



SOUTHLINE

SPECIFIC PLAN

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The vision of the Southline Specific Plan is to develop a cutting-edge office/R&D campus for innovation and inspiration with unmatched access to eco-friendly transportation options, in furtherance of the City's General Plan and vision for the Specific Plan area. The Southline Specific Plan will allow for development of a thriving transit-oriented commercial campus located adjacent to the San Bruno BART station.

SOUTHLINE SPECIFIC PLAN

Conceptual Southline Site Plan



EXECUTIVE SUMMARY

The Southline project (“Southline” or the “Project”) is planned as a state-of-the-art transit-oriented commercial campus located within the City of South San Francisco, adjacent to the San Bruno BART station and proximate to two Caltrain stations (San Bruno and South San Francisco).

Implementation of the Southline project through this Specific Plan would transform the Specific Plan area – comprised of approximately 28.5 acres of functionally obsolete, aging and underutilized light industrial and warehouse buildings – into an integrated commercial campus environment of high-quality

design providing for Class-A office and R&D uses (including life science uses) as well as limited supporting uses available to the public such as professional services and dining, in addition to tenant-only amenity space including a fitness center, and related ancillary uses.

This Specific Plan establishes development regulations for the Specific Plan area and allows for development of commercial buildings totaling up to approximately 2,800,000 square feet (sf) based on the development standards defined in this Specific Plan.



A major circulation feature to be implemented within the Specific Plan area is development of a new [Southline Avenue](#) roadway (provisionally named for the purpose of this Specific Plan and referred to as such throughout this Specific Plan) that is envisioned to be constructed west to east through the Specific Plan area between Huntington and South Linden Avenues. The construction of Southline Avenue is consistent with and furthers the General Plan policies calling for the extension of South Linden Avenue to the San Bruno BART station.

As part of the integrated campus design, the Specific Plan envisions the development of a central green space of approximately 1.5 acres—referred to as the [Southline Commons](#)—that offers outdoor amenities that would be accessible to both tenants and the public. It is envisioned to include pedestrian paths, outdoor meeting and gathering spaces, casual dining areas, and space for recreation and events.

The Project envisions a supportive [Amenities Building](#), which is anticipated to be located on the southwest corner of the Specific Plan area (referred to as Building 2 on the included conceptual site plans). Planned uses of this Amenities Building may include publicly-accessible ground floor retail and dining, a community center, and other amenity uses that front onto the [Southline Retail Plaza](#). It is anticipated that the upper floors of this Amenities Building will include other uses available only to the Southline campus tenants such as a fitness center and meeting spaces. The Southline Retail Plaza is envisioned to include features such as outdoor dining areas,



terraced seating and landscaping to serve as both a buffer and transition to the adjacent street edge.

The Project also proposes development of the [Tanforan Avenue Community Parklet](#), envisioned within an approximately 40-foot wide buffer setback on the north side of Tanforan Avenue that will be accessible by the surrounding community, including residents along Tanforan Avenue. It should incorporate a walking pathway surrounded by significant BART, Caltrain, and SamTrans bus routes.

Given the Specific Plan area's unique proximity to multi-modal public transit, implementation of the Specific Plan is envisioned to include [public transit linkages](#), including certain improvements to pedestrian and bicycle facilities intended to promote the use of public transit and alternatives to automobile transportation, consistent with the transportation and circulation policies as described in the South San Francisco General Plan.

These [improvements](#) are anticipated to include new public and private streets; enhanced pedestrian and bicycle facilities; improved pedestrian access to the nearby San Bruno BART station and SamTrans Transit Center; neighborhood traffic calming features; and improved compatibility with a future potential grade separation of the Caltrain tracks. Certain improvements located outside of the Specific Plan area would require review and/or approvals or actions by other agencies or entities for off-site improvements within its jurisdiction, including the City of San Bruno and BART. Future development within the Specific Plan area should utilize the existing adjacent public utility infrastructure to the extent feasible. It is anticipated that certain existing utility connections may be

relocated and/or abandoned, and new utility connections will be required for implementation of the Specific Plan to accommodate increased capacity demand.

The development standards included in [Chapter 2: Land Use Plan & Development Standards](#) and the supporting design guidelines described in [Chapter 5: Design Guidelines](#) implement and refine the policies and vision of the City of South San Francisco General Plan and associated Lindenville Planning Sub-Area for the Specific Plan area. The development standards establish rules for the physical development within the Specific Plan area, including building placement, scale and form, and lot design.

The design guidelines describe and illustrate the designs, concepts and features intended to promote the high-quality development that is envisioned for the Specific Plan area, in addition to sustainability guidelines intended to reduce energy and greenhouse gas emissions, promote water conservation, minimize waste and encourage recycling, and promote employee wellness.

The Specific Plan shall be implemented through the approval of Precise Plans, which set forth in detail development criteria for proposed structures and related improvements and their arrangements on individual parcels, in addition to other approvals as may be required.

Conceptual Rendering of Southline Commons



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1

INTRODUCTION

This chapter describes the Specific Plan’s organization, setting, authority, purpose and intent, relationship to other plans and policies, and the objectives that should be used to guide future development of the Specific Plan area.

1.1. Specific Plan Organization

This Specific Plan is organized per the following chapters:

Chapter 1 – Introduction

This chapter describes the Specific Plan’s organization, regional setting, authority, purpose and intent, and the objectives that should be used to guide future development of the Specific Plan area.

Chapter 2 – Land Use Plan & Development Standards

This chapter illustrates the land use plan for the Specific Plan area and defines the Southline Campus (S-C) land use district unique to the Specific Plan. This chapter also describes the development standards applicable to the Specific Plan area, including the permitted, conditionally permitted, and prohibited land uses.

Chapter 3 – Circulation & Mobility

This chapter describes the conceptual circulation and mobility plan for all users including bicyclists, pedestrians, and vehicles. It includes the conceptual roadway network and cross-sections for selected roadways. It also describes off-site roadway improvements that are proposed as part of this Specific Plan.

Chapter 4 – Infrastructure & Public Services

This chapter provides a description of the existing major utility infrastructure and the related improvements needed at build-out of the Specific Plan and the public services required to serve users of the Specific Plan area.

Chapter 5 – Design Guidelines

This chapter explains the design principles and establishes a set of design guidelines for development within the Specific Plan area, including site design, building architecture, sustainability, lighting, landscaping, and signage.

Chapter 6 – Implementation

This chapter addresses the actions that are necessary to implement the Specific Plan by the City of South San Francisco, other agencies, and future Project Applicant(s) to achieve the goals and objectives outlined in this Specific Plan.



The figures included in this Specific Plan, including site plans, illustrations, renderings, and photos, are illustrative only. This includes the specific location and orientation of buildings; alignment and design of streets; and placement and size of open space areas and public facilities.

All conceptual site plans in the main body of the Specific Plan show the Office Buildout. Site plans of the Life Science Buildout are shown in Appendix B: Conceptual Site Plan — Life Science Buildout. Site plans of the Hybrid Buildout are shown in Appendix C: Conceptual Site Plan — Office / Life Science Hybrid Buildout.

Photos of existing conditions are labeled as such. Unless otherwise specified, all other photos and graphic illustrations shall be interpreted as conceptual, as one possible design, and shall not be considered definitive. Specific details regarding development plans for the Project will be evaluated by the City through review and approval of Precise Plans, as further described herein.

1.1. Specific Plan Setting and Existing Conditions

As shown in [Figure 1-1: Project Location](#), the approximately 28.5-acre Specific Plan area is in the Lindenville sub-area of the City of South San Francisco, and is adjacent to the City of San Bruno.

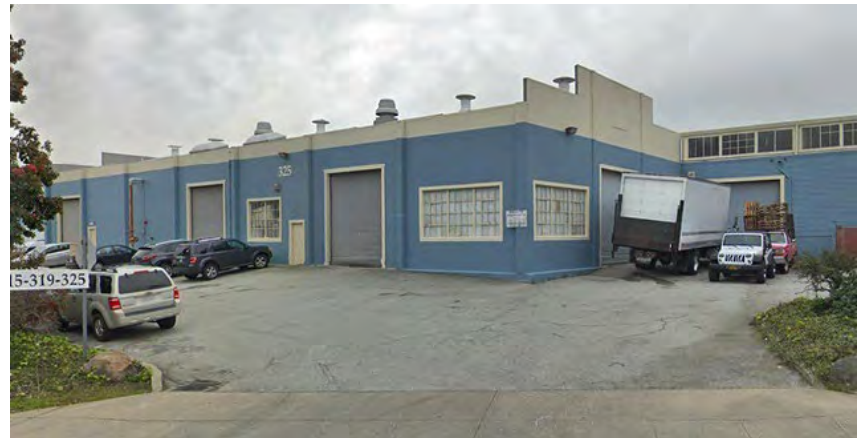
The Specific Plan area is surrounded by commercial and industrial uses to the north and east, residential uses to the south, and the San Bruno BART station and other commercial uses to the west. It is also within the vicinity of the Shops at Tanforan Mall and San Bruno Towne Center, both of which offer a range of dining, entertainment, retail activities, and commercial services, and are accessible within approximately 0.25 miles (or a five-minute walk).

From a transportation perspective, the Specific Plan area is uniquely located close to the San Bruno BART station (located immediately across Huntington Avenue to the west, approximately 0.25 miles from the Specific Plan area); the San Bruno Caltrain station (approximately 0.75 mile to the south); the South San Francisco Caltrain station (approximately 1.5 miles to the north); six regional freeway interchanges within a radius of 1.5 miles, including Interstates 280 and 380, Highway 101; and the San Francisco International Airport (approximately two miles to the south). The Centennial Way Trail, a two-mile Class-I multi-use path, is adjacent to and northwest of the Specific Plan area. The Specific Plan area is also served by various SamTrans bus routes, including the SamTrans Transit Center also located at the San Bruno BART station, which provides bus service to a range of destinations in San Mateo County.

Existing vehicular circulation surrounding the Specific Plan area includes South Maple Avenue, Huntington Avenue, Tanforan Avenue, Dollar Avenue, and South Linden Avenue.

The Specific Plan area is located in the City's Lindenville Planning Sub-Area as described in the City's General Plan. The Lindenville name is derived from a government-built housing project for military personnel and shipyard workers during World War II, located on the former marshland between Railroad Avenue, South Spruce Avenue, and San Mateo Avenue. The Lindenville Planning Sub-Area largely consists of warehousing and distribution, manufacturing, and light industrial uses.

With respect to the Specific Plan area, existing uses currently include a variety of office, industrial, warehouse, and storage facilities that were largely constructed in the 1940s and 1950s. The existing structures total nearly 386,000 square feet and include approximately 448 surface parking spaces.



View southeast from South Maple Ave.

1.2. Specific Plan Authority

This Specific Plan is authorized by California Government Code sections 65450 through 65457, which authorizes adoption of a specific plan for an area covered by a local general plan, as well as South San Francisco Municipal Code (“Municipal Code”) Chapter 20.530: Specific Plans and Plan Amendments. When subsequent project-level proposals for the Specific Plan area are presented to the City of South San Francisco, City staff will use this Specific Plan as a policy and regulatory guide for subsequent project review and approval, subject to the procedures as described in [Chapter 6: Implementation](#).



View West from Dollar Ave.

1.3. Purpose and Intent

The purpose of this Specific Plan is to permit and regulate the orderly development of the area shown in [Figure 1-2: Specific Plan area](#) and related exhibits in furtherance of the City of South San Francisco General Plan (“General Plan”), as amended for implementation of this Specific Plan.

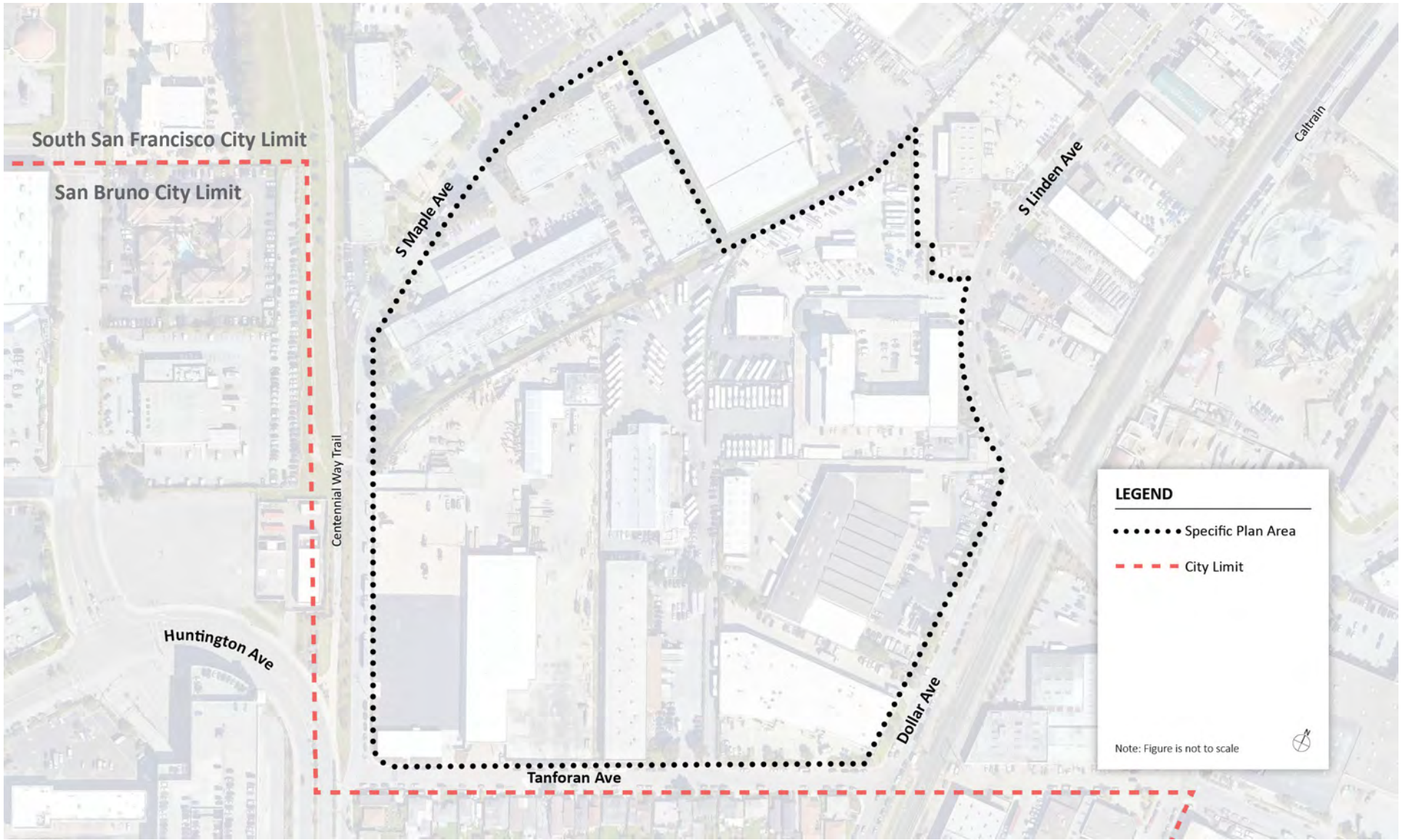
The Specific Plan defines the Southline Campus (S-C) land use district unique to the Specific Plan area and describes the following: development standards and permitted uses that shall be applied to the land use district; circulation and mobility guidelines; design guidelines; conceptual infrastructure improvements; and implementation procedures for future development within the Specific Plan area.

While the General Plan is the primary guide for growth and development in South San Francisco, the Specific Plan focuses on the unique characteristics of the Specific Plan area and sets forth land use regulations and policies that reflect the vision for redevelopment of the Specific Plan area.

Figure 1-1: Project Location



Figure 1-2: Specific Plan Area



1.4. Specific Plan Objectives

This Specific Plan is intended to create a transit-oriented commercial campus. The following objectives form the basis for guiding development within the Specific Plan area:

1.4.1. Land Use & Urban Design

- Create a state-of-the-art transit-oriented commercial campus development consistent with the General Plan designation of the Specific Plan area.
- Promote the City’s ongoing development of its transit-accessible corridors with high-quality development.
- Establish a commercial campus development with sophisticated, unified architectural and landscape design and site planning, resulting in a distinctive campus identity and strong sense of place.
- Create new publicly accessible open spaces including plazas, courtyards, and green spaces within the Specific Plan area for the use of employees, residents, and visitors.
- Provide an extensive pedestrian network that links buildings and outdoor recreational spaces through paving, wayfinding signage, street furniture, and lighting.
- Provide well-designed retail and publicly available open spaces to increase local participation and usage of the Specific Plan area.
- Allow for well-designed, flexible buildings and floor plates that can accommodate a variety of commercial

building uses over time to ensure that the Specific Plan is responsive to market conditions and demands.

- Establish flexibility to build the Specific Plan in phases that respond to market conditions.
- Redevelop underutilized parcels within the Specific Plan area to realize the highest and best use of the land by increasing the intensity of the land uses.
- Incorporate setbacks, landscape buffers, and other site design features to create an effective transition from the Specific Plan area to the residential neighborhood south of Tanforan Avenue.

1.4.2. Mobility & Access

- Create convenient and safe pedestrian and bike access to the San Bruno BART station and the Centennial Way Trail.
- Promote alternatives to automobile transportation to further the City’s transportation objectives by emphasizing public transit linkages, Transportation Demand Management (TDM) strategies, and pedestrian access and ease of movement between buildings.
- Enhance vehicular, bicycle, and pedestrian circulation and access in the area surrounding the Specific Plan.
- Construct a new public street through the Specific Plan area to improve site access and regional roadway circulation.
- Design roadways within and adjacent to the Specific Plan area to ensure that all police, fire, and emergency

medical service vehicles can safely and efficiently navigate.

- Work cooperatively with relevant agencies to implement planned regional circulation and safety improvements.

1.4.3. Sustainability & Quality of Life

- Incorporate sustainable and environmentally sensitive design and equipment, energy conservation features, water conservation measures and drought-tolerant or equivalent landscaping, and sustainable stormwater management features.
- Provide a positive fiscal impact on the City of South San Francisco and surrounding communities through the creation of jobs, enhancement of property values, and generation of property tax and other development fees.



Northeast View of Building 7

1.5. Relationship to Existing Plans and Policies

1.5.1. City of South San Francisco

General Plan (1999)

The City’s current General Plan, adopted in 1999 “and subsequently amended (“General Plan”), outlines a vision for South San Francisco’s long-range physical and economic development and resource conservation that reflects the aspirations of the community, and provides strategies and specific implementing actions that will allow this vision to be accomplished.

A new 2040 General Plan, “Shape SSF” is currently being prepared by the City but has not yet been adopted. Based on the City’s planning efforts to-date, it is anticipated that the Specific Plan will be consistent with the City’s vision for the Specific Plan area under the 2040 General Plan. The public review draft of the 2040 General Plan, dated February 2022, would retain a Business & Professional Office General Plan land use designation for the Specific Plan area, consistent with the current designation.

This Specific Plan builds upon the policy framework and direction set forth in the General Plan, which designated virtually all of the Specific Plan area as “Office.” This designation is intended to provide sites for administrative, financial, business, professional, medical and public offices in locations proximate to BART or Caltrain stations. (General Plan, Land Use Element, p. 2-20.) The General Plan states that “[s]upport commercial uses are permitted, subject to limitations established in the Zoning Ordinance. Site planning

and building design within the Office designation must ensure pedestrian comfort, and streets must be fronted by active uses.” (Id.) The base maximum Floor Area Ratio (“FAR”) applicable in the Office designation is 1.0, but increases may be permitted up to a total FAR of 2.5 for development meeting specific transportation demand management, structured parking, off-site improvement, or design criteria.

In connection with its adoption of the Southline Specific Plan, the City adopted amendments to the General Plan, which included an amendment to General Plan Figure 2-3: Special Area Height Limitations to increase the building height in the Specific Plan area to approximately 120 feet in accordance with Federal Aviation Administration requirements, and re-designation of a small, approximately 0.3-acre parcel within the Specific Plan area from “Park and Recreation” to “Office” to be consistent with the General Plan designation of the remainder of the Specific Plan area. As amended, the General Plan designates the entire Specific Plan area as Office.



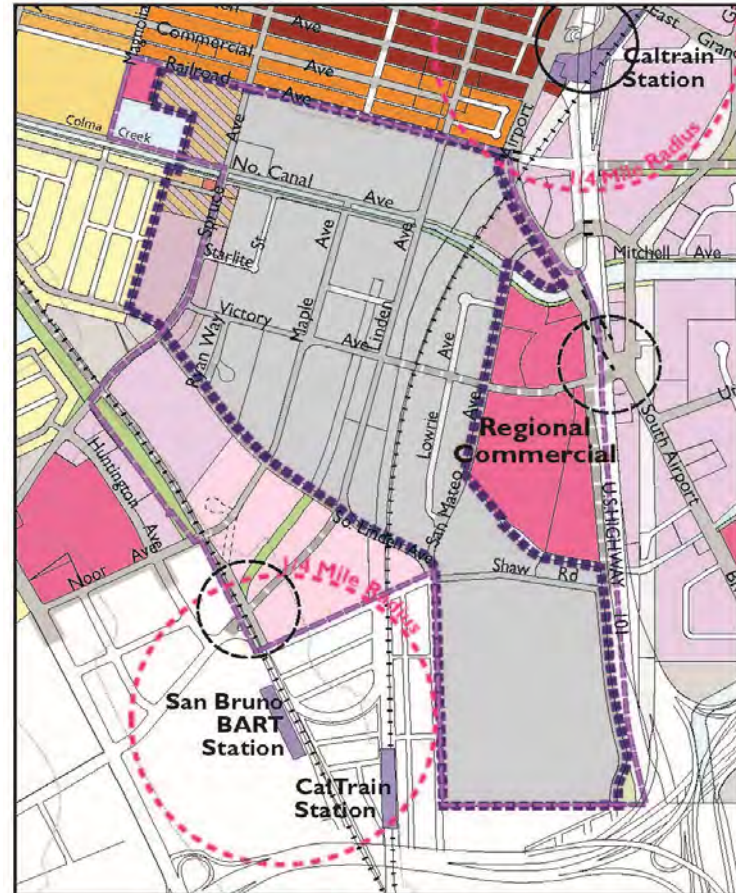
The Planning Sub-Areas Element of the General Plan includes the Specific Plan area within the Lindenville Planning Sub-Area, which, according to the General Plan, is the only large-scale industrial area in the City located west of U.S. 101, and is comprised of a range of commercial uses including small business parks. The Planning Sub-Areas Element does not impose density or height standards separate from those standards found in the General Plan’s Land Use element. The Lindenville Planning Sub-Area is an area that the City has identified as needing “upgrading and rehabilitation.” (General Plan, Planning Sub-Areas Element, P. 3-14). Access to the area is constrained, and trucks often have to negotiate downtown streets to access U.S. 101 at the Grand Avenue intersection, creating bottlenecks at major entryways to the City of San Bruno. The General Plan indicates that the Lindenville Planning Sub-Area’s proximity to the San Bruno BART station will provide opportunities for redevelopment.

To that end, the General Plan includes a number of policies that encourage redevelopment and infrastructure improvements in the Lindenville Planning Sub-Area, including the following, which apply to the Specific Plan Area:

- Providing better connectivity to San Bruno BART station, including via extension of South Linden Avenue through the Specific Plan area.
- Enhancing the appearance of the area by undertaking streetscape and other improvements.
- Improving the buffering between industrial areas in the Lindenville Planning Sub-Area and surrounding residential neighborhoods.

- Encouraging new office development in areas designated for that use.

No other Planning Sub-Area policies apply to the Specific Plan area.



Lindenville Planning Sub-Area shown in light purple perforated lines. Black circular dashed lines indicate interchange/intersection study areas. (SSF General Plan, p. 3-12)

South San Francisco Municipal Code Title 20: Zoning

South San Francisco Municipal Code Title 20: Zoning (referred to also as the “Zoning Ordinance”), is the primary document that implements the General Plan. Municipal Code Title 20: Zoning provides regulations regarding permitted land uses, development regulations, and development processes for land within the City.

The Business & Professional Office (BPO) zoning designation, applicable to the Specific Plan area prior to adoption of the Specific Plan, implemented the General Plan Office designation and allowed for a range of commercial uses including professional office, research and development, and supportive amenity uses. In connection with adoption of this Specific Plan, the Specific Plan area was rezoned to the Southline Campus (S-C) district, a zoning district specific to the Specific Plan area. This Specific Plan establishes development standards for the Specific Plan area and is intended to be the primary regulatory document for development within the Specific Plan area. Implementation of the Specific Plan is further discussed in [Chapter 6: Implementation](#).

Parks, Trails, and Recreation Master Plan (2015)

The Parks and Recreation Master Plan is a strategic document that studies the existing park system, facilities, and recreation programming, and identifies a planning blueprint to improve, protect and expand the city’s network of parks, facilities, and recreational services for the future.



Pedestrian Master Plan (2014) and Bicycle Master Plan (2011)

The City’s Pedestrian Master Plan includes eight concept plans that provide site-specific recommendations based on assessments of pedestrian facilities and walking audits. Concept plans include corridors, large intersections, sections of neighborhoods and areas around activity nodes. The Pedestrian Master Plan identifies and prioritizes street improvements to enhance pedestrian access. The plan analyzes pedestrian demand and gaps in pedestrian facilities, and recommends improvements and programs for implementation.

The City’s Bicycle Master Plan identifies and prioritizes street improvements to promote bicycle riding for transportation and recreation. The plan analyzes bicycle demand and gaps in bicycle facilities, and recommends improvements and programs for implementation. The recommendations are intended to provide safer, more direct bicycle routes through residential neighborhoods, employment and shopping areas, and to transit stops.

As shown in Bicycle Master Plan Figure 6-2: Existing and Proposed Bicycle Facilities, the Bicycle Master Plan identifies the Centennial Way Trail as a Class I Multi-Use Path, and Class III Bicycle Routes on South Spruce Avenue, Victory Avenue, South Linden Avenue, and Dollar Avenue. The Bicycle Master Plan also identifies bicycle parking at the South Maple Avenue / Tanforan Avenue intersection, which is proximate to the Specific Plan area.

Both the Pedestrian Master Plan and the Bicycle Master Plan are currently being updated in the *Active South City: Bicycle and Pedestrian Master Plan* in connection with the City’s 2040 General Plan update, which has not yet been adopted. The current Bicycle Master Plan and Pedestrian Master Plan remain active until completion and adoption of the new *Active South City: Bicycle and Pedestrian Master Plan*.

The bicycle and pedestrian improvements contemplated in this Specific Plan are consistent with the goals and improvements envisioned in the Draft *Active South City Plan*.



1.6. Interpretation

The terms “shall”, “should”, “may”, and “could” are used within the Specific Plan. The term “shall” is used to denote a standard where compliance is required. The term “should” is used to denote a guideline that is recommended, but not required in all circumstances. The terms “may” and “could” are used to denote something that is allowed or optional, but not required.

1.7. Environmental Review

Adoption of a Specific Plan is a “Project” for purposes of the California Environmental Quality Act (CEQA), subject to environmental review. The Southline Specific Plan Environmental Impact Report (“Southline EIR”; State Clearinghouse # 2020050452) analyzes the potential environmental impacts of the development as described in this Specific Plan, in addition to the impacts of the proposed off-site improvements and related infrastructure, and evaluates mitigation measures intended to reduce or avoid significant environmental impacts to the extent feasible.

The Southline EIR is intended to provide CEQA clearance for adoption and implementation of the Specific Plan and the other approvals described in [Section 1.8](#) below, in addition to the proposed off-site improvements and related infrastructure, and shall be relied on by the City of South San Francisco and other agencies for processing of related concurrent or subsequent approvals that are consistent with this Specific Plan, subject to the requirements of CEQA.

1.8. Project Approvals

Implementation of the Specific Plan requires approval of certain entitlements and approvals from the City of South San Francisco. The following list is limited to the entitlements and approvals subject to the City of South San Francisco’s review and approval that are anticipated for implementation of the Specific Plan.

