120-foot Hammerhead, 60-foot “Y” or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
Over 750		Special approval required

For SI: 1 foot = 304.8 mm.

D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:

1. Where a single gate is provided, the gate width shall be not less than 20 feet (6096 mm). Where a fire apparatus road consists of a divided roadway, the gate width shall be not less than 12 feet (3658 mm).
2. Gates shall be of the horizontal swing, horizontal slide, vertical lift or vertical pivot type.
3. Construction of gates shall be of materials that allow manual operation by one person.
4. Gate components shall be maintained in an operative condition at all times and replaced or repaired when defective.
5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be approved by the fire code official.
6. Methods of locking shall be submitted for approval by the fire code official.
7. Electric gate operators, where provided, shall be listed in accordance with UL 325.
8. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F2200.

D103.6 Signs. Where required by the fire code official, fire apparatus access roads shall be marked with permanent “NO PARKING—FIRE LANE” signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches (305 mm) wide by 18 inches (457 mm) high and have red letters on a white reflective background. Signs shall be posted on one or both sides of the fire apparatus road as required by Section D103.6.1 or D103.6.2.

D103.6.1 Roads 20 to 26 feet in width. Fire lane signs as specified in Section D103.6 shall be posted on both sides of fire apparatus access roads that are 20 to 26 feet wide (6096 to 7925 mm).

D103.6.2 Roads more than 26 feet in width. Fire lane signs as specified in Section D103.6 shall be posted on one side of fire apparatus access roads more than 26 feet wide (7925 mm) and less than 32 feet wide (9754 mm).

SECTION D104 COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

D104.1 Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have not fewer than two means of fire apparatus access for each structure.

D104.2 Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet (5760 m²) shall be provided with two separate and approved fire apparatus access roads.

Exception: Projects having a gross building area of up to 124,000 square feet (11 520 m²) that have a single approved fire apparatus access road where all buildings are equipped throughout with approved automatic sprinkler systems.

D104.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.

SECTION D105 AERIAL FIRE APPARATUS ACCESS ROADS

D105.1 Where required. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet (9144 mm), approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

Exception: Where approved by the fire code official, buildings of Type IA, Type IB or Type IIA construction equipped throughout with an automatic sprinkler system in accordance with Section 903.3.1.1 and having fire fighter access through an enclosed stairway with a Class I standpipe from the lowest level of fire department vehicle access to all roof surfaces.

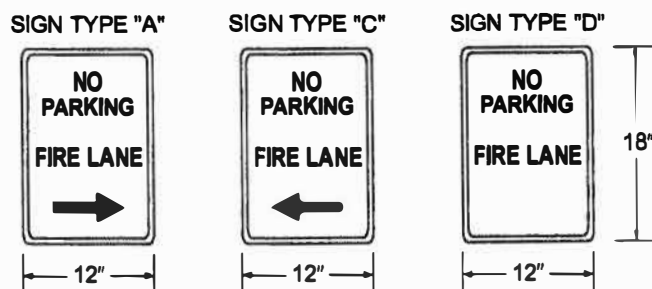


**FIGURE D103.6
FIRE LANE SIGNS**

D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

D105.3 Proximity to building. One or more of the required access routes meeting this condition shall be located not less than 15 feet (4572 mm) and not greater than 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

D105.4 Obstructions. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official.

SECTION D106

MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENTS

D106.1 Projects having more than 100 dwelling units. Multiple-family residential projects having more than 100 dwelling units shall be equipped throughout with two separate and approved fire apparatus access roads.

Exception: Projects having up to 200 dwelling units shall have not fewer than one approved fire apparatus access road where all buildings, including nonresidential occupancies, are equipped throughout with approved automatic sprinkler systems installed in accordance with Section 903.3.1.1 or 903.3.1.2.

D106.2 Projects having more than 200 dwelling units. Multiple-family residential projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads regardless of whether they are equipped with an approved automatic sprinkler system.

D106.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

SECTION D107

ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS

D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.

Exceptions:

1. Where there are more than 30 dwelling units accessed from a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1,

903.3.1.2 or 903.3.1.3, access from two directions shall not be required.

2. The number of dwelling units accessed from a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the fire code official.

D107.2 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

SECTION D108

REFERENCED STANDARDS

D108.1 General. See Table D108.1 for standards that are referenced in various sections of this appendix. Standards are listed by the standard identification with the effective date, standard title, and the section or sections of this appendix that reference the standard.

TABLE D108.1
REFERENCED STANDARDS

STANDARD ACRONYM	STANDARD NAME	SECTIONS HEREIN REFERENCED
ASTM F2200—14	<i>Standard Specification for Automated Vehicular Gate Construction</i>	D103.5
UL 325—02	<i>Door, Drapery, Gate, Louver, and Window Operators and Systems, with Revisions through May 2015</i>	D103.5