- Certification of the EIR and adoption of CEQA findings and a Mitigation, Monitoring, and Reporting Program;
- Adoption of the Southline Specific Plan, which will operate as the zoning for the Specific Plan area;
- General Plan amendments to reflect adoption of the Specific Plan;
- Zoning map and zoning text amendments to reflect adoption of the Specific Plan;
- Subdivision Map approval for reconfiguration of the parcels and dedicating public roadways and easements;
- Use Permit approval;
- Transportation Demand Management Plan approval;
- Precise Plan(s) approval subject to the terms and policies of the Specific Plan;
- Design Review approval;
- Signage approval;
- Development Agreement; and
- Any additional actions or permits deemed necessary to implement this Specific Plan, including demolition,

grading, foundation, and building permits, public encroachment permits, any permits or approvals required for construction activity, tree removal permits, and other additional ministerial actions, permits, or approvals from the City that may be required.

As further described in [Chapter 6: Implementation](#), in addition to the approvals by the City of South San Francisco, review and/or approvals or actions by other agencies or entities may be required, including but not limited to approvals by the City of San Bruno for off-site improvements within its jurisdiction; BART for off-site improvements within its jurisdiction; and the San Mateo County Airport Land Use Commission for determination of consistency with the SFO Airport Land Use Compatibility Plan.



2

LAND USE PLAN & DEVELOPMENT STANDARDS

This chapter illustrates the land use plan for the Specific Plan area and defines the land use district unique to the Specific Plan. This chapter also describes the development standards applicable to the Specific Plan area, including the permitted, conditionally permitted, and prohibited land uses.

2.1. Introduction

This chapter describes the Southline Specific Plan land use plan and provides for coordinated planning and design principles within the Specific Plan area. It also defines the development standards, allowed uses, and proposed Project phasing. The Southline Campus (S-C) land use district, which is unique to the Specific Plan area and is further discussed in [Section 2.3 Southline Campus \(S-C\) District](#) below, establishes the requirements for implementation of the Specific Plan’s vision and goals.

The Southline Specific Plan is intended as the primary regulatory document for development within the Specific Plan area. Properties in the Specific Plan area shall comply with the policies, development standards and design guidelines as set forth in this Specific Plan. Properties within the Specific Plan area are subject to applicable regulations of the City of South San Francisco Municipal Code (the “Municipal Code”) unless those regulations are otherwise addressed in this Specific Plan. All terms included in this Chapter shall have the same meaning as in the Municipal Code unless otherwise defined in this Specific Plan. To the extent any regulation in this Specific Plan conflicts with the Municipal Code, the regulation set forth in the Specific Plan shall prevail.

The final mix of uses developed within the Specific Plan area will depend on market conditions, tenant needs, and other

factors. [Appendix A: Conceptual Site Plan – Office Build Out](#) provides conceptual site plans and renderings that represent one possible design for the development of the Specific Plan area with office uses. [Appendix B: Conceptual Site Plan – R&D Build Out](#) provides conceptual site plans and renderings that represent another possible design for the development of the Specific Plan area with R&D uses. [Appendix C: Conceptual Office / Life Sciences Hybrid Buildout](#) provides a conceptual site plan that represents a possible design for the development of the Specific Plan area with a blend of office and R&D uses.

[Appendix A](#), [Appendix B](#), and [Appendix C](#) are intended to demonstrate illustrative examples of the potential location and orientation of buildings; alignment and design of streets; and placement and size of open space areas and public facilities based on the development standards provided in [Table 2-1: Southline Campus \(S-C\) Development Standards](#) and design guidelines in described in [Chapter 5: Design Guidelines](#). The conceptual site plans and renderings provided in [Appendix A](#), [Appendix B](#) and [Appendix C](#) shall not be considered definitive. Both office and R&D uses are permitted within the Specific Plan area, and it is likely that Specific Plan buildout would contain a mixture of these uses. As further discussed in [Chapter 6: Implementation](#), proposals for development within the Specific Plan area will be evaluated by the City through review and approval of project-level Precise Plans.

2.2. Southline Campus Land Use Plan

Southline is envisioned as a state-of-the-art transit-oriented commercial campus within the City of South San Francisco, adjacent to the San Bruno BART station and proximate to two Caltrain stations (San Bruno and South San Francisco). Southline will transform the existing low-density, aging and underutilized light industrial and warehouse buildings into an integrated transit-oriented commercial campus environment of high-quality design providing for Class-A office and/or R&D uses (including life science uses), as well as supporting uses

such as professional services, dining, fitness, and related ancillary uses.

Ground floor spaces in the commercial buildings developed in the Specific Plan area may include tenant amenities, office, R&D, and/or other permitted uses. Where feasible, the public lobbies of new commercial buildings should front onto the newly constructed Southline Avenue (provisionally named for the purposes of this Specific Plan), which provides connectivity through the Specific Plan area, to create a unified campus environment.



View South of Building 2 (Amenities Building)

2.2.1. Land Use Program

The Specific Plan allows for development of commercial buildings totaling up to approximately 2,800,000 square feet (sf). Based on the development standards applicable to the Specific Plan area, as detailed in [Table 2-1: Southline Campus \(S-C\) Development Standards](#), the commercial buildings generally are anticipated to range in height from four to seven stories. These buildings are envisioned to accommodate office and R&D tenants but may include limited office-supporting uses dedicated solely to tenant use, such as professional services, dining, fitness, and related amenity and ancillary uses.

The Specific Plan does not define or limit the specific number of commercial buildings that may be developed within the Specific Plan area, subject to the requirement that all development must be consistent with the development standards and design guidelines established in the Specific Plan.

The total commercial square footage allowed under the Specific Plan includes a supportive Amenities Building (Building 2), which is anticipated to be located on the southwest corner of the Specific Plan area as shown in [Figure 2-1: Conceptual Site Plan](#). Planned uses within this Amenities Building may include publicly-accessible ground floor retail and amenity uses that front onto a public open space area adjacent to Huntington and Southline Avenues – an area referred to in this Specific Plan as the [Southline Retail Plaza](#). The ground floor may also contain other publicly accessible spaces, such as a community center of approximately 1,000 sf.

It is anticipated that the upper floors of the Amenities Building will include other uses available only to the Southline campus tenants such as a fitness center and meeting spaces and one or more terraces overlooking Southline Avenue.

As part of the integrated campus design, the Specific Plan envisions the development of an approximately 1.5 acre central green space—referred to as the [Southline Commons](#)—that offers outdoor amenities that would be accessible to both tenants and the public. It is envisioned to include pedestrian paths, outdoor meeting and gathering spaces, casual dining areas, and space for recreation and events.

[Figure 2-1: Conceptual Site Plan](#) illustrates one possible land use development plan for the Specific Plan area. Conceptual renderings of the planned development are shown in [Figures 2-2 through 2-4](#).

Figure 2-1: Conceptual Site Plan



Figure 2-2: View East from Huntington Avenue / Southline Avenue Intersection



Figure 2-3: View North of Building 3 from Southline Avenue



Figure 2-4: View South of Amenities Building (Building 2)



Figure 2-5: View Southwest of Buildings 7 and 1



2.2.2. Parking and Transit Demand Management

The Specific Plan area is in close proximity to major public transit services, including BART, Caltrain, and SamTrans bus routes. As further discussed in [Chapter 3: Circulation & Mobility](#), implementation of the Specific Plan is envisioned to include public transit linkages, including pedestrian and bicycle facilities improvements intended to promote the use of public transit and alternatives to automobile transportation.

Development within the Specific Plan area will require implementation of a Transportation Demand Management (“TDM”) plan(s) pursuant to Municipal Code Chapter 20.400: Transportation Demand Management. The City’s TDM requirements apply to all nonresidential development expected to generate 100 or more average daily trips, or projects seeking an FAR bonus. As further discussed in [Section 3.7 Transportation Demand Management](#), the TDM Plan identifies strategies, measures, and incentives to encourage future campus employees and visitors to walk, bicycle, ride transit, or carpool when commuting to and from the Specific Plan area.

It is anticipated that the Specific Plan area would also include several mobility hubs designed to accommodate shuttles and/or ride-share pickup and drop off zones, along with other features that may be included in any applicable TDM program(s) within the Specific Plan area.

The Specific Plan also anticipates provision of sufficient onsite parking to accommodate the employees or visitors who drive to the site, in conjunction with other modes of transportation.

As further described in [Table 2-1: Southline Campus \(S-C\) Development Standards](#) and [Section 3.5 Vehicle Parking](#), parking will be provided at a maximum of 1.65 striped spaces per 1,000 square feet of commercial use as calculated across the entire Specific Plan area, with an option to incorporate valet parking program(s) up to 2.0 spaces per 1,000 square feet of commercial use, subject to City review and approval as described below in this Section 2.2.2. Parking in the Specific Plan area may be provided through subterranean parking under buildings, above-grade parking within the Amenities Building (Building 2), stand-alone campus parking structures (e.g., Parking Structures C and D), and/or limited off-street surface parking within the Specific Plan area.

The intent of this Specific Plan is to establish a flexible range of parking options based on tenancy needs and market conditions and to encourage the use of alternate transportation modes and reduce the reliance on single-occupancy vehicles. The specific parking strategy will be implemented through the Precise Plan process for each phase, with parking provided within the permitted range.

As described in [Chapter 6: Implementation](#) of this Specific Plan, each Precise Plan application will include parking demand information to help evaluate the anticipated parking demand based on the proposed land use mix. The parking demand information for future phases will also include parking data from previous phases, to ensure that the proposed parking is adequate to serve the proposed development, while maintaining the characteristics of a transit-oriented development and encouraging alternative transportation modes.

Prior to implementing one or more valet parking program(s) within the Specific Plan area, the tenant or owner applicant shall submit a valet operations plan to the City for review. The valet operations plan may be submitted concurrent with or separate from a Precise Plan application. Each valet operations plan shall describe the proposed use and employee density; summarize the proposed valet parking capacity; the location of valet stalls within the existing Specific Plan area parking facilities; and the number of striped stalls and total parking spaces available for tenant use, as well as the proposed hours of operation. The City shall review and approve the operations plan based on the policies set forth in this Specific Plan prior to the commencement of a valet program.

2.2.3. Architectural Character & Design

Speaking to the industrial history of the Lindenville Planning Sub-Area, it is anticipated that the Specific Plan area will embrace a contemporary interpretation of the existing industrial motif using glass, metal and “brick-like” materials in a rich color palette. The composition of each building massing and design should vary, making each building unique rather than utilizing repetitive forms throughout the Specific Plan area.

Building features are encouraged to create visual interest that will help to break down the overall scale and massing. Wall planes should vary in depth and direction to create an interesting streetscape. Building scale should be further articulated by fenestration that offers additional depth and texture. A combination of parapets, eaves, projecting roof forms should be used to create interest at the roof line. Massing hierarchy may be further emphasized by the integrated penthouse forms above each or some of the building main entries.

The proposed Parking Structures C and D are envisioned to have simple and straightforward volumetric geometry. Stairs and elevator towers should utilize distinctive mass that is different from but complementary to the overall building form.

Chapter 5: Design Guidelines provides further guidance regarding the architectural, landscape and other design guidelines that should be considered during implementation of the Specific Plan area. Specific design review of project-level proposals will be evaluated for consistency with the

Specific Plan by the City in conjunction with the Precise Plan and Design Review processes as further described in Chapter 6: Implementation.



View Northeast of Building 7

2.2.4. Circulation and Mobility

As further described in [Chapter 3: Circulation & Mobility](#), the Southline development proposes several key circulation and mobility improvements in the surrounding transportation network to accommodate increased development capacity of the Specific Plan area; to create improved connectivity and circulation for the surrounding community; to improve pedestrian and bicyclist safety; and to carry out transportation and circulation policies under the South San Francisco General Plan. These circulation and mobility improvements include new public and private streets; enhanced pedestrian and bicycle facilities; improved pedestrian access to the San Bruno BART station; neighborhood traffic calming features; and improved compatibility with a future grade separation of the Caltrain tracks. The proposed circulation and mobility improvements are more specifically described in [Chapter 3: Circulation & Mobility](#).

A major circulation feature to be implemented within the Specific Plan area is development of the new Southline Avenue roadway (provisionally named for purposes of this Specific Plan) that is envisioned to be constructed east to west through the Specific Plan area between Huntington and South Linden Avenues, consistent with the City's General Plan policies calling for extension of South Linden to the San Bruno BART station. Southline Avenue is envisioned to have two travel lanes in each direction, a center median, a Class II bike lane on both sides, and a sidewalk on both sides that would be separated from the roadway by landscaped planting areas.

Several off-site circulation and mobility improvements are proposed outside of the Specific Plan area. These include new

signalized intersections and pedestrian crosswalks, and enhanced pedestrian and bike access to the San Bruno BART station and Centennial Way Trail, as further described in [Chapter 3: Circulation and Mobility](#).

To the extent that these improvements require work on property outside of the City of South San Francisco's jurisdiction, additional approvals from other agencies, such as the City of San Bruno, BART, etc. may be required as further described in [Chapter 6: Implementation](#).



San Bruno BART Station

2.2.5. Infrastructure Improvements

As further described in [Chapter 4: Infrastructure & Public Services](#), future development within the Specific Plan area will utilize the existing public utility infrastructure adjacent to the Project site to the extent feasible. It is anticipated that certain existing utility connections may be relocated and/or abandoned, and new utility connections shall be required for implementation of the Specific Plan to accommodate increased capacity demand.

New utility laterals and connections will connect to the public system as required by the City. It is anticipated that proposed onsite utilities will provide separate metered water and sewer service to each building.

As part of future development, it is anticipated that new underground utilities will be constructed on Southline Avenue and upgraded connections will be constructed to existing utilities on surrounding streets as needed to accommodate additional capacity demand. Additionally, existing overhead utility poles would be relocated underground along the immediate street frontages, as required by the City or otherwise required by the respective utility provider.

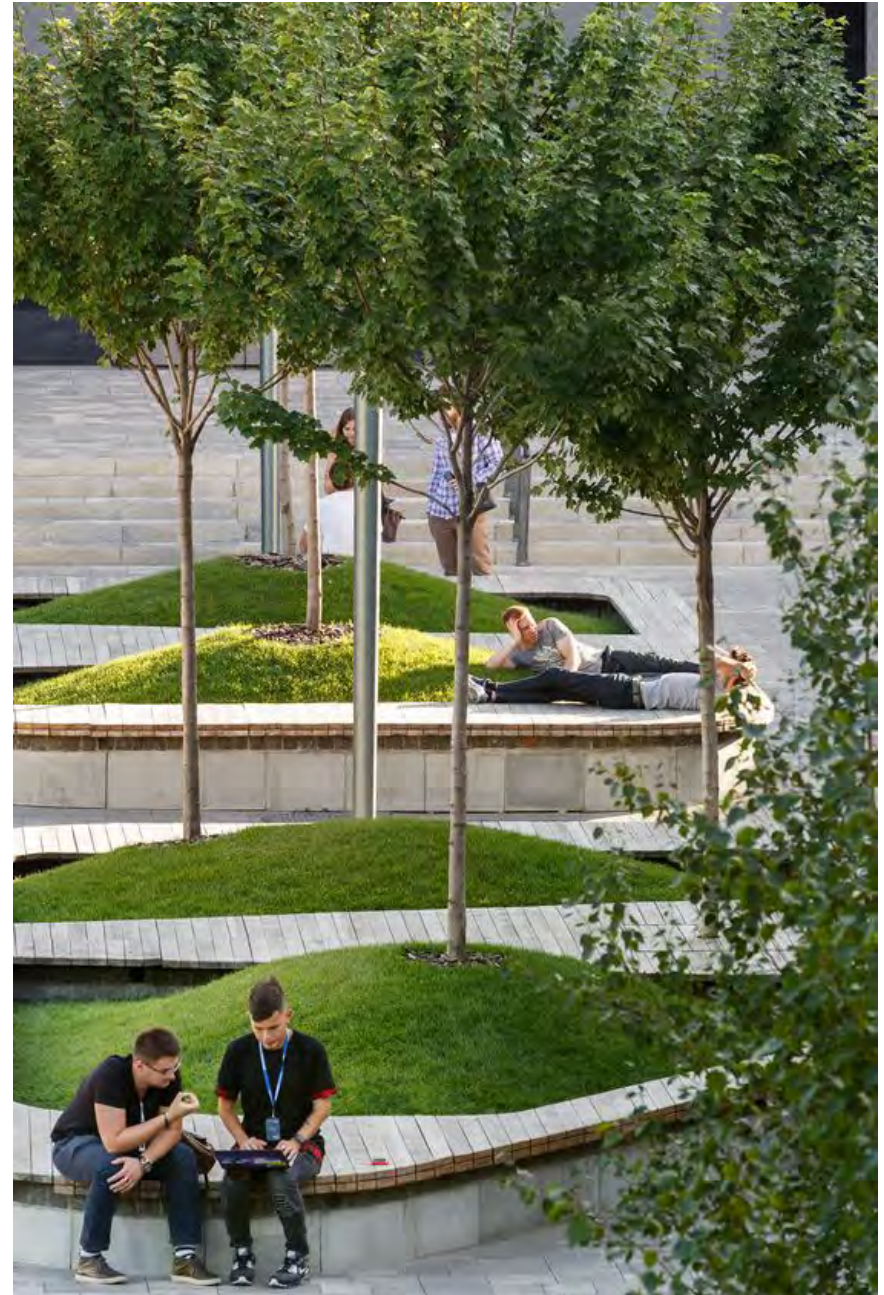
The City will determine required utility connections and improvements during project-level Precise Plan review for each development phase, or as otherwise set forth in a Development Agreement.



2.2.6. Landscape and the Public Realm

As further described in [Chapter 5: Design Guidelines](#), landscaping and open space within the Specific Plan area is envisioned as a useful, safe, and sustainable outdoor experience, creating a sense of a cohesive “campus-like” community, while being sensitive to the adjacent residential neighborhood to the south. The Specific Plan area is anticipated to include several open space features including the Southline Commons, the Southline Retail Plaza, and the Tanforan Avenue Community Parklet, each of which are described below. These open space areas are anticipated to be privately owned and maintained, but publicly accessible. Each of these areas are shown in [Figure 5-1: Conceptual Landscape & Open Space Program](#).

[Chapter 5: Design Guidelines](#) provides further guidance regarding the landscaping characteristics to be incorporated in the Specific Plan area. Project-level development proposals will be evaluated for consistency with the Specific Plan by the City through the Precise Plan review process as further described in [Chapter 6: Implementation](#).



Southline Commons

The Southline Commons refers to an open-space area of approximately 1.5 acres that is anticipated to be developed north of Southline Avenue and is intended to serve as a publicly-accessible focal point and the social outdoor gathering space within the Specific Plan area. It would also provide passive open space that serves as an outdoor amenity for the Southline campus tenants. The specific location, size and programming of the Southline Commons will be determined through the Precise Plan review process as further described in [Chapter 6: Implementation](#). A conceptual rendering is shown in [Figure 2-6: Conceptual Illustration of Southline Commons](#).

It is anticipated that Southline Commons may include the following program features:

- Flexible space that can be used for informal gatherings as well as programmed events;
- Outdoor dining area;
- Seating areas with benches, tables, chairs, etc.;
- Shade structures and/or landscaping that provides shade;
- Space for passive recreation activities such as ping pong, bocce ball, cornhole, etc.;
- Electrical power outlets to support campus events and programs; and/or
- Multi-purpose vehicle turnout space for a shuttle stop, ride-share pick-up/drop off, food trucks, etc.

The Southline Commons is intended to function largely as a pedestrian-only area, capable of hosting events and community gatherings or serve as exterior dining or social space. Outdoor programming within the Southline Commons may include corporate and cultural events and food markets, subject to issuance of appropriate permits. Periodically, some of the circulation around Southline Commons may be closed to host special events. Utilization of the Southline Commons for events is anticipated to generally occur during normal business hours, with some evening and weekend events. Property owners and their tenants may develop appropriate rules and regulations related to security, use, hours of operation and conduct within the Specific Plan area open space areas including Southline Commons.

Southline Commons would include a variety of pavers and hardscape elements to create a contemporary and durable outdoor space. Southline Commons would include a varied landscape texture, including shade trees and landscaped berms to create usable edges for sitting that also serve as green space.



Figure 2-6: Conceptual Illustration of Southline Commons



Southline Retail Plaza

The [Southline Retail Plaza](#) outdoor area will front the Amenities Building (Building 2) on Southline and Huntington Avenues. The Southline Retail Plaza would be designed to complement and support the adjacent ground floor retail, dining and other amenity uses, and is envisioned to include features such as outdoor dining areas, terraced seating and landscaping to serve as both a buffer and transition to adjacent street edge.



Tanforan Avenue Community Parklet

Development of the [Tanforan Avenue Community Parklet](#) is envisioned within an approximately 40-foot buffer setback from Tanforan Avenue on the north side of Tanforan Avenue. This open space amenity will be designed to be an amenity for the surrounding community, including residents along Tanforan Avenue. The Tanforan Avenue Community Parklet is intended to create a transition between the Specific Plan area and the residential neighborhood to the south, and to provide an open space buffer between the new development areas, and neighboring homes along Tanforan Avenue.

The Tanforan Community Parklet is proposed to incorporate a walking pathway surrounded by significant landscaping. Passive and active amenity features may include a picnic area, a children’s play area, a fruit and vegetable garden, a stormwater demonstration garden, and special plant areas such as a fragrant planting bed. The Tanforan Community Parklet is anticipated to be constructed as part of Phase 1 development.



2.3. Southline Campus (S-C) District

The Specific Plan area is zoned utilizing one zoning district, the Southline Campus (S-C) District. The S-C District establishes the development standards and requirements for implementation of the Specific Plan, as set forth in this Specific Plan. As shown in [Figure 2-7: Southline Campus \(S-C\) District](#), this district covers the entire Specific Plan area.

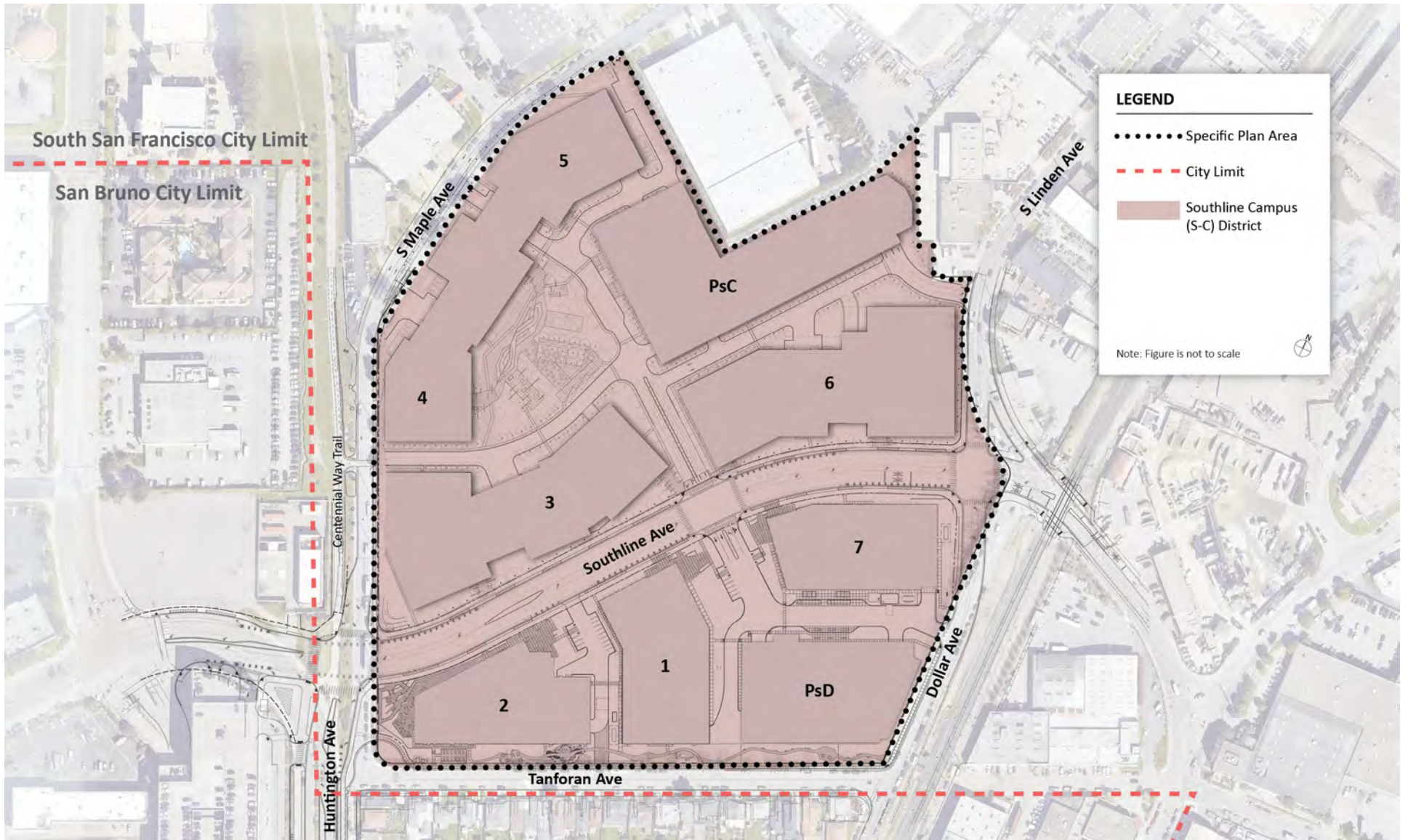
The Southline Campus (S-C) district is intended to allow for development of a state-of-the-art transit-oriented commercial campus, including administrative, financial, business, and professional offices, R&D (including life sciences), supporting commercial services (e.g. retail, fitness, restaurants, etc.) and ancillary uses in an area that is proximate to BART and Caltrain stations.

Allowed uses in the Southline Campus (S-C) district are provided in [Table 2-2: Land Use Regulations](#). The development standards applicable to development in the Southline Campus (S-C) district are provided in [Table 2-1: Southline Campus \(S-C\) Development Standards](#).



Example of a state-of-the-art commercial campus (Samsung North America Headquarters, San Jose, CA)

Figure 2-7: Southline Campus (S-C) District



2.4. Development Standards

This section provides the land use development standards that shall apply to the Southline Campus (S-C) land use district, as further described in [Table 2-1: Southline Campus \(S-C\) Development Standards](#). These development standards, in combination with the supporting design guidelines described in [Chapter 5: Design Guidelines](#), implement and refine the policies and vision of the General Plan, including the Lindenville Planning Sub-Area, for this Specific Plan area.

Except as otherwise noted, development in the Southline Campus (S-C) district shall be consistent with the development regulations as described in [Table 2-1: Southline Campus \(S-C\) Development Standards](#) and [Table 2-2: Land Use Regulations](#), subject to minor deviations as further described in [Chapter 6: Implementation](#).

These standards establish rules for development within the Specific Plan area, including building placement, scale and form, and lot design. No lot should be created with size or dimensions rendering it incapable of meeting the land use, public utilities, or development standards of this Specific Plan.

In certain instances, [Tables 2-1](#) and [2-2](#) reference the Municipal Code for development standards that apply on a generally applicable City-wide basis and are applicable to the Specific Plan. In any instances where both the Specific Plan and Municipal Code (or other City rule / regulation / guideline) provide a development standard for some aspect of site or building design, the Specific Plan shall prevail and control. Specific provisions of the Municipal Code not addressed in this

Specific Plan that would otherwise apply to development in the Specific Plan area shall apply to the extent those provisions are consistent with the Specific Plan. Unless otherwise established herein, all definitions and land use terms shall be interpreted consistent with the Municipal Code.

2.4.1. Height

As the Specific Plan area is approximately two miles northwest of the San Francisco International Airport, development within the Specific Plan area shall comply with the height restrictions and related policies under federal, state and local law. These policies include those established by both the Federal Aviation Administration (“FAA”) Part 77 regulations and the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (“ALUCP”; most recently updated November 2012).

As set forth in [Table 2-1: Southline Campus \(S-C\) Development Standards](#), maximum building heights within the Specific Plan area are governed by those requirements, as set forth in the Critical Aeronautical Surfaces provisions of the ALUCP (see Exhibit IV-17) and FAA Part 77 regulations, resulting in a maximum height of approximately 120 feet depending on the specific elevation of the relevant portion of the Specific Plan area and the applicable height contours under the above applicable regulations. No other height restrictions apply to development within the Specific Plan area.

[Figure 2-8: Conceptual Building Heights](#) is intended to provide an illustrative example as to how building heights could be tapered throughout the Specific Plan area. Project-level development proposals will be evaluated for consistency with

maximum height allowances through the Precise Plan review process as further described in [Chapter 6: Implementation](#).

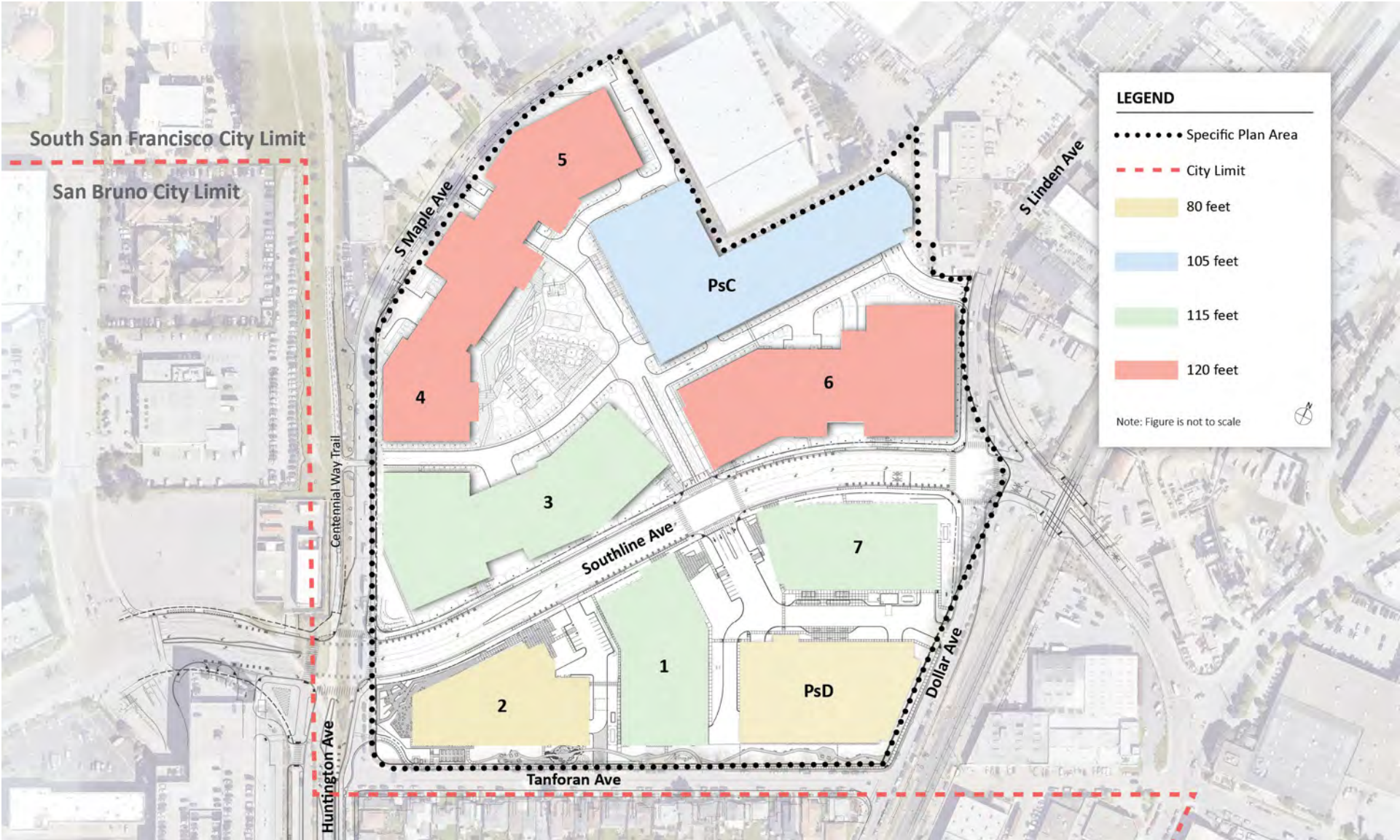
A shadow study was prepared for the Specific Plan to evaluate the shadows that would be cast at buildout of the Specific Plan area. The shadow study concluded that shadows would be cast on commercial and industrial properties, roadways, and rail tracks to the northwest, north, and northeast of the Specific Plan area at various times of the year between the hours of 10:00 a.m. and 3:00 p.m. However, at no time would the Specific Plan buildout cast shadows on the residential uses south of Tanforan Avenue in the City of San Bruno.

2.4.2. Modifications

Modifications to the development standards included in this Specific Plan may be necessary to respond to unique site characteristics, regulatory permitting requirements, changes in development requirements to respond to market trends, or other factors, as described in [Chapter 6: Implementation](#).



Figure 2-8: Conceptual Building Heights



See Section 2.4.1 and Table 2-1: Southline Campus (S-C) Development Standards for additional information regarding height regulations within the Specific Plan area.

Table 2-1: Southline Campus (S-C) Development Standards

Standard	Southline Campus (S-C)	Comments / Additional Regulations
Lot and Density Standards		
Maximum Floor Area Ratio	2.4	<p>See Municipal Code Chapter 20.040: Rules of Measurement, including Municipal Code § 20.040.008: Determining Floor Area and Municipal Code § 20.040.009: Determining Floor Area Ratio.</p> <p>Total allowable floor area and floor area ratio (FAR) shall be calculated based on entire Specific Plan area (inclusive of Southline Avenue and other dedicated improvements) rather than on a lot-by-lot basis. The total allowable floor area shall be 2,800,000 square feet across the entire Specific Plan area, which equates to approximately 2.4 FAR, exclusive of parking structures, and any other applicable exceptions provided under Municipal Code Chapter 20.040: Rules of Measurement.</p>
Maximum Lot Coverage	70 %	Refer to Municipal Code § 20.040.010: Determining Lot Coverage .
Minimum Open Space Coverage	15 %	Total allowable open space area shall be calculated based on entire Specific Plan area (inclusive of Southline Avenue and other dedicated improvements) rather than on a lot-by-lot basis. Open space includes all landscaped areas, sidewalks and pathways, decorative paving and passive and active areas.
Building Form and Location		
Maximum Building Height (ft.)	Maximum height allowances under FAA Part 77 regulations and San Francisco International Airport ALUCP Critical Aeronautical Surfaces provisions	Subject to FAA Part 77 notification and determination requirements. See Figure 2-8: Conceptual Building Height .

Standard	Southline Campus (S-C)	Comments / Additional Regulations
Setbacks (feet)	See below	Setbacks are measured from property line to the exterior wall of the primary building, with the exception that setbacks from Tanforan Avenue shall be measured from that public right of way to the exterior wall of the primary building. Subterranean garages within the Specific Plan area are not subject to setback requirements. Setbacks within the Specific Plan area are not subject to Municipal Code § 20.040.012: Determining Setbacks (Yards) or § 20.300.011: Projections into Required Yards . Accessory buildings and structures within the Specific Plan area are not subject to Municipal Code § 20.300.002: Accessory Buildings and Structures , including setback requirements included therein; see Chapter 5: Design Guidelines regarding accessory buildings and structures.
Front	10	
Side, Interior	10	
Side, Street	10	
Tanforan Avenue	40	Setbacks are 40 feet as measured from Tanforan Avenue right of way, with the exception of the cul-de-sac at the western end of Tanforan Avenue, where buildings may be sited within 20 feet from the Tanforan Avenue right of way.
Southline Avenue	0	Landscape buffers should be used to visually screen and soften the perimeter of the Specific Plan area, including along Southline Avenue. See Section 5.4.6 (Landscape Edge) and Figures 3-2a and 3-2b Conceptual Southline Avenue Cross-Sections .
Rear, Interior	10	
Parking and Loading		
Maximum Parking (spaces per 1,000 sf)	1.65	<p>Maximum ratio of 1.65 striped stalls with option of valet parking up to 2.0 ratio. See Section 2.2.2 Parking and Transportation Demand Management for information regarding valet parking requirements.</p> <p>Maximum parking ratio shall be calculated based on entire Specific Plan area (inclusive of Southline Avenue and other dedicated improvements) rather than on a lot-by-lot basis. Parking incorporated within Building 2 (Amenities Building) shall not count towards the maximum 1.65 parking ratio; parking within Building 2 (Amenities Building) shall be utilized for Specific Plan area visitors and Amenities Building customers, staff, and affiliates.</p>

Standard	Southline Campus (S-C)	Comments / Additional Regulations
Minimum Bicycle Parking	1 bicycle space per 3,000 sf	<p>Approximately 90% of bicycle spaces will be provided for long-term use and the remaining 10% will be for short-term use. The specific allocation and location of short-term and long-term spaces will be established under each Precise Plan.</p> <p>Table 2-1 and the Chapter 5: Design Guidelines of this Specific Plan establish the bicycle parking requirements for the Specific Plan area; Municipal Code § 20.330.008: Bicycle Parking does not apply.</p>
Loading Space	1 space / building	Minimum size shall not be less than 12 feet wide, 45 feet long, and 14 feet high, exclusive of driveways for ingress and egress, maneuvering areas and setbacks.

2.5. Land Use Regulations

Table 2-2: Land Use Regulations, establishes the permitted, conditionally permitted, and prohibited uses within the Specific Plan area. The uses listed in Table 2-2: Land Use Regulations have the same meaning as those use classifications as defined under Municipal Code Chapter 20.620: Use Classifications, unless otherwise defined in this Specific Plan.

Within the Specific Plan area, all land area and structures/facilities therein are intended to be developed, divided, and/or used for those activities listed in Table 2-2: Land Use Regulations. Table 2-2 also includes references to generally applicable Municipal Code sections and other ordinances that the City uses to regulate development, where relevant.

Land uses in the table are grouped into general categories based on common function, product, or compatibility characteristics. These allowed use categories are called “use classifications.” Use classifications describe one or more uses having similar characteristics but do not list every use or activity that may appropriately be within the classification. The following rules apply to use classifications:

Similar Uses. In cases where a specific land use or activity is not specifically listed in Table 2-2: Land Use Regulations, the Chief Planner may assign the land use or activity to a classification that is substantially similar in character. Certain prohibited uses are listed for clarity in Table 2-2: Land Use Regulations, but this list is not comprehensive; use

classifications and sub-classifications not listed in Table 2-2: Land Use Regulations, or not found to be substantially similar to the uses below are prohibited.

Illegal Uses. No use that is illegal under local, state, or federal law shall be allowed in any land use sub-designation within the Specific Plan area.

Use regulations in Table 2-2: Land Use Regulations are shown using the following symbols:

- P** Land use permitted by right.
- C** Land use allowed with the approval of a conditional use permit per generally applicable provisions of Municipal Code Chapter 20.490: Use Permits.
- MUP** Land use allowed with the approval of a minor use permit per generally applicable provisions of Municipal Code Chapter 20.490: Use Permits.
- Land use not allowed / not permitted.
- TUP** Temporary use permit per generally applicable provisions of Municipal Code Chapter 20.520: Temporary Use Permits.

Table 2-2: Land Use Regulations

Use ^{1, 2}	Southline Campus (S-C)	Additional Regulations ³
Public and Semi-Public Uses		
Community Assembly, small, 2,000 sq. ft. or less	P	
Cultural Institutions	P	
Government Offices	P	
Park and Recreation Facilities	P	
Public Safety Facilities	P	
Commercial Uses		
Business Services	P	
Commercial Entertainment and Recreation ⁴	See sub-classifications below	
<i>Indoor Entertainment</i>	C	
<i>Indoor Sports and Recreation</i>	C	
<i>Outdoor Entertainment</i>	C	
<i>Outdoor Sports and Recreation</i>	P	
Eating and Drinking Establishments ⁴	See sub-classifications below	
<i>Coffee Shops / Cafes</i>	P	
<i>Restaurants, Full Service</i>	P	
<i>Restaurant, Limited Service</i>	P	
Lodging	See sub-classifications below	
<i>Hotels and Motels</i>	C	

Use ^{1, 2}	Southline Campus (S-C)	Additional Regulations ³
Maker Space	P	
Offices	See sub-classifications below	
<i>Business and Professional</i>	P	
<i>Medical and Dental</i>	P	
<i>Walk-In Clientele</i>	P	
Personal Services	See sub-classifications below	
<i>General Personal Services</i>	P	See Personal Services in Municipal Code Chapter 20.350: Standards and Requirements for Specific Uses and Activities
Retail Sales	See sub-classifications below	
<i>General Retail Sales</i>	P	
Parking Services	-	
Employment Uses		
Clean Technology	P	
Handicraft / Custom Manufacturing	P	
Research and Development (R&D)	P	
Residential Uses		
Transportation and Utilities Uses		
Communications Facilities	See sub-classifications below	
<i>Antennae and Transmission Towers</i>	C	See Municipal Code Chapter 20.370: Wireless Communications Facilities

Use ^{1, 2}	Southline Campus (S-C)	Additional Regulations ³
<i>Facilities within Buildings</i>	P	
Transportation Hub ⁵	P	
Utilities – Major	C	
Utilities – Minor	P	
Other Applicable Use Regulations		
Nonconforming Uses	See Additional Regulations	See Municipal Code Chapter 20.320: Nonconforming Uses, Structures, and Lots
Temporary Uses ⁶	TUP	See Municipal Code Chapter 20.340: Temporary Uses
Other uses determined by the Chief Planner to be similar to and compatible with described permitted and conditionally permitted uses	P	See Chapter 6: Implementation; see also Municipal Code § 20.490.002: Use Permit Applicability

Notes:

- 1 Unless otherwise indicated, uses listed in this [Table 2-2](#) have the same meaning as those use classifications as defined under [Municipal Code Chapter 20.620: Use Classifications](#)
- 2 Certain uses permitted or conditionally permitted within the Specific Plan area are subject to confirmation that no subsequent CEQA analysis is required, or completion of subsequent CEQA analysis. See Southline Specific Plan EIR for further information regarding scope of CEQA analysis.
- 3 Uses are subject to ALUCP Policy NP-2 and Table IV-1 Noise/Land Use Compatibility Criteria, as applicable.
- 4 Includes food trucks/mobile food facilities, outdoor food kiosks as authorized by Specific Plan operator, Owner’s Association, or similar entity.
- 5 Use includes facilities for accommodation of shuttles and ride-share pickup and drop off zones, along with other features that may be included in any applicable Transportation Demand Management (“TDM”) programs within the Specific Plan area. Excludes light-fleet based services or freight forwarding uses.
- 6 Temporary uses include, for example, produce markets, flea markets, craft and art fairs, auction gallery and other similar uses.

2.6. Phasing

This Specific Plan is anticipated to be implemented over time and in a phased approach, although phasing is not required. Generally, the Specific Plan envisions sequencing envisions two or more phases developed over approximately 10 years. [Table 2-3: Conceptual Development Plan by Phase](#) describes the square footages of development proposed for Phase 1 and the square footages of development for future phases and Project buildout, and the anticipated sequence of Specific Plan area construction is shown in [Figure 2-9: Conceptual Phasing Plan](#). While a phased approach is anticipated to occur, the Specific Plan does not restrict or otherwise limit concurrent development of overlapping phases or buildout of the Specific Plan area, subject to review and approval of Precise Plans and any other necessary approval(s) as described in [Chapter 6: Implementation](#).

The exact boundaries of each phase, sequencing, and development timing, including the exact boundaries within the Specific Plan area of these phases and the square footage developed within each phase may change due to market trends, availability of financing, and other factors.

As described in [Chapter 6: Implementation](#), any future development shall be responsible for the construction of the required private and public infrastructure necessary to support each phase of development within the Specific Plan area (e.g., water, sewer, stormwater) and, in relevant circumstances, in adjacent off-site areas as determined by the City, and unless otherwise modified by separate agreement,

such as a Development Agreement. It is anticipated that constructed public infrastructure associated with development of the Specific Plan will be dedicated to and accepted by various relevant public agencies (i.e., City of South San Francisco, City of San Bruno, California Water, PG&E, etc.).

Furthermore, improvements along Huntington Avenue south of Southline Avenue are subject to ongoing coordination between BART and/or the City of San Bruno to complete a right-of-way transaction that is separate from entitlements associated with this Specific Plan.

2.6.1. Phase 1 Improvements

As shown in [Figure 2-9: Conceptual Phasing Plan](#), Phase 1 development proposes the construction of Building 1, Building 2 (Amenities Building), and Building 7. Phase 1 also includes construction of Parking Structure D, as well as limited surface parking to provide sufficient parking for that phase. Phase 1 development includes development of the Tanforan Avenue Community Parklet, which will allow for a dense landscape buffer between the proposed development and the residential neighborhood to the south.

During Phase 1, the remaining portions of the Specific Plan area outside of the Phase 1 area as shown on [Figure 2-9: Conceptual Phasing Plan](#) are anticipated to remain generally unchanged. However, building demolition, ground disturbances to accommodate infrastructure improvements, construction activities and staging, surface parking, and site preparation activities may occur as further described in [Chapter 6: Implementation](#).

Phase 1 Utilities and Circulation and Transportation Improvements

It is anticipated that Phase 1 will involve the construction of the utilities infrastructure required to service the Phase 1 development, in addition to the majority of the proposed offsite circulation and transportation improvements.

Specifically, Phase 1 circulation and transportation improvements are proposed to include the below list. The location of these of these improvements are shown in [Figure 3-3: Off-Site Roadway Improvements](#).

1. Development of the new Southline Avenue connection west to east through the Specific Plan area between Huntington Avenue and South Linden Avenue.
2. Realignment of Dollar Avenue and South Linden Avenue.
3. Reconfiguration of the existing at-grade rail crossing at South Linden Avenue.
4. Roadway and pedestrian improvements along Tanforan Avenue.
5. Roadway and pedestrian improvements along Huntington Avenue from Southline Avenue southward to the San Bruno BART garage intersection.
6. Upgrade to the existing signalized intersection at Huntington Avenue / BART garage entry.
7. Synchronizing signals at the rail crossing and the signals along Southline Avenue (Huntington Avenue, project entrance, South Linden Avenue) to support safe vehicular circulation.
8. Construction of new signalized intersections at:

- a) Huntington Avenue / Southline Avenue
- b) Sneath Lane / Huntington Avenue
- c) Southline Avenue /Main Campus Entry
- d) South Linden Avenue / Dollar Avenue/ Southline Avenue

As shown in [Figure 2-9: Conceptual Phasing Plan](#), some of these improvements are outside of the Specific Plan area and will require review and/or approvals or actions by other agencies or entities, including the City of San Bruno and/or BART for off-site improvements within its jurisdiction, further described in [Chapter 6: Implementation](#).

2.6.2. Future Phase Improvements

If phased development occurs, development of the future phases could occur in one phase, or could be in multiple future phases. Development of the future phases would include construction of the remaining square footage of development as allowed under this Specific Plan, in addition to any associated infrastructure, parking, and landscaping and open space, subject to subsequent Precise Plan approval and adherence to Specific Plan development standards and design guidelines.

Anticipated off-site improvements in future phases include:

- Widening of and street frontage improvements along portions of South Maple Avenue.
- Upgrades to public utility backbone infrastructure needed to serve future phases, as needed. However, private utility laterals serving future phase development

that would be located within Phase 1 roadways will be installed during Phase 1 and stubbed for use in future phases to avoid future disruption to those roadway areas.

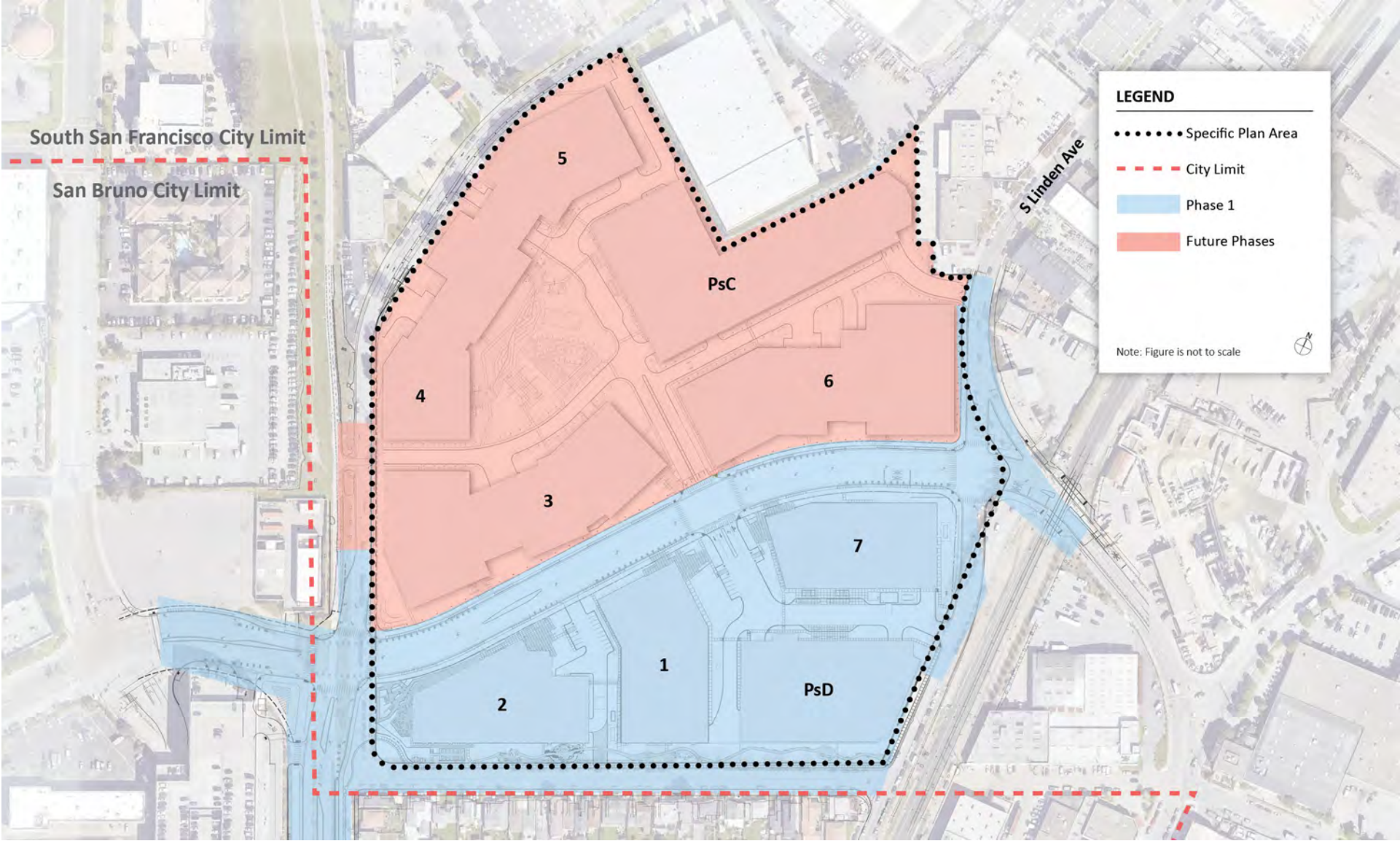
Table 2-3: Conceptual Development Plan by Phase

Use	Phase 1 (sf) ¹	Future Phases (sf)	Buildout (sf)
Office / R&D ²	615,000	2,115,290	2,730,290
Public Amenity Areas ³	13,500	-	13,500
Tenant Amenity Areas ⁴	56,210	-	56,210
Total ⁵	684,710	2,120,330	2,800,000

Notes:

1. Specific development square footage allocated to Phase 1, or any other phase is subject to project-level Precise Plan review and approval by City, as further discussed in [Chapter 6: Implementation](#). Any square footage allocated to Phase 1 that is not constructed during Phase 1 may be developed in subsequent phases within the Specific Plan area.
2. The Southline EIR provides a programmatic analysis of an Office Buildout Scenario and a Life Sciences Buildout Scenario, to evaluate and disclose the greatest potential impacts that could result from Specific Plan buildout under either scenario. Because both office and life science uses are permitted within the Specific Plan area, it is likely that the Specific Plan buildout would contain a mixture of these uses. See the Southline EIR for additional information regarding Specific Plan CEQA review.
3. Square footage anticipated to be available for use by Southline campus tenants and public.
4. Square footage anticipated to be reserved for exclusive use of Southline campus tenants; not available for public use.
5. The total square footage allocations in this [Table 2-3](#) are intended to provide information regarding one conceptual buildout of the Specific Plan area. With exception for the total buildout square footage of 2,800,000 sf, the square footages provided in this [Table 2-3](#) are not intended as caps on development of specific uses or phases.

Figure 2-9: Conceptual Phasing Plan



Note: Areas shown outside of the Specific Plan area may be subject to separate review by other agencies.



3

CIRCULATION & MOBILITY

This chapter describes the conceptual circulation and mobility plan for all users including bicyclists, pedestrians, and vehicles. It includes the conceptual roadway network and cross-sections for selected roadways. It also describes off-site roadway improvements that are proposed as part of this Specific Plan.

3.1. Introduction

Southline is planned as a transit-oriented commercial campus, taking advantage of its unique proximity to robust public transit options. Circulation and mobility planning is a key element of the Specific Plan given the unique proximity of the Specific Plan area to the San Bruno BART station, the San Bruno Caltrain station, adjacent SamTrans bus routes, the Centennial Way Trail, regional freeway connections to Interstates 280 and 380, and Highway 101, and regional and local serving retail and entertainment opportunities. As discussed in [Section 1.4 Specific Plan Objectives](#), a number of the Specific Plan objectives relate to circulation and mobility, including:

- Promote alternatives to automobile transportation to further the City’s transportation objectives by emphasizing public transit linkages, Transportation Demand Management (TDM) strategies, and pedestrian access and ease of movement between buildings.
- Create convenient and safe pedestrian and bike access to the San Bruno BART station and the Centennial Way Trail.
- Construct a new public street through the Specific Plan area to improve site access and regional roadway circulation.

- Enhance vehicular, bicycle, and pedestrian circulation and access in the area surrounding the Specific Plan.

To accomplish these objectives, this Specific Plan incorporates a “complete streets” approach that prioritizes creation of a truly multi-modal transportation system. This is consistent with the City’s General Plan goals and policies that encourage providing infrastructure and design features into street design, enhanced capacity and new linkages to provide “complete streets” that are safe, comfortable, and convenient routes for walking, bicycling and public transportation to increase use of these modes of transportation,” among other benefits.

Utilizing this approach, driving to and from the Specific Plan area is an option but not a necessity, and multi-modal mobility options are provided for employees, guests, and the general public. The circulation and mobility improvements proposed in connection with the Specific Plan are intended to improve access to the Specific Plan area, and also to improve circulation in the surrounding area for all users, including to the San Bruno BART station.

This chapter includes guidelines intended to prioritize the pedestrian and bicyclist experience within the Specific Plan area and the surrounding transportation network to ensure safe connections within and surrounding the Specific Plan area.

3.1.1. Mobility Guidelines

The following circulation and mobility guidelines are intended to facilitate the implementation of this Specific Plan.

Multimodal Circulation

- Promote circulation infrastructure and design that allows for alternative transportation modes including public transit, pedestrian travel, bicycle, and shuttles.
- Encourage use of alternative modes of transportation and reduce single-occupancy vehicle trips through implementation of a robust TDM program achieving 45percent mode shift consistent with City requirements for projects proposing FAR of up to 2.5.
- Create a circulation network that integrates the built environment and open space, both within and adjacent to the Specific Plan area.
- Synchronize signals at the rail crossing and the signals along Southline Avenue (Huntington Avenue, project entrance, South Linden Avenue) to support safe vehicular circulation.

Pedestrian and Bicycle

- Facilitate pedestrian circulation within and adjacent to the Specific Plan area to minimize automobile trip generation.
- Use pedestrian-only walkways (sidewalks and promenades) to provide (Americans with Disabilities Act [ADA]-compliant) safe and convenient connections within the Specific Plan area.

- In appropriate areas, define walkways with distinctive paving materials and lighting.
- In appropriate areas, provide places for seating along pedestrian walkways.
- Where feasible, inset walkways from roadways with a landscape buffer to promote safe, pedestrian-friendly circulation.
- Provide short-term bicycle parking at grade level that is conveniently located to serve shoppers, customers, messengers, guests and other Campus visitors.
- Provide long-term bicycle parking in above- and below-grade parking structures that serve employees and others who generally stay for longer periods of time.
- Promote the use of walking and bicycling by Campus tenants by providing convenient long-term bicycle parking, showers, and changing facilities.
- Provide designated Class II bike lanes on both sides of Southline Avenue. In other Specific Plan areas, bicycle circulation would be accommodated by Class III bicycle routes (e.g. internal roadways).
- Clearly delineate bicycle access and parking by lane markings, soft hit posts, bollards, wayfinding signage, and other appropriate measures.
- Utilize green-painted “bike boxes” at key intersections within the Specific Plan area to help facilitate safe and convenient bicycle circulation.
- Bike repair station in the Amenities Building (Building 2).

Transit Demand Management

As further discussed in [Section 3.7 Transportation Demand Management](#) below, development of the Specific Plan will include implementation of a robust TDM program. The following guidelines apply:

- Prepare and implement a transportation demand management plan (TDM plan), in compliance with Municipal Code Section 20.400: Transportation Demand Management.
- Promote the use of existing transportation facilities (e.g. BART, Caltrain, SamTrans) to maximize the potential for alternative transportation usage.
- Incorporate monitoring and enforcement as part of a TDM plan to help sustain a long-term reduction in vehicle trips.
- Provide preferred parking for carpools, vanpools and low emission and fuel-efficient vehicles.
- Provide information kiosks in building lobbies to inform employees regarding alternative transportation services and facilities.

Transit Access

- Encourage connections to public transit, particularly safe and convenient pedestrian and bicycle access to the San Bruno BART station.
- Incorporate one or more “mobility hubs” within the Specific Plan area to support a conveniently accessible use by shuttles, ride share hires (e.g., Uber, Lyft), and/or

private vehicle drop-off / pickup use. Anticipated locations include an area adjacent to Parking Structure north of Southline Avenue and on the south side of Southline Avenue, in locations that do not impede the primary flow of traffic.

On-Site Parking and Loading

- To improve pedestrian circulation, off-street parking should be consolidated either in below-grade or architecturally-integrated above-grade parking structures.
- Locate loading and delivery zones away from pedestrian circulation areas and adjacent residential neighborhoods to the greatest extent practicable.
- Design the internal roadway network to support accessible loading and delivery zones that do not impede the primary flow of traffic.
- Parking access should be clearly delineated by lane markings, signals, and wayfinding signage to reduce conflicts and improve safety.
- Provide adequate queuing space at parking garage entrances.

3.2. Circulation & Mobility Improvements

Proposed circulation and mobility within and around the Specific Plan area includes upgrades to existing, and construction of new, roadways, pedestrian pathways and bike lanes and routes. Consistent with the mobility guidelines above, these improvements will be designed to provide a variety of travel options (vehicle, pedestrian, bike, transit, shuttle service) and provide safe and seamless pedestrian access to the nearby San Bruno BART station. [Figure 3-1: Conceptual Specific Plan Area Vehicular Circulation Improvements](#) depicts the vehicular circulation components anticipated within the Specific Plan area.

3.2.1. Specific Plan Area

Roadway Circulation

Southline Avenue

As shown in [Figure 3-1: Conceptual Specific Plan Area Vehicular Circulation Improvements](#), a major circulation and mobility feature of Specific Plan is the creation of the new Southline Avenue (provisionally named for purposes of this Specific Plan), which would serve as the primary gateway to the Specific Plan area. In addition to providing connectivity to the surrounding community, it will also serve as the primary access to internal private roadways, parking, and loading areas within the Specific Plan area.

As envisioned in the South San Francisco General Plan, Southline Avenue will be a new west-east arterial that will bisect the Specific Plan area and create a connection between Huntington Avenue and South Linden Avenue. In addition to

providing access to the Specific Plan area, Southline Avenue would also provide an important connection between the San Bruno BART station and Downtown South San Francisco, and enable a future connection to US-101 and the East of 101 area via the City of South San Francisco's proposed Utah Avenue Interchange project.

As shown in [Figures 3-2a and 3-2b: Southline Avenue Roadway Cross-Sections](#), Southline Avenue is envisioned to consist of two travel lanes in each direction separated by a turning lane, or median. A Class II bike lane, landscape planting, and wide sidewalk will be provided on both sides of Southline Avenue.

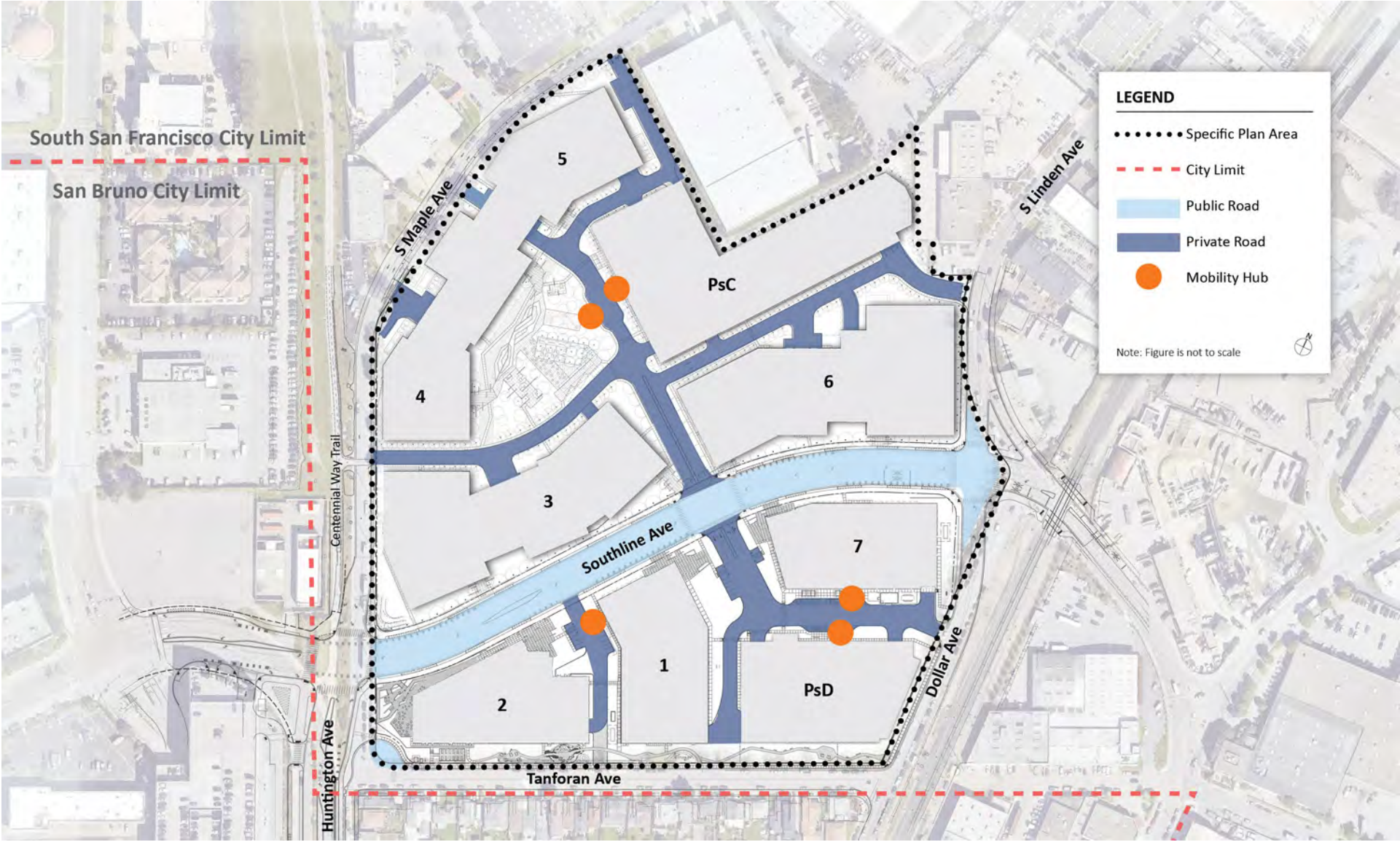
Southline Avenue is envisioned to connect to a new signalized intersection at Huntington Avenue (described in [Section 3.2.2 Off-Site Circulation Improvements](#)) and would also include a new signalized mid-block intersection at the internal roadway intersection within the Specific Plan area. Upon completion of Southline Avenue, it is anticipated that Southline Avenue and associated improvements within South San Francisco will be dedicated to the City of South San Francisco.

Internal Roadway Improvements

Within the Specific Plan area, various privately owned and maintained internal roadways will provide access to above- and below-ground parking, loading and service areas, and building lobbies.

The configuration of these roadways may vary depending on their specific location and function as build out of the Specific Plan progresses. This specific design and configuration of internal roadways will be reviewed through the Precise Plan process described in [Chapter 6: Implementation](#).

Figure 3-1: Conceptual Specific Plan Area Vehicular Circulation Improvements



Note: Areas shown outside of the Specific Plan area may be subject to separate review by other agencies.

Figure 3-2a: Southline Avenue Roadway – Cross-Section A

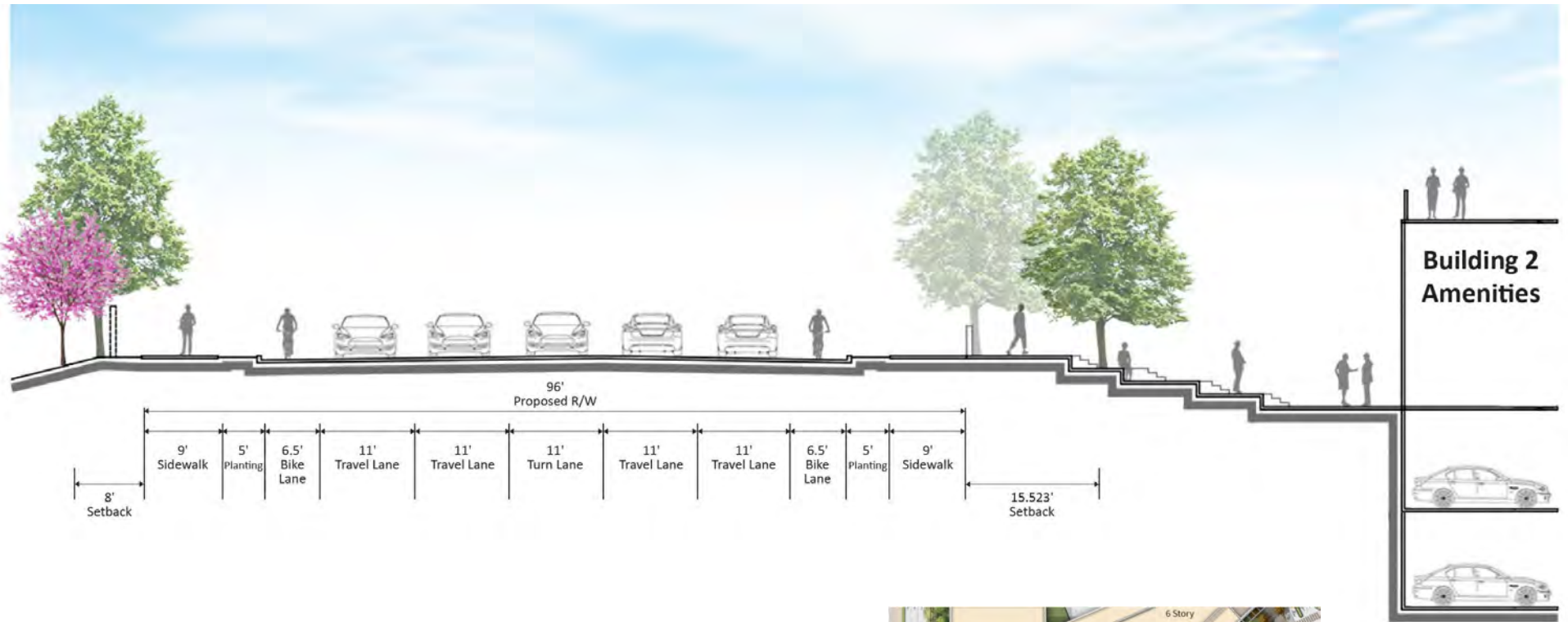
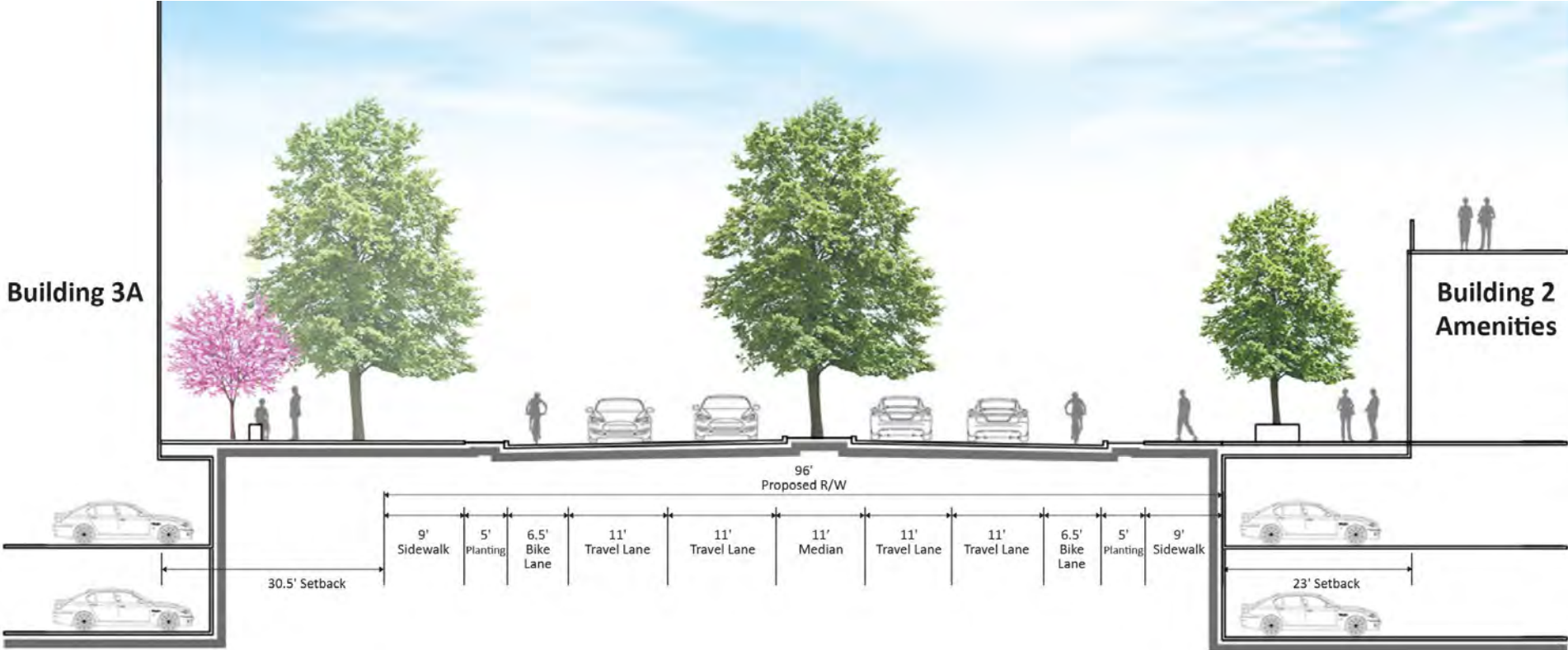


Figure 3-2b: Southline Avenue Roadway – Cross-Section B



Pedestrian Circulation

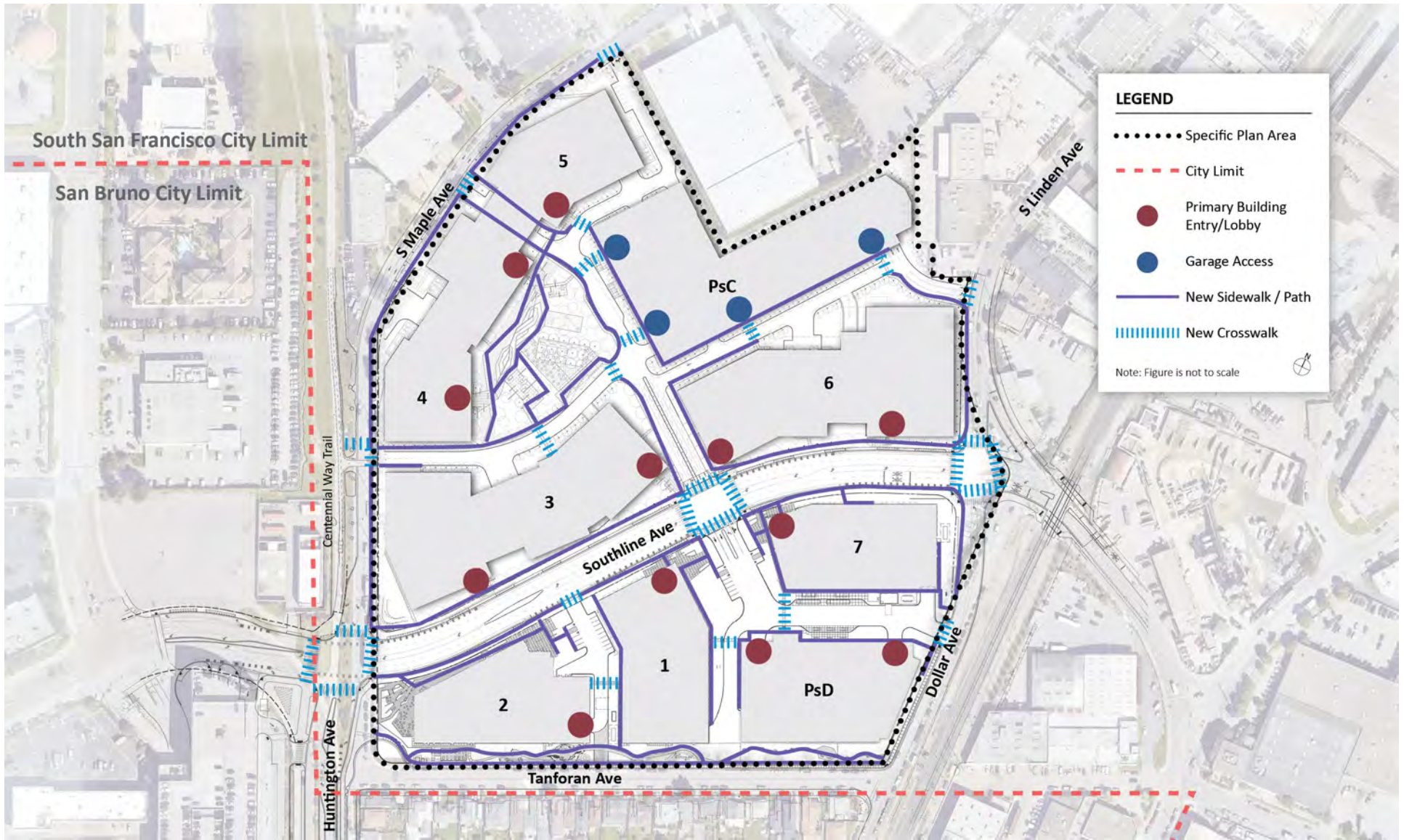
Figure 3-3: Conceptual Specific Plan Area Pedestrian Connectivity Plan provides one conceptual layout of potential pedestrian facilities located in the Specific Plan area in a manner that reflects the goals and policies of the Specific Plan.

As set forth in [Section 3.1.1 Mobility Guidelines](#), the arrangement of on-site pedestrian facilities will be ADA-accessible and provide on-site walkable connectivity between buildings, on-site vehicle and bicycle parking areas, Southline Commons, mobility hubs, and connectivity across Southline Avenue. In appropriate areas, pedestrian walkways may include distinctive formal and informal hardscape features such as concrete unit pavers, ceramic wood tile, and decomposed granite. Areas for seating and benches may be located and integrated with these walkways. Where appropriate, landscaping should be used to provide safe, pedestrian-friendly separation from adjacent roadways. See also [Section 5.4.8 Streetscape](#).

As described in [Section 3.2.2 Off-site Circulation Improvements](#), improvements are envisioned to also include improved off-site pedestrian and bicycle facilities to enhance access to the Centennial Way Trail and the San Bruno BART station.



Figure 3-3: Conceptual Specific Plan Area Pedestrian Connectivity Plan



Note: Areas shown outside of the Specific Plan area may be subject to separate review by other agencies.

Bicycle Circulation

Bicycle circulation within the Specific Plan area is envisioned to include Class II bike lanes on both sides of Southline Avenue, and Class III bike routes on internal roadways within the Specific Plan area where bicyclists and slower-moving vehicles can share the road.

As shown in [Figure 3-4: Conceptual Specific Plan Area Bicycle Connectivity Plan](#), the Class II bike lanes on Southline Avenue will connect to the existing Centennial Trail (Class I) to the west, and the existing Class II bike lanes on Dollar and South Linden Avenues. Green-painted “bike boxes” will be added at key intersections within the Specific Plan area to help facilitate safe and convenient bicycle circulation.

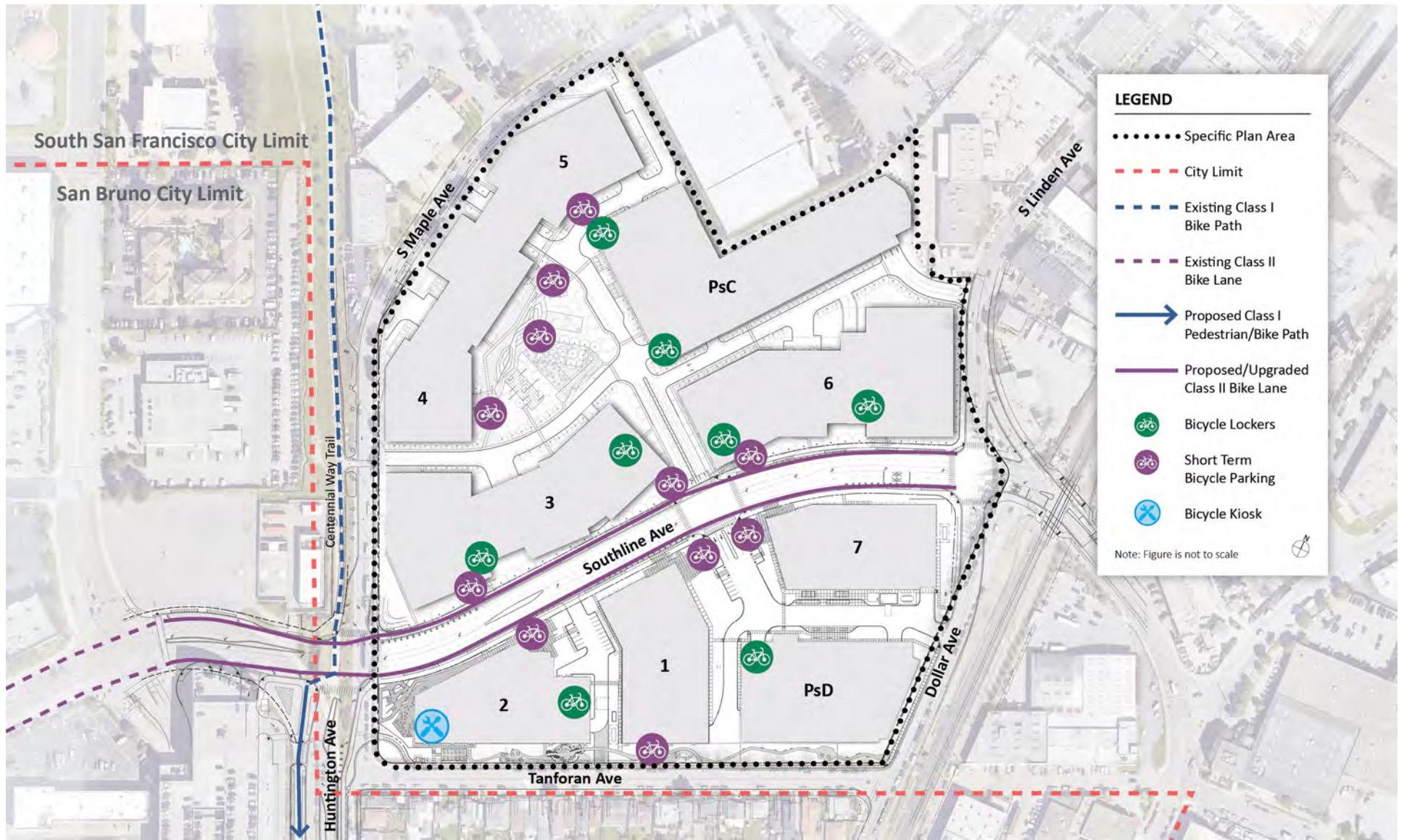
Bicycle parking requirements within the Specific Plan area are further described in [Table 2-1: Southline Campus \(S-C\) Development Standards](#). Because development of Southline is intended to encourage transit-oriented development, bicycle parking within the Specific Plan area should allocate more spaces to long-term uses in order to facilitate bicycle commuting to the Southline campus by tenants and employees, as described in [Table 2-1](#). Precise Plan applications shall include information regarding the anticipated bicycle parking demand and usage in order to evaluate the specific bicycle parking requirements for that phase.

Short-term bicycle parking will be provided throughout the Specific Plan area. Final locations of short-term bicycle parking will be determined during Precise Plan review, but generally will be provided on surface-level bike racks, conveniently located adjacent to the Southline Retail Plaza and proximate

to building entries throughout the Specific Plan area. Long-term bicycle parking (referred to as “Bike Lockers” in [Figure 3-4](#)) will be provided in below- and above-grade parking structures, in addition to other buildings as feasible. Where appropriate, buildings will include showers on the first level, and lockers and showers will be provided in the Amenities Building.



Figure 3-4: Conceptual Specific Plan Area Bicycle Connectivity Plan

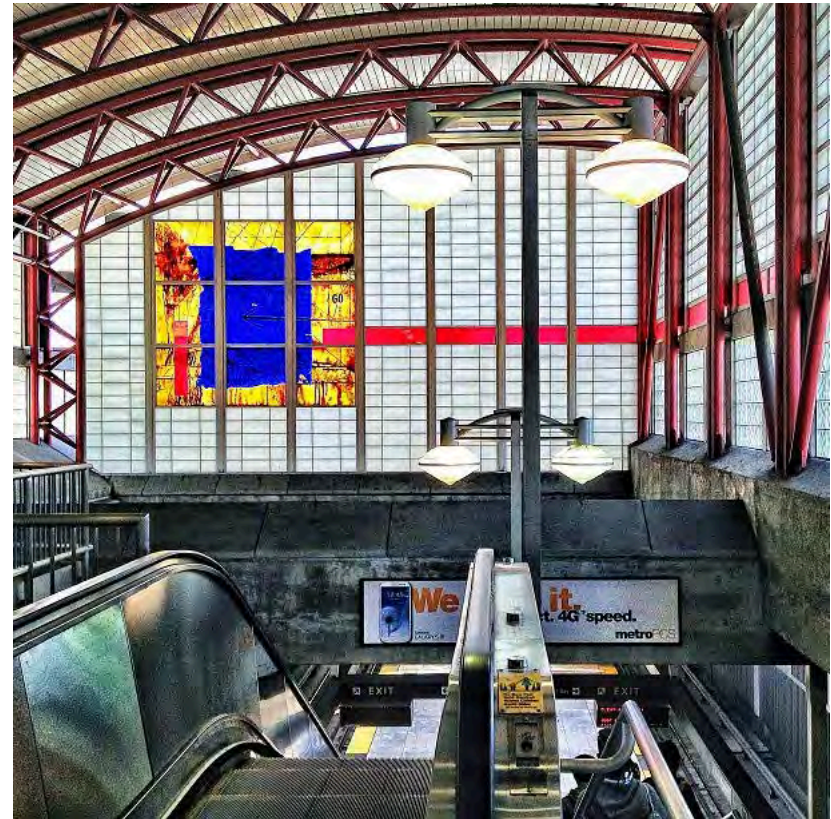


Note: Areas shown outside of the Specific Plan area may be subject to separate review by other agencies.

3.2.2. Off-Site Circulation & Mobility Improvements

A number of off-site circulation improvements, including new signalizations of certain intersections, located outside of the Specific Plan area, are planned in connection with development of the Specific Plan area. Unless otherwise noted, these improvements are envisioned to occur in connection with Phase 1 development.

Figure 3-5: Conceptual Off-Site Signal and Pedestrian Crosswalk Improvements illustrates the key vehicular and pedestrian/bicycle circulation improvements within and adjacent to the Specific Plan area. Additionally, Figures 3-6(a) through (e): Conceptual Improvements – Huntington Avenue provide more detailed descriptions and supporting figures regarding four off-site sub-areas where off-site improvements are anticipated in connection with development of the Specific Plan. Improvements outside of the Specific Plan area may require additional review and approvals or actions by the City of South San Francisco, and/or other review and approval by other agencies or entities, including approvals by the City of San Bruno, BART, Peninsula Corridor Joint Powers Board (Caltrain), SamTrans and/or California Public Utilities Commission.



San Bruno BART Station

Figure 3-5: Conceptual Off-Site Signal and Pedestrian Crosswalk Improvements



Note: Areas shown outside of the Specific Plan area may be subject to separate review by other agencies.

Huntington Avenue

As shown in Figures 3-6 (a) through (e): **Conceptual Improvements – Huntington Avenue**, it is envisioned that portions of Huntington Avenue will be improved from the proposed Southline Avenue, south to the existing BART station garage and pedestrian entrance.

Anticipated improvements include the following:

- New pedestrian / ADA-compliant ramps at intersections, wider ramps and crosswalks on the Centennial Way Trail adjacent to South Maple Avenue.
- A pedestrian path on the east side of Huntington Avenue.
- A new dedicated, signalized northbound left turn lane on Huntington providing a new entrance into the transit center for SamTrans buses.
- Transit signal priority devices on the signal mast(s) at the Huntington / Southline Avenues intersection for SamTrans and shuttle buses.
- A new multi-use pedestrian/bike pathway on the west side of Huntington Avenue from Southline Avenue to the BART station and SamTrans transit center.
- Bulb-outs and high-visibility crosswalks at the BART station garage intersection to facilitate safe pedestrian crossing.
- Reconfiguration of the west end of Tanforan Avenue to create a new cul-de-sac allowing for residential access only (i.e., no through-access to Huntington Avenue).

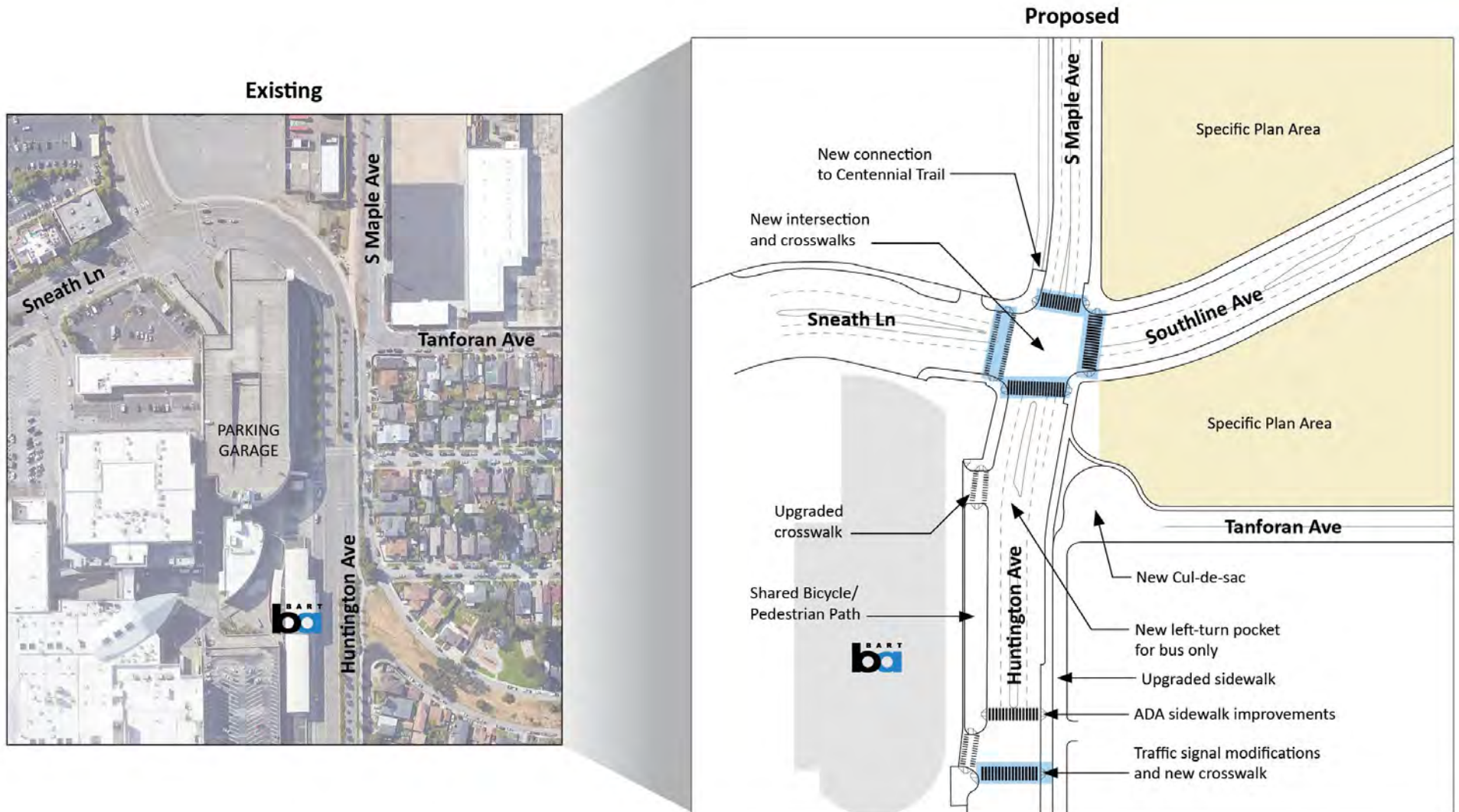


San Bruno BART Station



San Bruno BART Station

Figure 3-6a: Conceptual Improvements – Huntington Avenue (Site Plan)



Note: Areas shown outside of the Specific Plan area may be subject to separate review by other agencies.

Figure 3-6b: Conceptual Improvements – Huntington Avenue (Rendering – Site Plan)



Figure 3-6c: Conceptual Improvements – Huntington Avenue (Rendering – Viewing Northwest)



Figure 3-6d: Conceptual Improvements – Huntington Avenue (Rendering – Viewing Southeast)



Figure 3-6e: Conceptual Improvements – Huntington Avenue (Rendering – Viewing Southwest)



Tanforan Avenue Improvements

As shown in [Figure 3-7: Tanforan Avenue Improvements](#), Tanforan Avenue would be converted to a cul-de-sac adjacent to Huntington Avenue allowing for residential access only. This reconfiguration would prohibit through-traffic and is intended to create a safer, slower-traffic environment for the existing Tanforan Avenue residents directly to the south of the Specific Plan area. With the exception of required emergency vehicle access, there would be no vehicular access from Tanforan Avenue into the Specific Plan area.

The existing residential community located on Tanforan Avenue to the south of the Specific Plan area would continue to have access from the existing one-way northbound Huntington Avenue east to Tanforan Avenue, via the existing one-way northbound roadway. Images of the existing conditions on Tanforan Avenue prior to implementation of the Specific Plan are shown here for context.



Tanforan Avenue residences; View West of Tanforan Avenue

Figure 3-7: Tanforan Avenue Improvements



South Linden and Dollar Avenues

Anticipated improvements include re-alignment of roadways to accommodate the new Southline Avenue and to provide pedestrian access improvements. These include:

- Realignment of Dollar Avenue and South Linden Avenue.
- Reconfiguration of the existing at-grade rail crossing at South Linden Avenue.
- Construction of a new signalized intersection at South Linden Avenue / Dollar Avenue/ Southline Avenue.
- Design and right-of-way dedications that incorporate future roadway and infrastructure features that can accommodate the potential future grade separation, which would be completed by others and is not part of the Specific Plan project.

Images of the existing conditions of this area prior to implementation of the Specific Plan are shown here for context.



View West on South Linden Avenue



View North on Dollar Avenue

South Maple Avenue Improvements (Future Phase)

South Maple Avenue currently includes one travel lane north and one travel lane south. On-street parking is available on one or both sides at various locations.

Anticipated roadway improvements include reconfiguration of the roadway and revisions to parking at various locations. A sidewalk on the east side and existing Centennial Way Trail on the west side should be separated by a landscaped planting area. Widening of and street front improvements along a portion of South Maple Avenue are anticipated to occur during future phases of development within the Specific Plan area.

Images of the existing conditions of this area prior to implementation of the Specific Plan are shown here for context.



View North on South Maple Avenue



View South on South Maple Avenue

3.3. Vehicle Parking

Vehicle parking in the Specific Plan area will consist of below- and above-grade parking structures and limited surface parking areas. As described in [Table 2-1: Southline Campus \(S-C\) Development Standards](#), parking may be provided at a maximum ratio of 1.65 striped spaces per 1,000 square feet of commercial use, with an option to incorporate valet parking up to 2.0 spaces per 1,000 square feet of commercial use, upon City review and approval, based on demand, type of use, employee density and operational characteristics. Under a valet operations program(s), parking attendants would be staffed to park excess vehicles in drive aisles and related areas, providing greater vehicle capacity as needed, particularly during peak parking periods.

The maximum parking ratio established under this Specific Plan is consistent with the City's existing policies to allow for and support reductions in onsite parking requirements for areas, such as the Specific Plan area, located within 0.25 miles of BART or Caltrain stations. This Specific Plan establishes flexible parking option based on tenancy needs and market conditions through subterranean and above-grade garages, and limited surface parking throughout the Specific Plan area. The specific parking strategy as to allocation and location of parking will be determined through the Precise Plan review process for each phase. The City encourages reduced parking, below the maximum parking ratio with the incorporation of TDM strategies at this site to encourage transit use and reduction of single-occupancy vehicle commuting.

Phase 1 Parking

Phase 1 parking is anticipated to include structured parking in Parking Structure D, above-grade parking located within the Amenities Building (Building 2 as shown in [Figure 2-1: Conceptual Site Plan](#)), and surface parking within the Phase 1 area.

Future Phases Parking

Building construction in future phases will include development of below-grade and above-grade structured parking and limited surface parking.

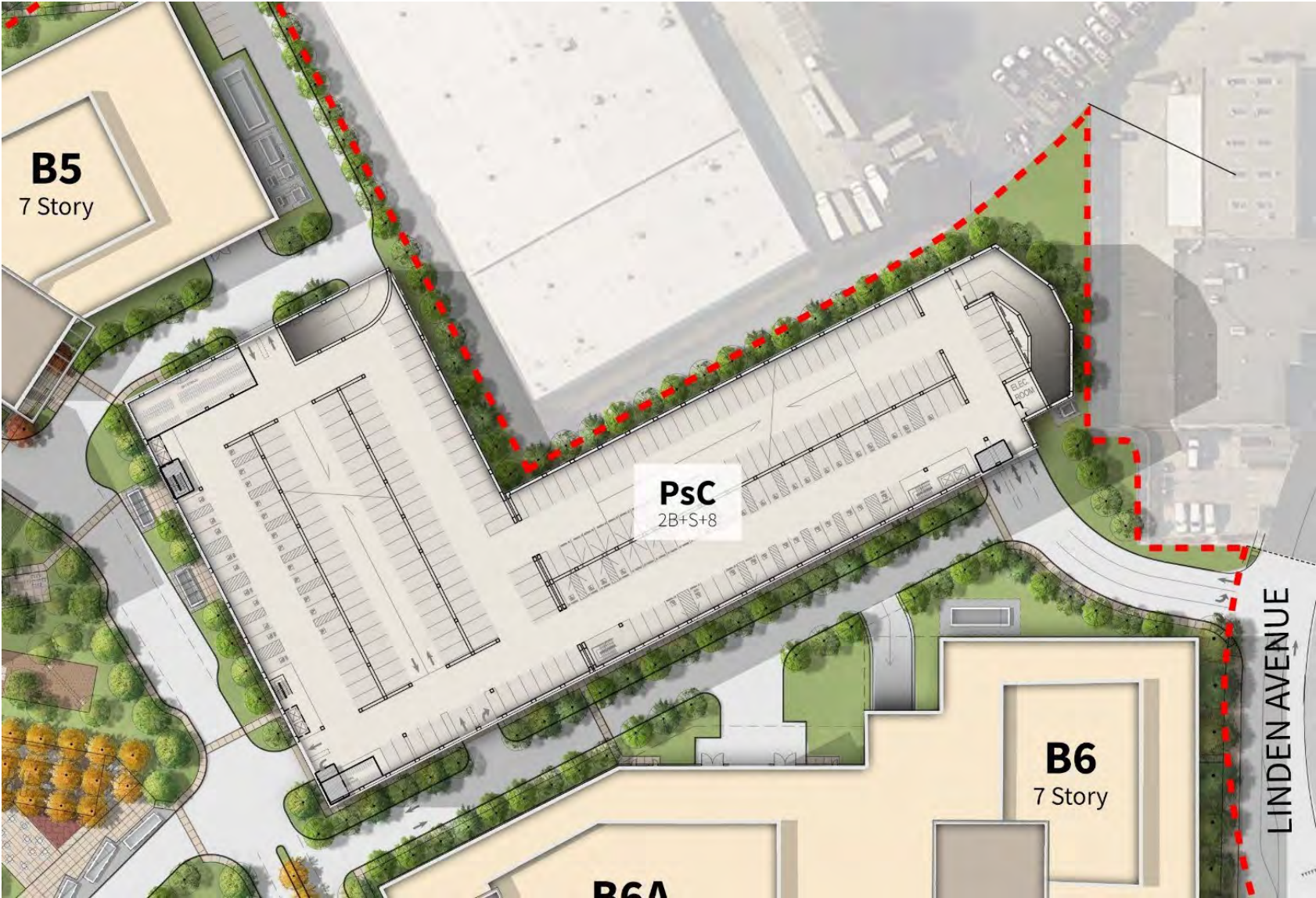
In coordination with the City of South San Francisco, the Project Applicant(s) shall monitor parking during Phase 1 to determine how much parking is needed and constructed for future phases. Precise Plan applications for subsequent phases following Phase 1 operation shall include information regarding existing parking demand and usage in order to evaluate additional on-site parking required and to ensure that onsite parking remains within the maximum parking ratio of 1.65 striped spaces per 1,000 square feet and up to 2.0 spaces per 1,000 square feet with incorporation of valet, upon City review and approval.

Future phases of development should utilize any excess parking spaces available within the Specific Plan area based on the results of parking demand and usage analysis for Phase 1.

At buildout of the Specific Plan, Parking Structure C is envisioned to be up to nine stories in height with both subterranean and roof level parking providing a maximum of approximately 3,350 spaces. It is anticipated that Parking

Structure C may be developed in phases to provide additional parking within the Specific Plan area; [Figure 3-8: Parking Structure C – Conceptual Construction Phasing](#) depicts potential phasing. Primary access to Parking Structure C would be from South Linden Avenue.

Figure 3-8: Parking Structure C – Conceptual Construction Phasing



Parking Structure C – Project Buildout

3.4. Transit Connectivity

The Specific Plan area is uniquely located in close proximity to public transit, including adjacent to the San Bruno BART station and the SamTrans Transit Center, which are across Huntington Avenue to the west of the Plan area. As discussed in [Section 3.2.2 Off-Site Circulation Improvements](#), proposed off-site improvements include pedestrian crossings at the new Southline Avenue / Huntington Avenue intersection, and pedestrian improvements south on Huntington Avenue providing enhanced and safer pedestrian and bicycle access to the San Bruno BART station.

Public bus transit is provided by SamTrans via the SamTrans Transit Center located at the San Bruno BART station, approximately 0.5 miles from the Specific Plan area, which provides bus service throughout San Mateo County and to Peninsula BART stations, Caltrain stations, the San Francisco Airport, and downtown San Francisco. Routes include express buses to the Daly City BART station and Palo Alto Transit Center, and ECR routes, 140, 141, and 398.

As shown in [Figure 3-1: Conceptual On-site Vehicular Circulation Improvements](#), mobility hubs will be incorporated throughout the Specific Plan area to be used for shuttle buses, ride-share hires (e.g., Uber, Lyft), and/or private vehicle drop-off / pickup use. Anticipated locations include an area within the Amenities Building parking area, the Parking Structure north of Southline Avenue adjacent to Southline Commons, and on the south side of Southline Avenue, in locations that do not impede the primary flow of traffic.

It is envisioned that shuttle buses will be managed by the campus tenants, similar to other transit demand management programs throughout the City. Separately, a shuttle service will be provided for service between Southline and the South San Francisco and/or San Bruno Caltrain stations.



3.5. Transportation Demand Management

Development within the Specific Plan area will require preparation and implementation of a transportation demand management plan (TDM plan), in compliance with Municipal Code Section 20.400: Transportation Demand Management. The City's TDM requirements apply to all nonresidential development expected to generate 100 or more average daily trips, based on the Institute of Traffic Engineers (ITE) trip generation rates or a project seeking a floor area ratio (FAR) bonus.

As further described in Section 20.400, the purpose of the TDM plan is to:

- Reduce the amount of traffic generated by new nonresidential development, and the expansion of existing nonresidential development;
- Ensure that expected increases in traffic resulting from growth in employment opportunities in the City of South San Francisco are adequately mitigated;
- Reduce drive-alone commute trips during peak traffic periods by using a combination of services, incentives, and facilities;
- Promote the more efficient utilization of existing transportation facilities and ensure that new developments are designed in ways to maximize the potential for alternative transportation usage; and
- Establish an ongoing monitoring and enforcement program to ensure that the desired alternative mode use percentages are achieved.

The Southline TDM Plan has been prepared in connection with this Specific Plan. The Southline TDM Plan includes both a Preliminary TDM Plan (as defined under Municipal Code Chapter 20.400: Transportation Demand Management) for the Phase 1 Precise Plan, the first Precise Plan to be processed under the Southline, along with conceptual TDM measures anticipated to be utilized for the buildout of the Southline Specific Plan area. The Southline TDM Plan, inclusive of both Phase 1 and full buildout, has been designed to achieve a 45-percent alternative mode-shift consistent with City requirements for comparable projects proposing a floor area ratio (FAR) up to 2.5 per Municipal Code Chapter 20.400: Transportation Demand Management.

The Southline TDM Plan identifies a number of program measures to improve mobility efficiency. These may include but are not limited to:

Mobility Hubs – Providing designated areas to accommodate shuttles, ride-share pickup and drop off zones and/or other alternative-mobility options for use by tenants and the general public that promote shared-transit options such as shuttles, car share, rideshare (e.g., Uber, Lyft, etc.).

Active Transportation – Providing direct, high-quality pedestrian and bicycle connections between building entrances, the Centennial Way Trail, and Sneath Lane; and providing ample bicycle parking spaces in several locations throughout the Specific Plan area, as well as a bike repair station in the Amenities Building.

Carpooling & Vanpooling Services – Providing ride-matching services for carpools and vanpools users thorough 511.org

and/or other programs; and providing approximately 10% of vehicle spaces reserved parking spaces for such vehicles.

Caltrain Shuttle Service – Shuttle service to the South San Francisco and/or San Bruno Caltrain stations may be provided.

Transit Services – Constructing pedestrian improvement along Huntington Avenue to improve access to the BART station and SamTrans transit station including wider sidewalks and crosswalks; installing transit signal priority hardware at the new Huntington Avenue / Sneath Lane to maintain or improve transit and shuttle operations.

Reduced Parking and Employee Surveys – Conducting semi-annual employee commute surveys and reduce on-site parking by 25% or more, as compared to the typical City of South San Francisco requirements for comparable projects.

Various TDM Amenities – Providing computer app-based commute monitoring system, carshare program, flex-time and telecommuting, guaranteed ride home program, showers and changing rooms, information boards and kiosks, and TDM coordinator(s).

Monitoring. As required by the City of South San Francisco’s Transportation Demand Management Ordinance, a Final TDM Plan(s) for development within the Specific Plan area will include requirements for monitoring and auditing the performance of the measures within the TDM program, which may be revised or amended as needed to meet the TDM performance objectives. Implementation of the Final TDM Plan(s) will be monitored annually and adjusted accordingly. Leases for all tenants will include provisions regarding the

mandatory TDM measures and appointment of a TDM coordinator (which may be shared among multiple tenants).

Additional TDM program measures may be implemented as needed to achieve the required 45 percent alternative mode shift for the Specific Plan area. These measures may include TDM amenities as carshare or bikeshare programs, app-based commute monitoring system, flex-time and telecommuting, or employer-sponsored mode shift incentives and/or subsidies.

Additional information regarding timing and strategy for implementation of the Southline TDM across phases of development within the Specific Plan area is further discussed in [Chapter 6: Implementation](#).

The Final TDM Plan(s) shall contain the requirements for monitoring and auditing the performance of the measures within the TDM program and shall be amended as needed to meet the performance objectives of the plan.



4

INFRASTRUCTURE & PUBLIC SERVICES

This chapter provides a description of the existing major utility infrastructure and the related improvements needed at build-out of the Specific Plan and the public services required to serve users of the Specific Plan area.

4.1. Introduction

Implementation of the Specific Plan will require the construction of infrastructure and provision of public services and utilities to serve the Specific Plan area in accordance with the development program described in [Chapter 2: Land Use Plan & Development Standards](#). In connection with development within the Specific Plan area, infrastructure, services and utilities should be designed to meet the standards of the City of South San Francisco and other utility agencies with oversight authority. (See [Chapter 6: Implementation](#) for further discussion.) Infrastructure and public services addressed in this chapter include water, sewer, storm drainage, solid waste disposal, and dry utilities.

[Table 4-1: Service Providers](#) lists the various service providers for the Specific Plan area, which are those known to operate services at the time this Specific Plan was prepared and may be subject to change.

As shown in [Table 4-1: Service Providers](#), the Specific Plan area is served by existing storm drainage, sanitary sewer conveyance systems, and wastewater treatment infrastructure that are owned, operated, and maintained by the City of South San Francisco. Potable water infrastructure is owned, operated, and maintained by the California Water Service Company (Cal Water). Electric and gas service is provided by Pacific Gas & Electric.

The Specific Plan area is not in an area supplied with recycled water, as the City of South San Francisco does not have an existing or planned recycled water distribution system in place.

Existing water, sewer, storm drainage, electrical, gas, and communications utilities are located in public utility easements throughout and adjacent to the Specific Plan area.

Demolition and rerouting of certain existing infrastructure will be required as part of implementation of the Specific Plan, including rerouting/realignment of portions of existing water and wastewater lines, and undergrounding a portion of the existing overhead utilities along the immediate street frontages, as may be conditioned by the City or otherwise required by the respective utility provider.

Table 4-1: Service Providers

Service	Current Provider
Water	California Water Service Company (Cal Water)
Wastewater	City of South San Francisco
Storm Drainage	City of South San Francisco
Electric Service	Pacific Gas & Electric
Gas Service	Pacific Gas & Electric
Police Protection	City of South San Francisco
Fire Protection	City of South San Francisco
Emergency Medical	City of South San Francisco

4.1.1. Sequencing of Infrastructure

Specific requirements regarding timing and sizing of infrastructure will be determined by the City for each phase during the Precise Plan approval process (see [Chapter 6: Implementation](#)). As each phase of infrastructure is built, it is anticipated that the constructed public infrastructure will be dedicated to and accepted by the City of South San Francisco.

4.2. Water Supply

4.2.1. Existing & Future Water Supply

Cal Water owns and operates the existing domestic water facilities within and around the Specific Plan area. The area is entirely contained within Cal Water’s South San Francisco District, which serves the communities of South San Francisco,

Colma, a small portion of Daly City, and an unincorporated area of San Mateo County known as Broadmoor, which lies between Colma and Daly City. A significant portion of the City’s water supply is purchased under contract from the San Francisco Public Utilities Commission. The remaining is groundwater derived from wells owned by Cal Water.

The Specific Plan area has Cal Water distribution mains located in each of the public street frontages. A six-inch cast-iron main, installed in 1943, provides water service to the current parcels fronting Tanforan Avenue, Dollar Avenue, and S. Linden Avenue. A twelve-inch asbestos-cement main, installed in 1964, provides water service to the current parcels fronting Maple Avenue. The twelve-inch AC main is also located within Tanforan Avenue, and supplies the twelve-inch main, but does not provide water service to those parcels. There is no public recycled water infrastructure, and no current plans for it to be provided in the future.

An assessment of the water supply available to serve the Specific Plan area is described in the Water Supply Assessment for the Southline Specific Plan (EKI Environment & Water, Inc.).

4.2.2. Specific Plan Water Infrastructure Improvements

At full buildout, development of the Specific Plan area is conservatively estimated to use approximately 460,000 gallons per day (515 acre-feet / year [AFY]) for indoor demand and approximately 18,000 gallons per day (20 AFY) for irrigation demand for a total water demand of approximately 478,000 gallons per day (533 AFY) (Water Infrastructure Technical Study, BKF, December 2020).

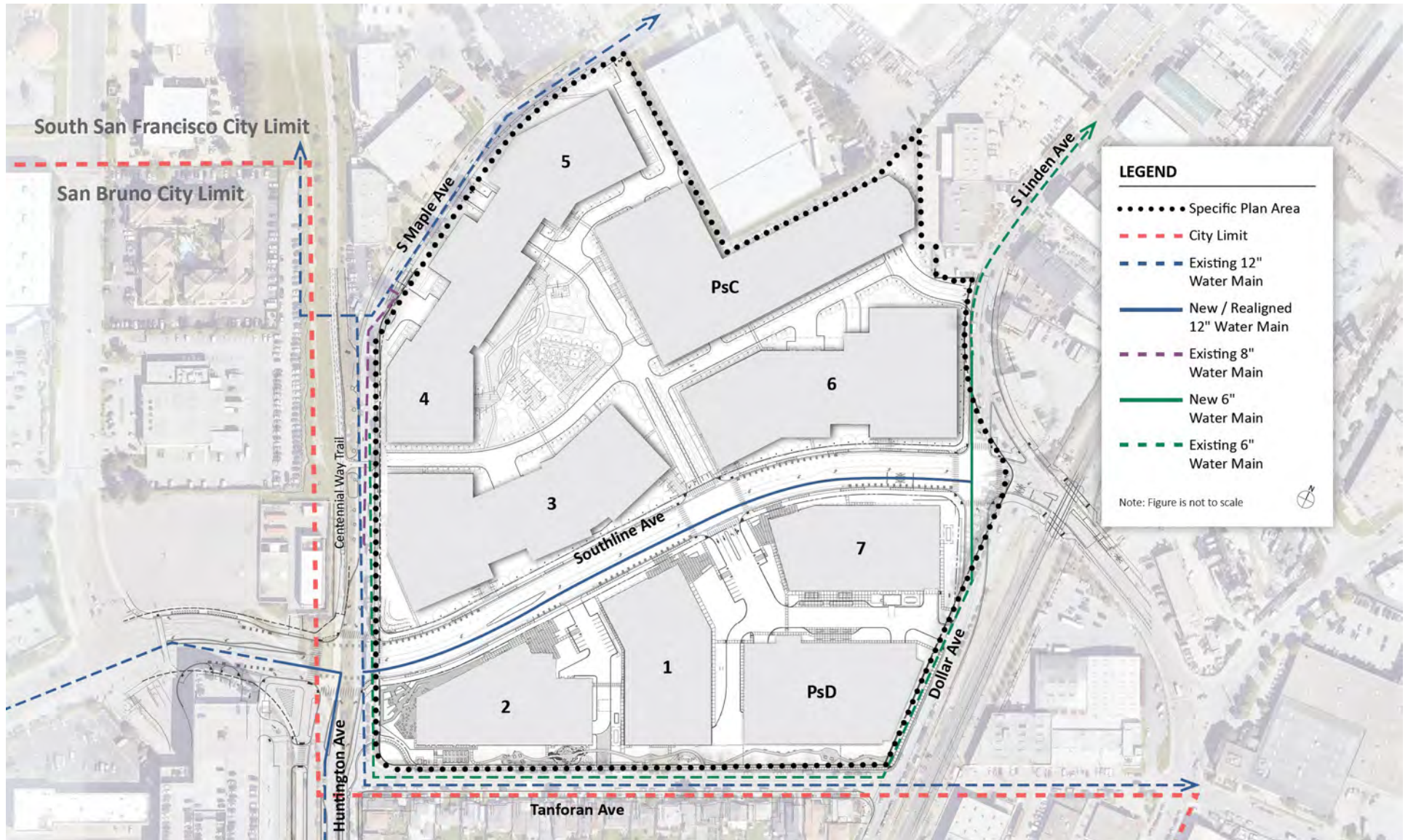
In general, existing water facilities are anticipated to be sufficient to support project buildout. Development within the Specific Plan area would include construction of certain limited potable water infrastructure to serve the Specific Plan area, as shown in [Figure 4-1: Conceptual Water Supply Improvements](#).

Based on design requirements from Cal Water, it is anticipated that implementation of the Specific Plan will include installation of certain new infrastructure to serve the Specific Plan area, including a new public 12-inch water main from South Maple Avenue along the entirety of Southline Avenue to the existing six-inch water line on South Linden Avenue. This improvement is anticipated to occur as part of Phase 1 development. New service connections from new buildings within the Specific Plan area to existing water lines are anticipated to be constructed along Tanforan Avenue, South Maple Avenue, and South Linden Avenue concurrent with the construction of each building.

Additionally, a segment of the existing six-inch water main along South Linden and Dollar Avenues would be relocated to conform with the proposed realignment of that intersection and the proposed reconfiguration of the existing at-grade rail crossing at South Linden Avenue. Other limited infrastructure improvements may be required based on final design in coordination with the City and Cal Water.

Currently, the Specific Plan area is not supplied with recycled water as the City of South San Francisco does not have an existing or planned recycled water distribution system in place.

Figure 4-1: Conceptual Water Supply Improvements



Note: Areas shown outside of the Specific Plan area may be subject to separate review by other agencies.

4.3. Wastewater

4.3.1. Existing Wastewater

Regulatory Setting

The City of South San Francisco owns and maintains all of its sanitary sewer systems and infrastructures within the public rights-of-way. Collected wastewater is conveyed to the South San Francisco Water Quality Control Plant (WQCP), adjacent to San Francisco Bay on Colma Creek. The WQCP is jointly owned by the cities of South San Francisco and San Bruno. The WQCP provides secondary wastewater treatment for the cities of South San Francisco, San Bruno, and Colma. It also provides the dichlorination treatment of chlorinated effluent for the cities of Burlingame, Millbrae, and the San Francisco International Airport, prior to discharging the treated wastewater into San Francisco Bay.

The average dry weather flow through the WQCP is nine million gallons per day (MGD). Peak wet weather flows can exceed 60 MGD. The State Water Resources Control Board has adopted a Waste Discharge Requirements Order which requires the City of South San Francisco to develop and implement a Sanitary Sewer Management Plan (SSMP).

The latest City of South San Francisco SSMP, prepared by Batis Training and Consulting and adopted in June 2014, identifies ongoing maintenance and system improvements necessary to maintain the sewer system. The City issued an updated Preliminary Draft SSMP in February 2020 (Akel Engineering Group, February 2020) (2020 Draft SSMP). The City anticipates that the final updated SSMP will be substantially consistent with the 2020 Draft SSMP. As such, the 2020 Draft SSMP was

used as the basis for wastewater infrastructure capacity design for this Specific Plan.

Existing Conditions

As identified in the 2020 Draft SSMP, the Specific Plan area is in Tributary Basin B-9 within the South San Francisco West Sanitary Sewer System. As shown in [Figure 4-2: Conceptual Wastewater Improvement Plan](#), wastewater from the Specific Plan area discharges to existing public sanitary sewer mains in the adjacent public roadways. These public mains are part of the Lowrie Trunk system, and drain to the FLS-11 lift station on Shaw Road, which pumps the wastewater to the WQCP.

The southern portion of the Specific Plan area drains to a 24-inch vitrified clay pipe (VCP) main in Tanforan Avenue, identified as LO-P14 in the 2020 Draft SSMP. The northwest portion of the Specific Plan area drains to an eight-inch VCP in South Maple Avenue. This main in turn drains to an 18-inch VCP identified as LO-P12 and LO-P13, which then drains east to an 18-inch main identified as LO-P14 and then to a 27-inch main in Lowrie Avenue. The eastern portion of the Specific Plan area drains north to LO-P14 and then to the 27-inch main in Lowrie Avenue.

The 2020 Draft SSMP identifies LO-P15 located within Tanforan Avenue as a segment needing capacity improvements, and is indicated to be upsized to a 27-inch main. The next segment downstream, LO-P16, is also identified to be upsized in the list of 2020 Draft SSMP recommended capital improvements. Additionally, pump station LS-11 is indicated to be deficient and requiring a

capacity upgrades as part of the recommended capital improvements.

4.3.2. Specific Plan Wastewater Improvements

Buildout of the Specific Plan area will increase wastewater/sanitary sewer flows to the public sanitary sewer system. There is sufficient capacity at the WQCP to provide wastewater treatment for the proposed flows from buildout of the Southline Project. (Sanitary Sewer Technical Study, BKF, December 2020).

It is anticipated that each building will include at least one new lateral to connect to existing mains. Wastewater will be conveyed via both on-site pump stations and gravity flow. All improvements will be designed and constructed consistent with City of South San Francisco requirements.

In conformance with the 2020 Draft SSMP, it is anticipated that several public sewer mains that directly serve the Specific Plan area will be upsized to account for the additional sanitary sewer flow generation associated with regional development, including buildout of the Specific Plan area. These anticipated improvements are shown in [Figure 4-2: Conceptual Wastewater Improvement Plan](#).

Phase 1 Usage and Improvements

At full occupancy of Phase 1, sanitary sewer flow generation during maximum day wet weather flow (worst case) will be approximately 112,987 gallons per day (GPD) of sanitary sewer flow, an increase of approximately 83,813 GPD as compared to existing flows (29,175 GPD) for the Phase 1 area.

Anticipated upgrades to be completed in connection with Phase 1 include:

- Relocation of the existing main associated with the realignment of Huntington Avenue.
- Relocation of a segment of the existing eight-inch sanitary sewer along South Linden and Dollar Avenues to conform with the proposed realignment of the intersection and proposed reconfiguration of the existing at-grade rail crossing at South Linden Avenue.

Future Phases Usage and Improvements

It is estimated that upon full occupancy at buildout of the Specific Plan, sanitary sewer flow generation during maximum day wet weather flow will be approximately 451,360 GPD. This is an increase of approximately 369,346 GPD over existing generation of 82,014 GPD at buildout.

Anticipated upgrades to be completed in connection with future phases include:

- Public main upgrades to the northerly portion of South Maple Avenue (LO-P12) and the public main that runs from South Maple through an easement to Lowrie Avenue (LO-P13).

No further improvements, including any modifications to existing pump stations, are anticipated to be required to serve the Specific Plan area (Sanitary Sewer Technical Study, BKF, January 2021). Specific requirements regarding timing and sizing of this sanitary sewer infrastructure will be determined by the City for each development phase during the Precise Plan review and approval process (see [Chapter 6: Implementation](#)).

Figure 4-2: Conceptual Wastewater Improvement Plan



Note: Areas shown outside of the Specific Plan area may be subject to separate review by other agencies.

4.4. Stormwater

4.4.1. Existing Stormwater

Regulatory Setting

The existing storm drainage infrastructure within the Specific Plan area is owned, operated, and maintained by the City of South San Francisco. South San Francisco is part of the Colma Creek watershed within the County of San Mateo's Colma Creek Flood Control Zone. The City of South San Francisco owns and maintains storm drainage infrastructure within the public rights-of-way, which then discharge to County flood control facilities. The Specific Plan area is on the boundary between two South San Francisco drainage watersheds: South Region (Sub Watershed B) and Lower Region (Sub Watershed A).

The State of California regulates water quality in the region through the San Francisco Bay Regional Water Quality Control Board (RWQCB). The City of South San Francisco is a permittee of the Municipal Regional NPDES Permit (MRP) administered by the RWQCB. As a permittee, the City is responsible for requiring that all qualifying development projects, including development within the Specific Plan area, comply with the City's MRP requirements and other applicable state and local stormwater and water quality requirements.

The 2016 Storm Drain Master Plan, prepared by Michael Baker International, identifies existing storm drain facilities within the City of South San Francisco and provides a comprehensive long-range plan for implementation and development of drainage facility improvements.

Existing Conditions

Existing onsite storm drainage systems within the Specific Plan area convey storm runoff to the adjacent public roadways. Under existing conditions, the southern portion of the Specific Plan area drains to a reinforced concrete pipe (RCP) in Tanforan Avenue. The northwest portion of the Specific Plan area drains to a culvert in South Maple Avenue. The northeastern portion of the Specific Plan area drains north via the roadway gutter in both Dollar Avenue and South Linden Avenue, as there is no public storm drain infrastructure in these two roadways. The roadway drains to a culvert that crosses South Linden Avenue north of the Specific Plan area.

The 2016 Storm Drain Master Plan identifies an existing 42" RCP within Tanforan Avenue as a storm drain segment to be improved by installing a parallel 66" RCP. Additional downstream segments are also identified for capacity improvements. The 2016 Storm Drain Master Plan does not note any other deficiencies within the system serving the Specific Plan area.

4.4.2. Specific Plan Stormwater Improvements

Development within the Specific Plan area shall be required to comply with the City's standard development conditions regarding both stormwater conveyance and water quality, in addition to any other applicable federal, state and local requirements regarding stormwater discharge.

As described in the Stormwater Drainage Study Technical Study (BKF, January 2021), implementation of the Specific Plan anticipates providing a reduction in the overall peak runoff from the Specific Plan area by increasing the pervious area

through new landscaping and permeable areas compared to existing conditions.

Onsite Stormwater Facilities

As shown in [Figure 4-3: Conceptual Storm Drainage Improvement Plan](#), site grading and drainage improvements within the Specific Plan area is anticipated to maintain the existing drainage basins by creating two drainage areas: Drainage Area A, which drains to the south, and Drainage Area B, which drains to the north.

New stormwater facilities associated with Phase 1 development within the Specific Plan will be constructed along a portion of the new Southline Avenue, and will connect to the existing 42-inch storm drain that extends along Tanforan Avenue through a new storm drain line to be installed onsite and anticipated to be dedicated to the City. Other on-site stormwater facilities will be constructed concurrent with project buildout.

Offsite Stormwater Facilities

Implementation of the Specific Plan is anticipated to include certain offsite storm drainage infrastructure improvements including new storm drain mains constructed within South Linden and Dollar Avenue that will connect to the existing box culvert crossing S. Linden Avenue and the 42" main within Tanforan Avenue. Subject to approval by other public agencies, offsite storm drainage infrastructure improvements are also anticipated to include the realignment of the existing 42" main within Huntington Avenue to conform to the proposed intersection improvements at Huntington Avenue /

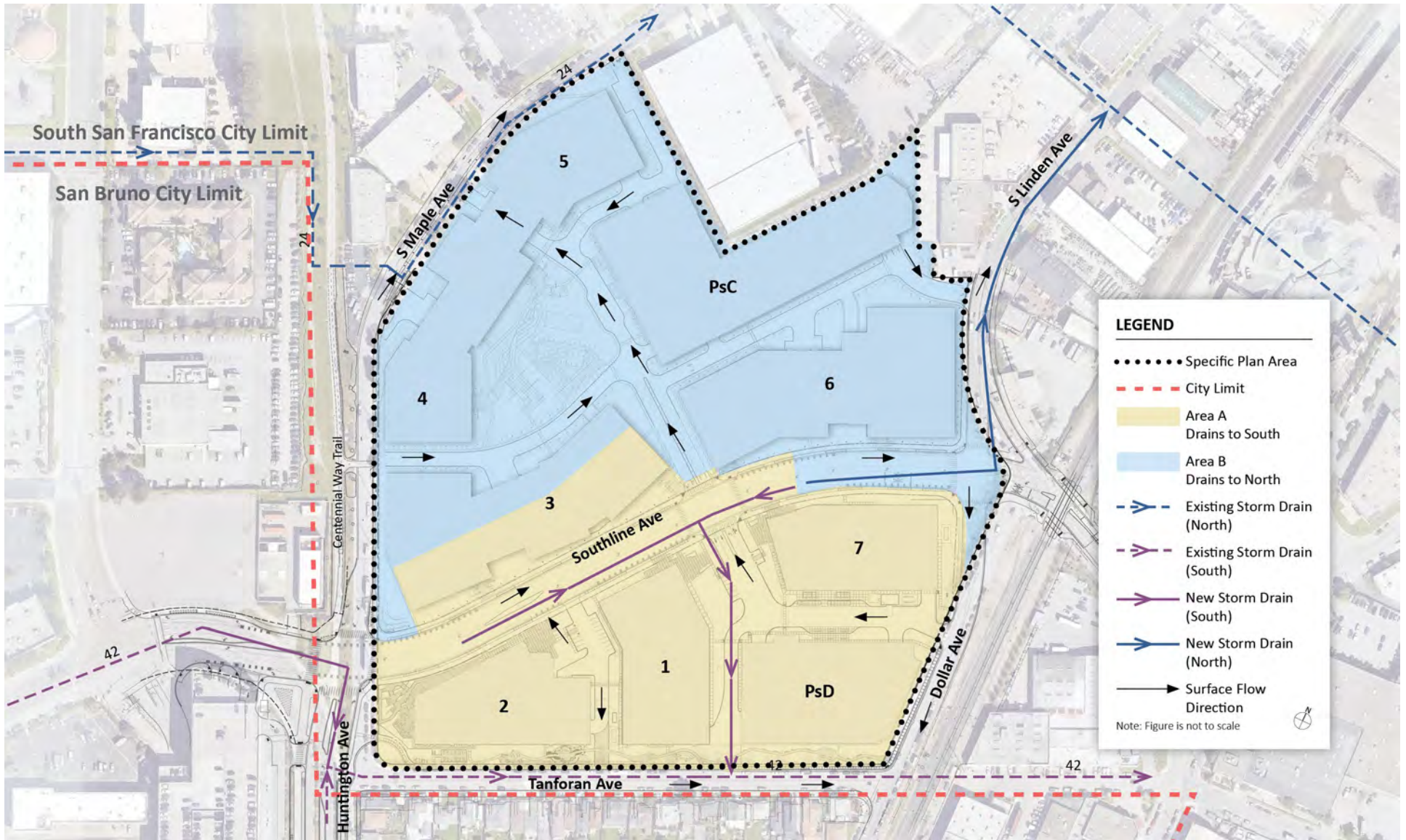
Southline Avenue. Both of these improvements are planned as part of Phase 1.

As further described in [Chapter 6: Implementation](#), in addition to the approvals by the City of South San Francisco, coordination, review, and/or approvals or actions by other agencies or entities may be required for installation of any improvements within its jurisdiction.

Stormwater Treatment

Consistent with C.3 requirements in the MRP and the City of South San Francisco requirements, stormwater runoff from the Specific Plan area will be treated through Low Impact Development methods, which may consist of bioretention basins, flow through planters, pervious permeable pavements, and other site design features intended to manage stormwater runoff flows from the Specific Plan area and to reduce stormwater pollution.

Figure 4-3: Conceptual Storm Drainage Improvement Plan



Note: Areas shown outside of the Specific Plan area may be subject to separate review by other agencies.

4.5. Dry Utilities

4.5.1. Existing Dry Utilities

The Pacific Gas and Electric Company (PG&E) currently provides both electric and gas services to the Specific Plan area. Electrical infrastructure in the Specific Plan area is provided overhead on joint poles as well as underground in joint trench. Natural gas pipelines are below ground in adjacent public rights-of-way.

4.5.2. Specific Plan Dry Utilities Improvements

Cable, phone, gas and electric infrastructure improvements will be required to adequately serve development within the Specific Plan area. These dry utility infrastructure improvements are anticipated to include undergrounding a portion of the existing overhead utilities along the immediate street frontages, as conditioned by the City or otherwise required by the respective utility provider.

Where feasible and required by the City, new dry utilities improvements should be located underground and in building service areas. Above-ground facilities should be screened from view utilizing landscaping and/or other appropriate screening methods. The extent and timing of dry utility improvements will be determined for each development phase as part of the Precise Plan review (see [Chapter 6: Implementation](#)).

4.6. Public Services

Relevant public services include police, fire protection, and emergency medical services, all of which are provided by the City of South San Francisco within the Specific Plan area. Any

increased demand on public services associated with implementation of the Specific Plan will be financed through development fees and the payment of annual property taxes associated with new development within the Specific Plan area.



5

DESIGN GUIDELINES

This chapter explains the design principles and establishes a set of design guidelines for development within the Specific Plan area, including site design, building architecture, sustainability, lighting, landscaping, and signage.

5.1. Introduction

The following design guidelines describe and illustrate the designs, concepts and features intended to promote the high-quality development that is envisioned for the Specific Plan area. These design guidelines should be used in conjunction with the development standards described in [Chapter 2: Land Use Plan & Development Standards](#), and should be used to guide the review and approval of subsequent Precise Plans for development within the Specific Plan area, as described in [Chapter 6: Implementation](#).

As discussed in [Chapter 1: Introduction](#), a number of the Specific Plan objectives relate to ensuring high-quality development including:

- Create a commercial campus development with sophisticated, unified architectural and landscape design and site planning, resulting in a distinctive campus identity and strong sense of place.
- Create well-designed, flexible buildings and floor plates that can accommodate a variety of commercial uses over time to ensure that the Specific Plan is responsive to market conditions and demands.
- Provide well-designed retail and publicly available open spaces to increase community access to and usage of the Specific Plan area.

- Create new publicly accessible open spaces including plazas, courtyards, and green spaces within the Specific Plan area.
- Incorporate sustainable and environmentally sensitive design and equipment, energy conservation features, water conservation measures and drought-tolerant or equivalent landscaping, and sustainable stormwater management features.



Rendering of Building 7

Specifically, these design guidelines serve the following functions:

- Promote cohesive design and identify for the Southline campus that respects the Specific Plan area's industrial past and reflects the overall character of Lindenville.
- Create simple building designs that result in efficient use of space, materials, and resources while maintaining a high level of design integrity and authentic architectural style.
- Provide guidelines and recommendations for development to maintain a high level of community cohesiveness and unity, while still allowing for flexibility and phased implementation over time.
- Encourage sustainable design solutions that reduce energy consumption, use water efficiently, and minimize waste.
- Promote walkability and provide opportunities for social interaction.

These design guidelines are intended to implement the overall vision of the Specific Plan and relevant Specific Plan objectives. The design guidelines do not intend to prescribe one specific design or promote a particular style, rather they provide guidance for future designers as to the degree of excellence, innovation, and creative execution expected by the City of South San Francisco for the design of the Specific Plan area.

The graphics and images shown are intended to convey the general concept and possible implementation of the guidelines, and should not be interpreted as the only design option. It is not anticipated that each guideline should apply equally to every component within the Specific Plan area, and will be interpreted during implementation. When implementing these design guidelines, the overall objective is to ensure that development follows the intent and spirit of the guidelines that it is consistent with the overall vision of the Specific Plan.

Graphics and photographic images shown herein are included as a visual reference and should not be interpreted as the only design solution. Creative approaches consistent with the design guidelines of this Specific Plan are encouraged.

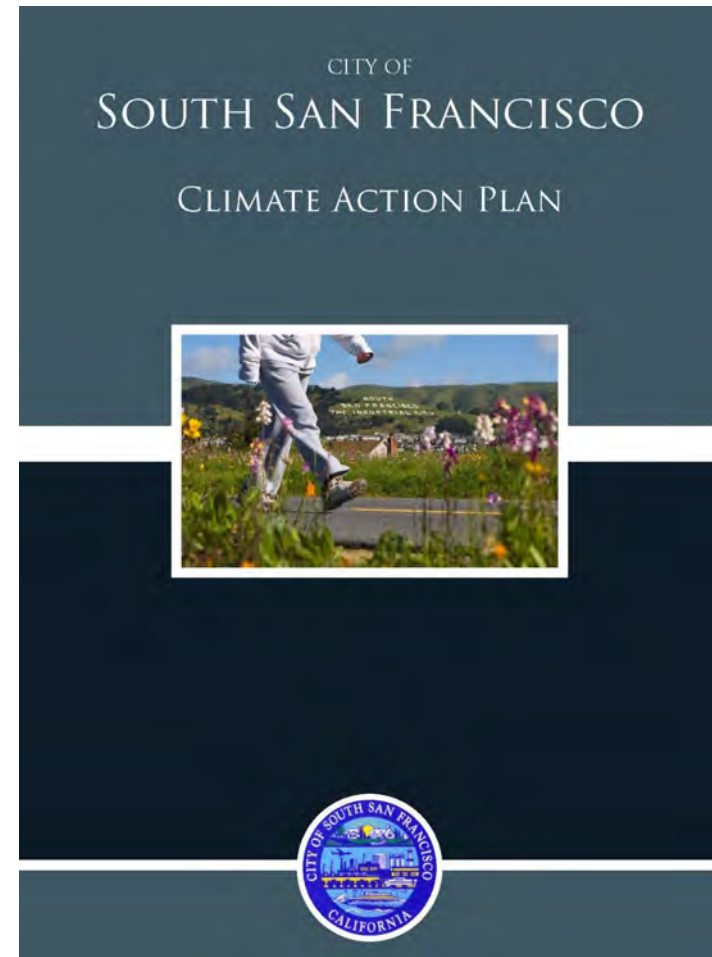
5.2. Sustainability Guidelines

The Southline Campus will incorporate a range sustainability features intended to reduce energy and greenhouse gas emissions, promote water conservation, minimize waste and encourage recycling, and promote employee wellness. These features are consistent with goals, policies, and programs as described in the City of South San Francisco's Climate Action Plan (2014).

Unless noted otherwise, the following sustainability guidelines should apply to all phases of Specific Plan implementation:

Transportation

- Promote a safe and inviting pedestrian environment, taking advantage of the Specific Plan areas proximity to the San Bruno BART station and San Bruno Caltrain station.
 - Achieve an alternative mode-shift reduction of 45 percent through the implementation of a TDM program. See also [Section 3.7 Transportation Demand Management for additional discussion](#).
 - Provide mobility hubs designed to accommodate shuttles and ride-share pickup and drop off zones that promote shared-transit options such as shuttles, car share, rideshare, and/or other alternative-mobility options.
 - Provide Class II and III bike lanes and routes within the Specific Plan area that are also connected to existing and planned off-site bicycle networks. See also [Section 3.4 Bicycle Circulation for additional discussion](#).
- Provide electric vehicle charging infrastructure in parking structures and surface parking for at minimum ten percent of the parking spaces.
- Provide parking in below- and above-ground structures in lieu of surface parking, thereby minimizing heat island impacts associated with surface asphalt parking.



Energy / Greenhouse Gas Emissions

- Achieve at minimum LEED Silver (version 4) or equivalent performance, and CalGreen compliance.
- Prioritize and integrate responsive design strategies that compliment a climate-responsive design.
- Achieve at least 10% reduction over American Society of Heating Refrigerating and Air Conditioning Engineers (ASHRAE) 90.1-2010 requirements to reduce energy-related GHG emissions for each building by implementing energy-efficient measures. Examples include:
 - Low energy systems
 - Displacement ventilation
 - Heat recovery systems



- Efficient mechanical systems and information technology and equipment such as load scheduling
- Energy efficient windows
- Additional insulation and external and internal shade structures
- LED lighting and daylighting and occupancy controls
- Efficient space heating and cooling systems
- Natural ventilation
- Onsite renewable energy use and storage

- Require 100% carbon-free electricity be purchased for all electricity consumption.
- Evaluate options to reduce on-site emissions from construction equipment during the construction phase. Options include using Tier 4 engines where commercially available, using grid electric power instead of diesel generators, and enforcing idling time restrictions for vehicles on the project site.
- As part of ongoing tenant operations, utilize exterior electrical power infrastructure that support reduced emissions from maintenance equipment.

Waste Reduction

- Maximize diversion of construction and demolition waste, targeting a 75% diversion rate, consistent with 2025 targets as required by SB 1383.

- As part of ongoing tenant operations, incorporate extensive recycling and composting facilities to divert organic materials away from landfills and incorporate dedicated space and waste collection infrastructure for batteries, mercury-containing lighting fixtures, and electronic waste.

Water Conservation

- Comply with state and local requirements regarding efficient water usage for landscaping, including the City's adopted Water Efficient Landscape Ordinance.
- Utilize native/adaptive and drought-tolerant landscaping to reduce overall exterior water needs.
- Install weather-based irrigation controls, drip irrigation, rotary spray, targeted hydrozoning, and other efficient methods for delivering landscape water to reduce potable water use. See also [Section 5.4.9 Landscape Planting Plan](#).
- Install high-efficiency water fixtures for toilets, urinals, showerheads and lavatories.



Design for Employee and Community Wellness

- Prioritize wellness as part of the design, development, and operations of Southline.
- Improve the health of tenants, visitors, and the surrounding community.
- Integrate the best management design and operations strategies that optimize health.
- Provide passive open space and public spaces that provide opportunities for tenant and community recreation and gatherings.
- Provide on-site health and fitness and recreation amenities for use by building tenants.
- Utilize the Southline Commons as a place for employee and public entertainment, events and programs.
- Create flexible and intimate outdoor spaces that provide personal and small group gatherings for eating and socializing (e.g. Southline Commons, Southline Retail Plaza).
- Provide a fruit and vegetable garden as part of the Tanforan Avenue Community Parklet.
- Strive to achieve employee wellness Fitwel certification, or equivalent.



5.3. Architectural Design Guidelines

These architectural design guidelines describe and illustrate building designs, concepts, and features meant to promote the high-quality development that is envisioned for the Specific Plan area. These design guidelines are to be used in conjunction with the development standards described in [Chapter 2: Land Use Plan & Development Standards](#).

Architectural design guidelines apply to commercial buildings, as described below. This chapter also provides specific guidelines for the campus parking structure.

5.3.1. Tenanted Buildings

Design considerations for commercial buildings include the following:

Building Facades

- Building design and materials should evoke an Industrial Modern aesthetic that is sensitive and well suited to the surrounding architectural vernacular.
- Building skin aesthetics should have a variety of exterior wall and fenestration expression, such as glazed curtain walls, individual window openings with metal surround, pilaster aesthetics, articulated mullions and variation of mullion patterns, metal spandrel and expressed metal profiles, and parapet caps, etc.

Building Form & Massing

- Building massing should have a simple volumetric geometry that should be broken up via stepping,

indentations, bending and carving out negative spaces to promote sensitivity to scale, bulk and proportion.

- Building forms across the Specific Plan area should have differences in volumes and shapes to create architectural variety.
- Building forms should create an interesting street edge by utilizing a variety of fenestration patterns, entries, and portals.
- Building forms should incorporate architectural elements and building articulation to create pronounced building entry points such as wall offsets, bay windows, terraces and awnings, canopies and sunshades, to create visual cues and interest.
- Where appropriate, building corners should be articulated via inclusion of terraces and variety of skin treatment.
- Roof penthouses and mechanical and/or electrical equipment screening should complement the rest of the building form.
- Roofing should be of light color or reflective materials, reducing heat island effect.
- Solar roof tiles and/or panels are encouraged, where feasible.

Building Materials & Colors

- Exterior materials and finishes should be complementary throughout the Southline campus.
- Utilize a variety of high-quality materials to create architectural interest.
- Exterior material cladding should be of high quality, sophisticated and durable.
- Building cladding and glazing colors may differ between buildings to create variety and identity.
- Materials to be considered for use throughout the Southline campus include but are not limited to:
 - Cementitious / terracotta tile or glass fiber reinforced concrete;
 - High performance glazing (vision and spandrel) with aluminum mullion system;
 - Metal panel and metal profiles for canopies, accent spandrel, accent trims, sunshades, parapet caps and accent screens; and
 - Ribbed metal panel and louvers for roof screening.



Building 1 - Southeast View



Building 7 - Northwest View



Amenities Building

Roof Articulation

- Mechanical penthouses and roof equipment should be screened using unified materials throughout the Specific Plan area. Screening materials should be visually appealing and well-integrated into the building architecture.

Building Entrances

- Building entries should be located so they have prominence, visibility and easy access from walkways, driveways, and/or common areas.
- Building entries should utilize an architectural statement that is different from the rest of the building aesthetics to enhance importance, wayfinding to the “front door” and to heighten aesthetic appeal and arrival experience.
- Entry canopies should be designed to provide weather protection. Entry design should be well integrated into the building architecture.
- Transparent materials should be utilized on areas around entry doors to enhance visual connectivity from exterior to interior and to promote a welcoming character.

Loading / Service Areas and Mechanical Equipment

- Service/loading areas, storage areas, trash enclosures, and mechanical equipment should be screened from views through a combination of wall, fences and/or landscaping.
- Trash enclosures and mechanical equipment housing should be compatible with building architecture of the primary structures, consistent with these Chapter 5 Design Guidelines.
- All exterior ground-mounted equipment – including, but not limited to, mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, electrical conduit, gas lines, and cellular telephone facilities – should be screened from view; wall-mounted equipment is discouraged.



Building 7 - Service Yard

5.3.2. Campus Parking Structures

The Specific Plan parking structures – Parking Structure C and D – are common use facilities anticipated to be shared by users across the Specific Plan campus, subject to shared parking agreements as needed. Parking Structure C – located north of Southline Avenue – is anticipated to include up to two levels underground and up to nine levels above ground at full parking structure buildout. Parking Structure D – located south of Southline Avenue and adjacent to Tanforan Avenue – is anticipated to include up to six levels above ground. Design considerations for the campus parking structures include the following:

Form & Massing

- The campus parking structures' massing should have a simple and straightforward volumetric geometry.
- The campus parking structures' massing should incorporate a pronounced entry form expression for pedestrians, bicyclists, and vehicles.
- Stairs and elevator towers should have a distinctive mass that is distinct from but complementary to the overall building form.

Facade

- The exterior aesthetics of parking structures should focus on simple lines and fenestration expressions.
- The design character should be compatible with that of the tenanted buildings across the Southline campus.

- Where appropriate, stairs and elevator towers should have an exterior design aesthetic that is articulated to create a distinctive visual accent.
- The exterior appearance of guard walls and rails should complement the overall campus parking structure form.
- Guard rails for the topmost parking tier should have a slight design variation from that of the lower tiers to create aesthetic interest in the facade treatment and help with visual proportion and scale.
- Incorporate building materials and/or landscaping to screen vehicle headlights onto adjacent buildings, where applicable.
- Ground floor openings between pilasters, when required for security and/or safety, should incorporate screening that is visually interesting and compatible with the overall campus parking structure aesthetics.
- Roof penthouses and mechanical and/or electrical equipment walls or screening should complement the rest of the building form of the campus parking structures.

Materials & Colors

- Exterior materials and finishes should be complementary throughout the Southline campus.
- Utilize a variety of high-quality materials to create architectural interest.
- Exterior material cladding should be of high quality, sophisticated and durable.

- Building cladding and glazing colors may differ to create variety and identity.
- Materials to be considered for use in the campus parking structures include but are not limited to:
 - Painted structural concrete/cement plaster columns, guard walls, beams and underside of slabs.
 - Glass fiber reinforced concrete, metal panels or cementitious panels, terracotta or stone tile accent and concrete masonry blocks.
 - Glazing (vision and spandrel) with aluminum mullion system.
 - Metal profiles for canopies and accent trims.
 - Perforated, special pattern metal, ribbed metal, accent panel, green screen.
 - Metal rails or cables.



Parking Structure C

5.3.3. Vehicular, Bicycle and Pedestrian Entries

The following design guidelines apply to both the tenanted buildings and the campus parking structures.

- Vehicular, bicycle and pedestrian access should be designed with safety of all users in mind.
- Entries to the buildings and campus parking structures should be located so they have prominence, visibility and convenient access from campus driveways or common areas.
- Vehicular entries should be articulated with visual architectural identifiers for ease of way finding.
- Pedestrian and bicycle entries should utilize architectural features or graphics signage that differ from the surrounding aesthetics to assist with way finding and to heighten aesthetic appeal and pedestrian/vehicular arrival experience.
- Entry canopies at all buildings should be designed to provide weather protection and should be well integrated into the building architecture.
- Building entry points should utilize transparent glazing on areas around entry doors to enhance visual connectivity from outside to inside and promote a welcoming character.
- Wayfinding signage should be provided to direct vehicles to on-site parking, including Parking Structures C and D.



5.4. Landscape and the Public Realm

The public realm within the Specific Plan area includes all exterior places, linkages and built forms that are physically or visually accessible to the public. The design guidelines in this section apply to development components within the public realm, including streetscapes, pedestrian paths, plazas, and open space. All publicly accessible open space within the Specific Plan area will be owned and maintained privately.

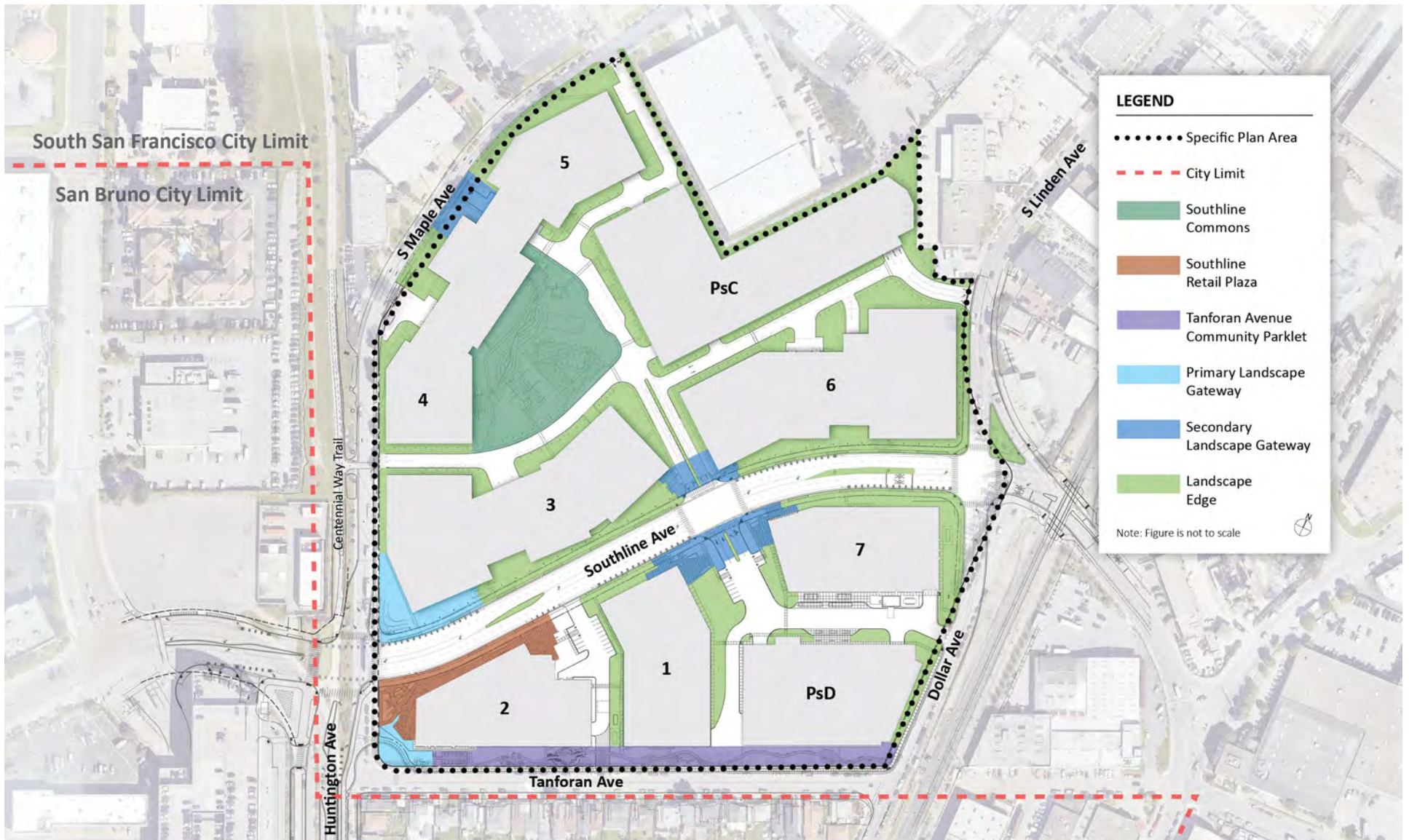
5.4.1. Landscape Concept

The landscape elements (including planting, lighting, hardscape, etc.) within the Specific Plan area should be designed to reflect a contemporary campus setting that is compatible with the Industrial Modern building architecture and aesthetic described above. [Figure 5-1: Conceptual Landscape & Open Space Program](#) illustrates a conceptual layout for landscape and open space components within the Specific Plan area.

Opportunities for internal open space within buildings will include outdoor balconies for all office/life science buildings and an outdoor terrace for the Amenities Building.



Figure 5-1: Conceptual Landscape & Open Space Program



Note: Areas shown outside of the Specific Plan area may be subject to separate review by other agencies.

Landscaping and open space should be designed to create a distinct visual identity that should be accomplished through cohesive landscape design of streetscapes, street and outdoor common area furniture, walls, entry features, plant selection, distinctive street lighting and directional signage, and other similar elements.

The landscape design within the Specific Plan area should create and promote useful, safe, sustainable and unique outdoor amenities which promote a sense of community and are integrated with and accessible to the surrounding community.

The following design guidelines should be considered.

- Design useful spaces that have a purpose, such as outdoor amenity spaces that provide recreation opportunities, or sustainable plant materials that provide added functionality within bioretention areas.
- Promote safe landscapes that are open, transparent, and promote pedestrian and bicycle accessibility.
- Utilize sustainable hardscape materials which are rich in color, variation, and texture.
- Create a sense of place through integrating visually appealing materials that are compatible with the surrounding urban fabric.



5.4.2. Southline Commons

Southline Commons, an approximately 1.5-acre open space in the northwestern portion of the Specific Plan area, envisioned to serve as the publicly-accessible focal point and the social outdoor gathering space within the Specific Plan area. It will also provide passive open space that serves as an exterior amenity for the campus tenants. Anticipated programming for the Southline Commons is described in [Chapter 2: Land Use & Development Standards](#).

Design of the Southline Commons should include a variety of pavers and hardscape elements to create a contemporary and durable outdoor space; a varied landscape texture, including shade trees and landscaped berms to create usable edges for sitting that also serve as green space; and the use of flexible seating should create gathering spaces for all users and for different purposes.





5.4.3. Southline Retail Plaza

The Amenities Building (Building 2 as shown on [Figure 2-1: Conceptual Site Plan](#)) should be set back from the sidewalk along both Huntington Avenue and Southline Avenue to create a wide sidewalk and linear plaza that is fully accessible to the public and is anticipated to be utilized by Campus tenants and patrons of the ground floor public amenity and retail area. This setback area is referred to as the [Southline Retail Plaza](#).

The Southline Retail Plaza is envisioned to incorporate design amenities that may include but are not limited to:

- Moveable seating and tables.
- Informal, flexible gathering areas.
- Outdoor dining areas.
- Awnings and shade coverings.
- Planting to soften facades and accent entries.
- Unique hardscape materials (e.g. pavers, surface texture treated concrete) providing interest and a sense of place.





5.4.4. Tanforan Avenue Community Parklet

Buildings on the north side of Tanforan Avenue will be set back by approximately 40 feet from the Tanforan Avenue right of way to allow for the [Tanforan Avenue Community Parklet](#) – a publicly accessible landscaped area. The Tanforan Avenue Community Parklet is intended to provide a publicly accessible outdoor amenity area for Southline employees and the community, and to create a transition between the Specific Plan area and the residential neighborhood to the south. The Tanforan Avenue Community Parklet is anticipated to be constructed as part of Phase 1 development.

The Tanforan Avenue Community Parklet is envisioned to include a number of passive and active amenities, such as a walking path, a children’s play area, a picnic area, a stormwater demonstration garden, and a fruit and vegetable garden. Landscaping should include a row of tall trees adjacent to the tenant building façade to provide a visual screen between the Specific Plan area and the adjacent residential neighborhood to the south. Additional landscaping may include mid-height trees, shrubs, grasses, and ground covers. The walking path is envisioned as a four- to eight-foot wide decomposed granite pathway to visually differentiate it from the sidewalk adjacent to Tanforan Avenue.

Figure 5-2: Conceptual Tanforan Avenue Community Parklet Site Plan illustrates one possible layout and programming for this component of the Specific Plan area.



Figure 5-2: Conceptual Tanforan Avenue Community Parklet Site Plan



5.4.5. Landscape Gateways

As shown in [Figure 5-1: Conceptual Landscape Design](#), primary and secondary “gateway” entry points will be incorporated into the public realm to visually indicate a transition into the Specific Plan area from the surrounding community.

Gateway landscaping should provide an entry point for way finding and include complementary signage and lighting for a cohesive experience. All entries shall be designed to be accessible, as required by the Americans with Disabilities Act .

Primary Landscape Gateway

As shown in [Figure 5-1: Conceptual Landscape Design](#), the primary gateway entry point will be on the west side of the Specific Plan area, at the new intersection of Southline Avenue at Huntington Avenue.

Primary gateway features should include “Southline” monument signage and ornamental plant material that is visually distinct and enduring. Other primary gateway features may include accent lighting and special hardscape features such as pavers or surface texture-treated concrete. Design parameters for the monument sign will be further refined in the signage application(s) under Municipal Code Chapter 20.360: Signs that will be submitted to the City in connection with development within the Specific Plan area, as further described in [Chapter 6: Implementation](#).

The southeast corner of the primary gateway area is anticipated to include a small terraced area for seating and planting that will integrate with and complement the Southline Retail Plaza.

Secondary Landscape Gateway

As shown in [Figure 5-1: Conceptual Landscape Design](#), secondary gateways into the campus should be located along various points on the north and south of Southline Avenue.

Secondary gateway features include distinctive landscaping, accent lighting, and low-profile directional signage to assist with wayfinding and pedestrian access.

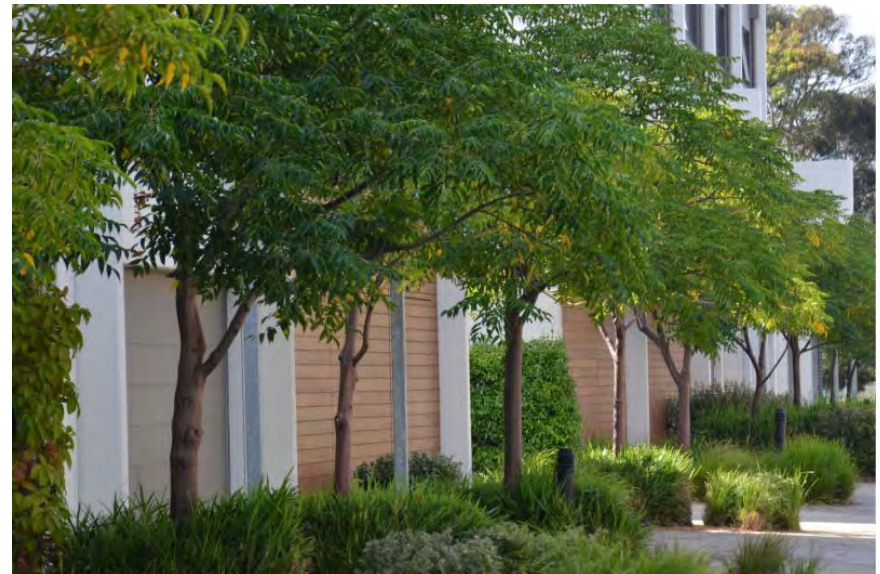


5.4.6. Landscape Edge

Landscape edges should be generally located along the perimeter of the Specific Plan area and internally to provide visual screening, including along Southline Avenue. Where feasible, landscape buffers should also serve a biofiltration function for stormwater runoff.

Landscape buffers are envisioned to include the following design features:

- Landscape buffers should be used to visually screen and soften the perimeter of the Specific Plan area, including along Southline Avenue.
- Landscape buffers should include a combination of native and/or adaptive trees. They should be complemented by layered ground plant materials that are site and microclimate appropriate, including shrubs, ornamental grasses and groundcovers.
- Landscape buffers should include, where feasible, stormwater treatment areas that are compliant with low impact development policies, incorporating native and/or adaptive landscaping that is drought tolerant and able to handle periods of inundation.



5.4.7. Lobby Plazas

As shown in [Figure 3-3: Conceptual Pedestrian Connectivity Plan](#), primary entries and building lobbies should be located at key main building entries within the Specific Plan area. The following design guidelines should be considered:

- Lobby plazas should face public streets, internal roadways, or public realm open spaces and provide a seamless entry sequence into the building.
- Lobby plazas should be designed to be in scale with the building lobby and incorporate an integrated landscape edge and signage identifying the entries.
- When space program allows, entry plazas may include:
 - Seating areas;
 - Planting to soften facades and accent entry into the buildings; and
 - Unique materials providing interest and a sense of place.



5.4.8. Streetscape

The streetscape includes common area elements such as landscaping, sidewalks and pathways, and transit shuttle shelters. It also includes exterior lighting and signage. These features should be considered in context with vehicular, pedestrian, bicycle, and transit circulation as described in [Chapter 3: Circulation & Mobility](#).

The following design guidelines should be considered for all streetscape features including furnishings, exterior lighting and signage. Specific design parameters for Southline campus signage will be further refined in the signage application(s) in connection with Municipal Code Chapter 20.360: Signs that will be submitted to the City, as further described in [Chapter 6: Implementation](#).

General

- Architectural features and building articulation should be aesthetically and functionally integrated with the streetscape design where feasible and practical.
- The incorporation of awnings, canopies, and architectural elements over doorways and windows can project into the building, sidewalk, and planting zones. These elements provide protection from the weather and assist in way-finding for pedestrians.
- Adequate soil volume should be provided in all tree planting spaces to foster healthy root growth for street trees. Innovative use of subgrade structural elements and suspended paving is encouraged to provide sufficient soil volume while accommodating pedestrian traffic.
- The planting spaces around trees can either be entirely planted, grated, or paved. The planting design strategy should be consistent within the overall design of the Specific Plan area.
- Incorporate creative stormwater remediation and other Low Impact Development techniques into the streetscape where feasible.
- Consider both sides of the road, including alignment and spacing of street trees and parking in all streetscape designs.
- Utilize color concrete, stamped concrete, pavers, or other materials to visually identify pedestrian crosswalks.



Streetscape Furnishings

Streetscape furnishings are an important element of the streetscape that serve an aesthetic and practical purpose in establishing the quality and character of a place, and help contribute to the bike and pedestrian-friendly goals of this Specific Plan. Amenities may include benches, tables and chairs, litter and recycling receptacles, fencing, bicycle parking, and shuttle shelters.

The following design guidelines should be considered for streetscape furnishings, such as benches, tables and chairs, litter and recycling receptacles, bicycle parking, and shuttle shelters. These guidelines also address amenities associated with outdoor dining. Images shown are for illustrative purposes only and do not represent one preferred type of street furnishing.

- Locate furnishings outside of pedestrian areas of travel so as not to impede pedestrian movement.
- Removable outdoor dining furnishings should be coordinated in their design and made of durable high-quality materials that can withstand constant use and exposure to the elements.
- Umbrellas and outdoor heating devices are permitted in appropriate areas that accommodate outdoor dining and gathering.
- Use of high-quality free-standing planters that can withstand harsh weather is encouraged in hardscape areas.

- Bicycle parking should be easily accessible and identifiable but carefully located to minimize conflicts with safe pedestrian and vehicle flow.



- Provide innovative, efficient, and attractive designs for bike parking areas such as stacked racks or architectural bike stations that are integrated into the surrounding environment.
- Design of shuttle shelters should be contemporary in character and incorporate the use of transparent materials and lighting to make shelters open and safe.
- As part of signage approvals(s), wayfinding signage should be incorporated throughout the Campus to help direct users to various Campus amenities, including to mobility hubs and/or shuttle shelters.
- Shelters should incorporate informational signage regarding transit routes and other transportation options.
- Shuttle shelters may be integrated into a building structure where practical.





5.4.9. Landscape Planting Guidelines and Plan

As shown in [Figure 5-3: Conceptual Planting Plan](#), the plant plan for trees, shrubs, and ground covers envisioned for use within the Specific Plan area is based on the natural and cultural landscape of the broader San Francisco Peninsula. Special attention is paid to the distinct microclimates specific to South San Francisco to create a cohesive, site specific, and balanced landscape.

Tree Plantings

Implementation of the Specific Plan would result in a substantial increase in tree plantings in the Specific Plan area and adjacent off-site improvement areas. In Phase 1, it is envisioned that 98 existing trees will be removed and 312 new trees planted. In later phases, an additional 78 existing trees will be removed and 319 new trees planted. As a result, at full Project buildout, a total of 176 existing trees will be removed and 631 new trees will be added for a net gain of approximately 455 trees.

Street Trees

As shown in [Figure 5-3: Conceptual Planting Plan](#), along both sides of Southline Avenue and the west side of Maple Avenue and Huntington Avenue, a mix of Red maple (*Acer rubrum*) and Chinese pistache (*Pistacia chinensis*) should provide seasonal color and create a distinctive visual boundary to the campus setting. Interior trees should include a variety of accent and canopy trees, as well as screen/evergreen trees.

Sustainable Plantings

Plant materials utilized within the Specific Plan area should conform to the Department of Water Resources “Water Use

Classification of Landscape Species” guide, emphasizing use of both native and adaptive species of trees, shrubs, and ground cover. [Figure 5-3: Conceptual Planting Plan](#) includes plant materials that are characterized as “low” to “very low” water demand, and were chosen for hardiness, functionality, and aesthetics.

Landscaping within the Specific Plan area should be consistent with the City’s Water Efficient Landscape Ordinance, Section 20.300.007 of the Municipal Code, to ensure landscape water conservation.

Parking lots and other potential hardscape “heat islands” should be mitigated by trees, vegetation, and other landscape screening/shading devices in order to reduce heating and cooling energy use; filter air pollution and greenhouse gas emissions; sequester and store carbon; and help lower the risk of heat-related illnesses. Likewise, appropriately selected street trees for local streetscapes should be incorporated to create shade and accomplish similar energy-saving results within the Specific Plan area.

Landscape Planting Guidelines

The following design guidelines apply to landscape planting plan:

- Create a design and low maintenance planting plan that visually enhances the community image that is appealing and function for both tenants and visitors.
- Utilize local, low-water native and/or adaptive plant materials.

- Employ water conservation measures through use of drought-tolerant plant material and water conserving irrigation systems and practices, such as low-flow, water-efficient spray heads and emitters.
- Where practical, drought resistant trees and large shrubs should be irrigated with a drip system during active growth periods between November and March when normal rains are insufficient.
- Reinforce the principles of Low Impact Development for storm drainage, water infiltration and groundwater recharge.
- The plant palette should incorporate drought tolerant and aesthetically pleasing bioretention plantings consistent with the City of South San Francisco's Water Efficient Landscape Ordinance and Municipal Regional NPDES Permit C.3 Stormwater guidelines.
- Utilize landscaping to screen parking lots, trash enclosures, delivery areas, equipment buildings, and other similar elements from public views.
- Create a landscape that fosters appropriate public use of recreation/opens space areas and the streetscape.



Figure 5-3a: Conceptual Planting Plan



STREET TREE

Platanus hispanica

Pistacia chinensis

ACCENT TREE

Arbutus 'Marina'

Ginkgo biloba 'Princeton Sentry'

Olea europaea 'Swan Hill' Fruitless Olive

Magnolia soulangeana

Cercis canadensis

CANOPY TREE

Ulmus parvifolia

Populus fremontii

SCREEN/EVERGREEN TREE

Lophostemon confertus

Eucalyptus citriodora

Pinus canariensis

Dodonaea viscosa 'Purpurea'

Figure 5-3b: Conceptual Planting Plan





5.4.10. Exterior Lighting

Exterior lighting in the Specific Plan area should be designed to help create a safe environment for pedestrians, bicyclists and vehicles, while avoiding spillover into adjacent areas as feasible. A conceptual lighting plan for the Specific Plan area is shown in [Figure 5-4: Conceptual Lighting Plan](#).

Exterior lighting should include building mounted and accent lighting for signage and lighting in and around buildings. Lighting sources may also include pathway lighting and mounted lighting on wayfinding signage. The quality of light from all fixtures should create a pleasant and safe environment that encourages pedestrian activity at night.

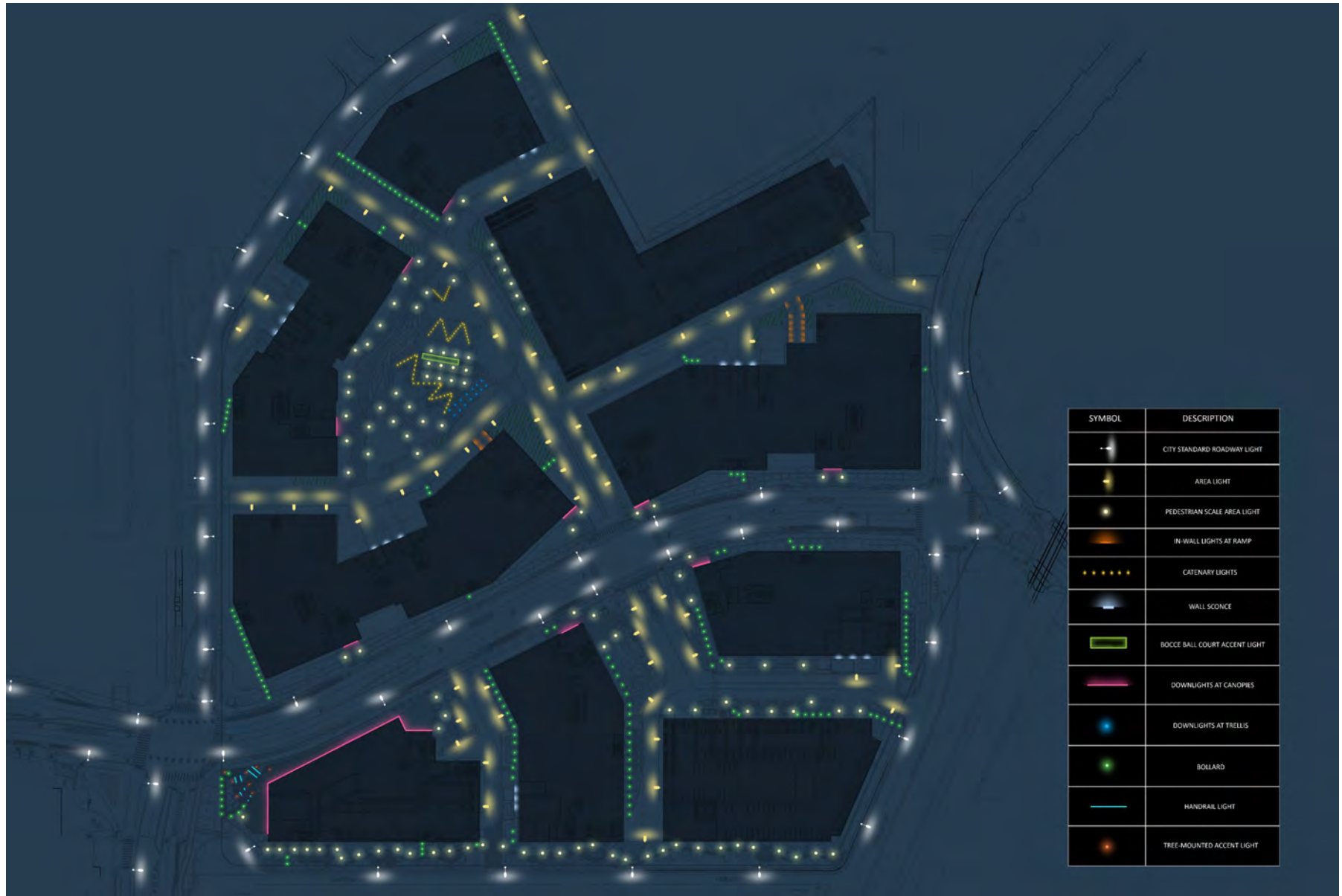
The following guidelines should be considered for all exterior lighting:

- Lighting fixtures should direct illumination downward to minimize light impacts on surrounding areas. Up-lighting, spot-lighting, and decorative color lighting may be appropriate for prominent buildings, signage, landscaping, and other features.
- Exterior lighting should be unobtrusive and should not cause excessive glare or spillover into adjacent areas. In certain areas, it may be appropriate to limit the luminosity of certain lighting or signage, and/or provide structural or vegetative screening from sensitive uses.
- Wall-mounted lighting fixtures should be compatible with the architectural style and character of the building. The color, size, placement, and number of fixtures should enhance the overall design and character of the Specific Plan area.

- Pole mounted lights in the streetscape should illuminate wayfinding signage and vehicle, bicycle and pedestrian rights of way.
- Scale, materials, colors, and design detail of light posts and fixtures should reflect the desired character of the Specific Plan area and the architectural style of the surrounding buildings. Light posts should be appropriately scaled to pedestrians near sidewalks and pedestrian pathways.
- Bollard lighting is encouraged to illuminate walkways and gathering spaces, while avoiding spillover into adjacent areas.
- Incorporate site lighting into hardscape elements such as steps, railings and paving to illuminate the pedestrian realm.
- Exterior building lights should be incorporated into the overall Southline Campus design and site lighting.
- Building entry and security light fixtures selection should be compatible with the overall Southline Campus architecture and placement should be coordinated with building elements.
- Energy efficient, low voltage lighting is encouraged. Decorative and landscape lighting should be low intensity.
- Seasonal (e.g. holidays) lighting strategy should be considered for prominent pedestrian activity zones, such as Southline Commons.



Figure 5-4: Conceptual Lighting Plan



5.4.11. Signage

All signage should be designed to complement the innovative and dynamic architectural design of the Southline Campus. Signage should be graphically complementary to the architectural aesthetic and contribute towards a cohesive Southline Campus environment.

As further discussed in [Chapter 6: Implementation](#), signage within the Specific Plan area would be implemented through compliance with Municipal Code Chapter 20.360: Signs, which includes a Master Sign Program under Section 20.360.010: Master Sign Program.

The purpose of a Master Sign Program is to provide a method for an applicant to integrate the design and placement of signs with the overall development design to achieve a unified appearance.







6

IMPLEMENTATION

This chapter addresses the actions that are necessary to implement the Specific Plan by the City of South San Francisco, other agencies, and future Project Applicant(s) to achieve the goals and objectives outlined in this Specific Plan.

6.1. Policy

This Specific Plan establishes controlling legislative policies regarding the development of the Specific Plan area. This chapter describes the Specific Plan’s administration, subsequent approvals, amendments, severability and funding and financing strategy of those legislative policies.

6.2. Administration

This Specific Plan has been prepared in accordance with both California Government Code Section 65451, which sets forth the basic content of specific plans, and the Municipal Code Chapter 20.530: Specific Plans and Plan Amendments.

Development within the Specific Plan area shall be subject to this [Chapter 6: Implementation](#). The City of South San Francisco Department of Economic and Community Development, Planning Division, is primarily responsible for the administration, implementation, and enforcement of this Specific Plan. The primary administrator of the Specific Plan is the Chief Planner of the City of South San Francisco. As used herein, Chief Planner shall include his/her authorized designee.

6.2.1. General Plan

This Specific Plan is in conformance with, and implements, the 1999 South San Francisco General Plan (“General Plan”). In connection with its adoption of the Southline Specific Plan,

the City adopted amendments to the General Plan to reflect adoption of the Specific Plan, which included an amendment to General Plan Figure 2-3: Special Area Height Limitations to increase the building height in the Specific Plan area from 80 feet to 120 feet, consistent with the maximum height allowances under FAA Part 77 regulations and the San Francisco International Airport ALUCP’s Critical Aeronautical Surfaces provisions, and re-designation of a small, approximately 0.3-acre parcel within the Specific Plan area from “Park and Recreation” to “Office” to be consistent with the General Plan designation of the remainder of the Specific Plan area.

A new 2040 General Plan, “Shape SSF” is currently being prepared by the City but has not yet been adopted. Based on the City’s planning efforts to-date, it is anticipated that the Specific Plan will be consistent with the City’s vision for the Specific Plan area under the 2040 General Plan. The land use alternative selected by the City Council in November 2020 would retain a consistent Business & Professional Office General Plan land use designation for the entire Specific Plan area, consistent with the current designation.

6.2.2. Municipal Code

In connection with adoption of this Specific Plan, the City adopted Municipal Code Chapter 20.290: Southline Campus District, to codify the land use standards of this Specific Plan, and made conforming edits to the Zoning Map to reflect

adoption of the Specific Plan. No other changes to the Municipal Code are proposed. If there are any inconsistencies or conflicts between the requirements of the Specific Plan and the requirements of the Municipal Code or other applicable City rule, regulation, or policy, the provisions of the Specific Plan take precedence, control, and govern in the Specific Plan area.

Any activities regulated by the Municipal Code but not addressed in the Specific Plan shall be subject to the City regulations, unless application of those regulations would frustrate the policy, purpose, or objectives of the Specific Plan. To the extent any City regulation(s) would frustrate the policy, purpose, or objectives of the Specific Plan, such regulations shall not apply.

All references to the Municipal Code in this Specific Plan shall be to the South San Francisco Municipal Code.

Development within the Specific Plan area shall comply with all federal, State, and local building codes in force at the time of building permit for that portion of development, unless otherwise provided in a Development Agreement to the extent permitted by law.

6.2.3. Interpretation

The Chief Planner shall have the responsibility to interpret the provisions of the Specific Plan. If an issue or situation arises that is not sufficiently provided for in the Specific Plan or is outside its scope, the Chief Planner shall be guided by the purpose and intent and the interpretation provisions under Municipal Code Chapter 20.030: Rules for Construction of Language.

If ambiguity arises concerning the appropriate use classification of a particular land use, the Chief Planner shall have the authority to interpret whether the use is substantially similar to one or more other uses permitted by the Specific Plan. If the Chief Planner interprets that the use is substantially similar to a permitted use, then the use shall be permitted.

Where the use is not identified in the Specific Plan and there is no similar use permitted by the Specific Plan, the Chief Planner shall have the authority to interpret whether the use is consistent with the purpose and intent of the Specific Plan, in which case the Chief Planner shall have authority to permit or conditionally permit the use as appropriate.

6.2.4. Substantial Conformance Review

To attain the highest quality development consistent with the site plan, design, conditions, and commitments associated with this Specific Plan, all subsequent development plans shall be in substantial conformance with the Specific Plan. Prior to the issuance of permits for development within the Specific Plan area, the Chief Planner shall review applications for consistency with the General Plan, substantial conformance with the Specific Plan, and conformance with other applicable regulations.

Substantial Conformance Criteria

A proposal for development within the Specific Plan area “substantially conforms” to the Specific Plan if it substantially conforms with the requirements in [Chapter 2: Land Use Plan & Development Standards](#) and does not materially conflict with the guidance in [Chapter 3: Circulation & Mobility](#), [Chapter 4:](#)

Infrastructure & Public Services and Chapter 5: Design Guidelines, evaluated in the context of the overall objectives and vision of this Specific Plan.

Minor Modifications

Without limiting the foregoing provisions regarding substantial conformance, upon written request by an applicant, the Chief Planner may approve minor modifications from the Specific Plan. Minor modifications are those that do not materially affect the objectives of the Specific Plan and shall not require an amendment to the Specific Plan. Examples of minor modifications include the following:

- Modifications to the specific location and distribution of open space, including Southline Commons, throughout the Specific Plan area as long as equivalent or superior open space is provided as calculated across the Specific Plan.
- Deviations required to meet applicable health and safety regulations.
- Deviations necessary to respond to unanticipated site conditions or requirements imposed by other agencies.

This non-exhaustive list is intended by way of example and shall not preclude the Chief Planner from determining that other deviations requested by an applicant constitute minor deviations that do not materially affect the objectives of this Specific Plan.

6.2.5. Amendments

The Specific Plan may be amended as governed by State Law, and Chapter 20.530 Specific Plans and Plan Amendments of the South San Francisco Municipal Code as applicable.

6.2.6. CEQA Review

In compliance with the California Environmental Quality Act (CEQA), the City has prepared an environmental impact report (Southline EIR) (SCH No. 2020050452) analyzing the potential environmental impacts of the development as described in this Specific Plan, including the proposed off-site improvements and related infrastructure. The City also adopted a Mitigation Monitoring and Reporting Program to require all reasonably feasible mitigation measures be implemented by means of conditions, agreements, or other measures in connection with implementation of the Specific Plan.

The Southline EIR is intended to provide CEQA clearance for adoption and implementation of the Specific Plan and the other approvals described in [Section 1.8: Project Approvals](#), including the proposed off-site improvements and related infrastructure. The Southline EIR may be relied on by other agencies, including the City of San Bruno, BART, and other applicable agencies, for purposes of approving off-site improvements and related infrastructure development related to and consistent with the Specific Plan within those agencies' respective jurisdictions.

Consistent with State law, future discretionary actions required for development within the Specific Plan area, including issuance of Precise Plans as described below, are

subject to environmental review in compliance with CEQA. It is intended that the City, and other relevant agencies, will utilize and rely on the Southline EIR and the Mitigation Monitoring and Reporting Program in conducting CEQA review for development within the Specific Plan area.

6.3. Subsequent Approvals – City of South San Francisco

6.3.1. Precise Plans

As set forth in Section 20.530.014 of the City’s Municipal Code, a specific plan may be implemented through Precise Plans, which set forth in detail development criteria for proposed structures and related improvements and their arrangements on individual parcels; parcel maps, design review, and sign permits. This section provides the criteria for issuance of Precise Plans for development within the Southline Specific Plan area.

Phasing

Implementation of the Southline Specific Plan is anticipated to occur in several phases, generally as set forth in [Section 2.6: Phasing](#), above. Individual phases of development will be implemented through Precise Plans, as described in this Chapter 6. While a phased approach is anticipated to occur, the Specific Plan does not restrict or otherwise limit concurrent buildout of the Specific Plan area, subject to review and approval of Precise Plans and any other necessary approval(s) as described in this chapter.

Land Use Improvements Prior to Precise Plan Approval

Except as provided here, following the adoption of this Specific Plan and prior to approval of a Precise Plan(s), no new

development, including any building permit, variance, or certificate of occupancy shall be issued for any new structure within the Specific Plan area.

Continued operation of existing uses within the Specific Plan area shall not require approval of a Precise Plan; regulation of existing uses within the Specific Plan area should be read in harmony with the City’s Municipal Code Chapter 20.320: Nonconforming Uses, Structures and Lots, regarding non-conforming structures, uses and lots, as applicable. Additionally, the following activities and City approvals shall not require prior approval of a Precise Plan as long as the activities and approvals are in substantial conformance with the Specific Plan as described in [Section 6.2: Phasing](#), above:

- Permits for site preparation within the Specific Plan area, including but not limited to demolition, grading, excavation and shoring, and utilities infrastructure activities.
- Permits for development of roadways, circulation improvements, or other components of infrastructure identified in the Specific Plan or required to serve the Specific Plan area (Note that these improvements may be subject to certain review and approval by other agencies.).
- Actions required in whole or part by a requirement of any applicable governmental agency.
- Interior or minor exterior modifications of existing buildings which do not alter the nature, character or intensity of a use.
- Modifications to existing landscaping.

- Signage within the Southline Campus (S-C) District, including any permitted change in sign copy, that is included as part of and consistent with an approved Sign Program, in accordance with Municipal Code Chapter 20.360: Signs.
- Temporary uses that are intended to be of limited duration and that will not permanently alter the character or physical facilities of the Specific Plan area, in accordance with Municipal Code Chapter 20.520: Temporary Use Permits.

Precise Plan Procedures

Submittal of a Precise Plan shall be subject to the following review procedures:

Filing Fees

A Precise Plan application fee shall be paid for all private development proposals pursuant to the current Master Fee Schedule of the City at the time of application or as otherwise specified in a Development Agreement.

Application

When a Precise Plan is required by the Southline Specific Plan, the Precise Plan shall be submitted to the Chief Planner. The Chief Planner shall check the application for completeness and substantial conformance with the Specific Plan. The Precise Plan application shall also constitute the Design Review application as required under Municipal Code Chapter 20.480: Design Review.

Precise Plan Application Contents

The following information and drawings shall be required for Precise Plan consideration by the City, which includes all materials required for Design Review. The Chief Planner may require either less or additional information as necessary to meet the intent and purpose of this chapter.

- All applicable tentative, final, or parcel maps within the area covered by the Precise Plan;
- A legal and physical description of the development site within the Specific Plan area including boundaries, easements, existing topography, natural features, existing buildings, structures and utilities;
- A plot or site plan, drawn to scale which depicts all proposed on-site improvements and utilities and the locations of the same in accordance with the standards established in the Specific Plan and the Municipal Code, as applicable;
- Anticipated vehicle and bicycle parking demand and usage in order to evaluate the specific parking requirements for that phase;
- A landscape plan drawn to scale which sets forth information pertinent to the landscape requirements of the Specific Plan and Municipal Code, Title 20: Zoning, as applicable;
- Grading, drainage, and erosion maintenance plans;
- Architectural plans and exterior elevations indicating profiles, glazing and materials drawn to scale;

- Scaled drawings of all signs and light standards with details of height, area, color and materials specific therein;
- Plans for off-site improvements associated with the Precise Plan application; and
- Any other drawings of additional information necessary for the review authority to review and make its determination.

Guidelines for Review

In reviewing Precise Plans, the City shall adhere to the standards set forth in this chapter and shall further attempt to foster and promote the general character and purposes of the Specific Plan.

Development within the Specific Plan area is also subject to Design Review under Municipal Code Chapter 20.480: Design Review. In conducting its Design Review, the City shall apply the design guidelines established in [Chapter 5: Design Guidelines](#) and the development standards established in [Chapter 2: Land Use Plan & Development Standards](#) as the design guidelines and development standards applicable to development within the Specific Plan area, as well as the applicable design review criteria in Municipal Code Section 20.480.006: Design Review Criteria. Design review, including application of the design review criteria set forth in Municipal Code Section 20.480.006, shall be conducted in accordance with [Section 6.2.2: Municipal Code](#) and [Section 6.2.3: Interpretation](#), as described above.

Review and Decision

Chief Planner’s Review. The Chief Planner, or his/her designee, shall review the Precise Plan application, and shall consult with the staff of affected departments and offices of the City. Upon completion of review and any necessary consultations, the Chief Planner shall submit the Precise Plan application to the Design Review Board for review as described below. The Chief Planner shall then submit the Precise Plan application to the Planning Commission and shall recommend that the Planning Commission approve, conditionally approve, deny or suggest modifications to the Precise Plan application.

Review by Design Review Board. Each Precise Plan application shall be referred to the Design Review Board for design review as set forth in Municipal Code Chapter 20.480: Design Review, and as described in this [Chapter 6: Implementation](#). It is anticipated that the Design Review process will be concurrent with Precise Plan review as described herein. The Design Review Board shall forward its recommendations to the Chief Planner and Planning Commission.

Review by the Planning Commission. The Planning Commission shall review the Precise Plan to ensure consistency with the approved Specific Plan and shall adhere to the standards set forth in this chapter, in furtherance of the general character and purposes of the Specific Plan and the implementing Southline Campus (S-C) District.

Planning Commission Decision. The Planning Commission shall approve, conditionally approve, deny, or suggest modifications to the Precise Plan, and any approved Conditional Use Permit (as applicable) or other approval

specified herein (e.g., Design Review, Sign Approval). Any conditions shall be designed to ensure attainment of the standards set forth in this chapter.

Mandatory Findings of Approval. The Planning Commission shall make the following findings before approving or conditionally approving Design Review:

- a) The project proposed in the Precise Plan is consistent with applicable standards and requirements of Municipal Code Chapter 20.480: Design Review;
- b) The project proposed in the Precise Plan is consistent with General Plan and any applicable specific plans the City Council has adopted;
- c) The project proposed in the Precise Plan is consistent with any applicable design guidelines adopted by the City Council;
- d) The project proposed in the Precise Plan is consistent with any approved tentative map, Use Permit, variance, or other planning or zoning approval that the project required; and
- e) The project proposed in the Precise Plan is consistent with applicable design review criteria in Municipal Code Section 20.480.006: Design Review Criteria, which are set forth in full in [Appendix D: Municipal Code Section 20.480.006 — Design Review Criteria](#).

The Planning Commission shall make the following additional findings before approving or conditionally approving any Precise Plan:

- a) The project proposed in the Precise Plan is consistent with the General Plan.

- b) The project proposed in the Precise Plan is compatible with the intent and purpose of the Southline Specific Plan.
- c) The proposed Precise Plan is in substantial conformance with [Chapter 2: Land Use Plan & Development Standards](#) and does not materially conflict with the guidance in [Chapter 3: Circulation & Mobility](#), [Chapter 4: Infrastructure & Public Services](#) and [Chapter 5: Design Guidelines](#).
- d) The development proposed in the Precise Plan is consistent with any applicable Development Agreement.

Effect of Approval. Following approval of Design Review and the Precise Plan, and any Use Permits (as applicable), no further permits or approval from the Planning Commission shall be required for development carried out in substantial conformity with the Southline Specific Plan, the approved Precise Plan, any approved Use Permit (as applicable) or other approval specified herein (e.g., Design Review, Sign Approval), and any conditions of approval, except that the Chief Planner shall, in a ministerial capacity, review building permit applications and perform final inspection to ensure substantial conformance with the Specific Plan and Precise Plan.

Changes After Approval. If major revisions to an approved Precise Plan are desired by the applicant, a revised Precise Plan shall be submitted and processed according to the procedures established herein for approval of the original Precise Plan. Any major changes to the phasing approved as

part of the Precise Plan shall be subject to approval by the Planning Commission.

Minor revisions to an approved Precise Plan shall be subject to approval by the Chief Planner. Without limitation, minor revisions may include deviations that do not result in any new or more severe significant impacts than those addressed in the EIR or related CEQA clearance document prepared for the Precise Plan, pursuant to the California Environmental Quality Act. Minor revisions may include, but are not limited to:

- Lot line adjustments.
- Changes in uses, subject to conformance with [Table 2-2: Land Use Regulations](#).
- Reductions in density, intensity, scale or scope of the approved development.
- Minor additions to density, intensity, scale or scope of the approved development, assuming those changes to total square footage of construction are less than 5 percent.
- Minor alterations in vehicle circulation patterns or vehicle access points, and/or parking configuration or amount.
- Minor changes in pedestrian or bicycle facility alignments or provision of bicycle parking.
- Substitutions of comparable open space, landscaping, architectural materials, lighting, or signage for any such designs shown on any Precise Plan materials.
- Minor variations in the location of structures that do not substantially alter the design concepts of the project.
- Minor variations in the location or installation of utilities and other infrastructure connections or facilities that do not substantially alter the design concepts of the project or conflict with any applicable regulations.
- Minor adjustments to the project site diagram.

Notwithstanding the foregoing, the Chief Planner shall have sole discretion to determine whether a requested revision constitutes a major or minor revision.

Appeal Procedures. Appeals shall be processed in accordance with Government Code Sections 65453 - 65454 and Municipal Code Chapter 20.570: Appeals and Calls for Review.

Expiration of Approval. Unless a time extension is approved, any approved Precise Plan shall lapse and shall be deemed void: (a) two years after its effective date if a building permit has not been issued; or (b) after a longer duration as otherwise provided in an approved Development Agreement, as applicable. One-year extensions of the time may be granted by the Chief Planner upon request made prior to the expiration date of the permit; multiple successive extensions may be provided as determined by the Chief Planner. Projects are subject to the phasing, if any, established for the buildings within the approved Precise Plan.

6.3.2. Use Permits

Use Permits shall be required for the uses as indicated in [Table 2-2: Land Use Regulations](#). Any such use permits shall be subject to the requirements as described in Municipal Code Chapter 20.490: Use Permits, and require separate findings, as described therein.

The Use Permit process applies to uses that are generally consistent with the purposes of the S-C district but require special consideration to ensure that they can be designed, located, and operated in a manner that will not interfere with the use and enjoyment of surrounding properties.

6.3.3. Other City Approvals

In addition to issuance of Design Review, Precise Plan approval, and any Conditional Use Permits (as applicable) as discussed above, development within the Specific Plan area may require approvals or permits from the City of South San Francisco, including, but not limited to:

- Preliminary and/or Final Transportation Demand Management Plan approval.
- Signage Approval (if not concurrent with Precise Plan Approval).
- Subdivision Map approval for reconfiguration of the parcels and dedicating public roadways and easements.
- Any additional actions or permits deemed necessary to implement this Specific Plan, including demolition, grading, foundation, and building permits, public encroachment permits, any permits or approvals required for extended construction hours, tree removal permits, and other additional ministerial actions, permits, or approvals from the City that may be required.

Transportation Demand Management Plan Approval

Development within the Specific Plan must be consistent with Municipal Code Chapter 20.400: Transportation Demand Management.

As discussed in [Section 3.5: Transportation Demand](#), the Southline TDM Plan has been prepared and approved in connection with preparation of this Specific Plan, which establishes a 45 percent alternative mode requirement. The Southline TDM Plan serves as the Preliminary TDM Plan (as defined under Municipal Code Chapter 20.400: Transportation Demand Management) for the Phase 1 Precise Plan, the first Precise Plan to be prepared under the Specific Plan, establishing the required TDM components for Phase 1, and also includes conceptual TDM measures for the entire Southline Campus that may be further refined under subsequent Preliminary TDM Plan(s) established for future phases. The Southline TDM Plan identifies a number of program measures intended to achieve this alternative mode requirement.

As discussed in [Section 2.6: Phasing](#), the Specific Plan may be implemented in phases over time and the Campus may be tenanted by multiple commercial tenants. As such, it is anticipated that multiple Preliminary and Final TDM Plans will be submitted in connection with implementation of the Specific Plan. The Final TDM Plan(s) will establish the specific TDM measures for that phase of development and will provide for monitoring and compliance with the alternative mode requirement. Any TDM Plan submitted in connection with development within the Specific Plan will be required to achieve the 45 percent alternative mode

requirement. As set forth in Municipal Code Section 20.400.006, a Final TDM Plan shall be submitted in prior to the approval of building permits for each phase of development.

Signage Approval

Development within the Specific Plan area is subject to Municipal Code Chapter 20.360: Signs. It is anticipated that implementation of signage within the Specific Plan area will occur through preparation of a Master Sign Program, which allows for an integrated design and placement of signs within a project with the overall development design to achieve a more unified appearance. At the discretion of the applicant, Master Sign Program applications may be processed concurrently with a Precise Plan application or may follow subsequent to Precise Plan approval.

Subdivision Map Approval

A Vesting Tentative Map for a phased development has been prepared and approved in connection with preparation of this Specific Plan. Unless otherwise provided in a separate agreement such as a Development Agreement, prior to issuance of any building permits for new construction within the Specific Plan area, a Final Map (or Phased Final Map(s) for the applicable area) shall be approved, together with a Subdivision Improvement Agreement, Encroachment and Maintenance Agreement and/or dedications as appropriate, and recorded. Subsequent subdivision approvals may be processed concurrent with or subsequent to Precise Plan approval in accordance with state law and Title 19 (Subdivisions) of the City's Municipal Code.

6.3.4. Other Relevant Agencies

In addition to the City of South San Francisco approvals and permits listed above, it is anticipated that approvals by other agencies and jurisdictions will be required for off-site improvements and infrastructure outside of the Specific Plan area.

City of San Bruno

As shown in [Figure 1-1: Project Location](#), the Specific Plan area is adjacent to the City of San Bruno. Any off-site improvements within the City of San Bruno, including the proposed intersection improvements at Huntington Avenue, will require coordination with, and review and permit approval by the City of San Bruno.

Bay Area Rapid Transit (BART)

The Specific Plan area is adjacent to the San Bruno BART station, which includes the station, and associated parking structure and pedestrian circulation facilities. Proposed improvements related to implementation of the Specific Plan include various pedestrian, vehicular and transit improvements as described in [Section 3.2.2 Off-Site Circulation Improvements](#), which may affect area within BART's jurisdiction. BART review and approval will be required for implementation of those improvements within its jurisdiction.

Peninsula Corridor Joint Powers Board

Off-site improvements will include improvements to the railroad road grade crossing at South Linden Avenue, which will require design review and permits from Peninsula

Corridor Joint Powers Board for implementation of those improvements within its jurisdiction.

SamTrans

Off-site improvements may require relocation or modification to existing SamTrans bus facilities, including a relocated bus stop, which may require review and approval by SamTrans for implementation of those improvements within its jurisdiction.

Federal Aviation Administration and ALUC Review

Preparation and approval of this Specific Plan and related approvals included review and determination by the ALUC regarding compatibility of the development proposed under the Specific Plan with the SFO Airport Land Use Compatibility Plan. Further compatibility review by the ALUC would be required for amendments to this Specific Plan resulting in a qualifying land use change subject to its jurisdiction.

Compliance with FAA Part 77 Regulations (Notification of Proposed Construction) and ALUCP Critical Aeronautical Surfaces provisions is required for development within the Specific Plan area.

Additional review by either agency may be required for development within the Specific Plan area, as required by law.

Pursuant to Section 11010 of the Business and Professions Code and ALUCP Policy IP-1, disposition of land within the Specific Plan area requires real estate disclosures providing notification of the presence of all existing and planned airports within two miles of the property.

6.4. Severability

If any section, sub-section, sentence, clause, phrase, part or portion of this Specific Plan is held to be invalid or unconstitutional by a final judgment of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this Specific Plan. This Specific Plan, and each section, sub-section, sentence, clause, phrase, part or portion thereof, would have been adopted or passed irrespective of the fact that any one or more sections, sub-sections, sentences, clauses, phrases, part, or portion is found to be invalid. If any provision of this Specific Plan is held invalid as applied to any person or circumstance, such invalidity does not affect any application of this Specific Plan that can be given effect without the invalid application.

6.5. Financing Construction and Maintenance of Public Improvements

In accordance with California Government Code Section 65451, this section provides information regarding the financing measures necessary to carry out the Specific Plan.

Implementation of the Specific Plan requires the applicants or their designee(s) of development within the Specific Plan area ensure that all on- and off-site infrastructure, facilities, and improvements necessitated by this Specific Plan are installed, constructed, and completed prior to or concurrent with demand for the same, unless otherwise provided in a Development Agreement or as otherwise required by law.

The improvements contemplated for the Specific Plan area may consist of facilities for use by the public, as well as for

exclusive use of the property owners and their tenants. Once constructed, long-term maintenance of improvements will be required, and the party responsible for maintaining those improvements may vary depending on whether they are dedicated for public use or privately owned within the Specific Plan area and other factors. The Specific Plan's implementation will be complemented by these improvements and directly serve and benefit not only the Specific Plan area, but also the greater community.

This section identifies potential financing methods that may be used individually, collectively, or in combination to fund implementation and maintenance of various improvements identified in this Specific Plan.

These financing mechanisms are important to ensure the timely financing of new improvements concurrent with Specific Plan development. The conceptual Specific Plan financing mechanisms may include but are not limited to:

- Development Impact Fees, Taxes, and Processing Fees;
- Community Facilities Districts (CFDs);

- Commercial Owners Association; and/or
- Other Private Financing

Specific Plan financing mechanisms may also include offers of dedication, fee dedications, and/or easements; state or federal block grants, exactions; and/or reimbursement agreements. In addition, the Specific Plan contemplates the possible use of emerging financing mechanisms, such as payment in lieu of tax ("PILOT") assessments or Property Assessed Clean Energy ("PACE") programs.

The financing mechanisms for implementation of this Specific Plan may be more fully set forth in any Development Agreements associated with this Specific Plan.

This summary of allowable financing mechanisms is provided as a guideline; actual implementation of specific financing mechanisms will be accomplished pursuant to established procedures, laws, and regulations applicable to such financing mechanism.

Appendix A

Conceptual Site Plan – Office Buildout

Conceptual Site Plan Office Buildout



Appendix B

Conceptual Site Plan — Life Sciences Buildout

Conceptual Site Plan – Life Sciences Buildout



Appendix C

Conceptual Site Plan — Office / Life Sciences Hybrid Buildout

Conceptual Site Plan – Office / Life Sciences Hybrid Buildout



Appendix D

Municipal Code Section 20.480.006 — Design Review Criteria

Criteria. When conducting design review, the Design Review Board, Chief Planner, Planning Commission, or City Council shall evaluate applications to ensure that they satisfy the following criteria, conform to the policies of the General Plan and any applicable specific plan, and are consistent with any other policies or guidelines the City Council may adopt for this purpose. In contrast to guidelines, which are intentionally generalized to encourage individual creativity, to obtain design review approval, projects must satisfy these criteria to the extent they apply.

1. The site subject to design review shall be graded and developed with due regard for the natural terrain, aesthetic quality, and landscaping so as not to impair the environmental quality, value, or stability of the site or the environmental quality or value of improved or unimproved property in the area.
2. A building, structure, or sign shall:
 - a. Reasonably relate to its site and property in the immediate and adjacent areas;
 - b. Not be of such poor quality of design as to adversely affect the environmental quality or desirability of the immediate areas or neighboring areas; and
 - c. Not unreasonably interfere with the occupancy, environmental quality, or the stability and value of improved or unimproved real property or have an unreasonable detrimental effect on the health, safety, and general welfare of the community.
3. New additions to existing residential dwellings shall be architecturally compatible with the primary residential unit, with respect to style, massing, roof pitch, color and materials.
4. A site shall be developed to achieve a harmonious relationship with the area in which it is located and adjacent areas, allowing a reasonable similarity of style or originality, which does not impair the environmental quality or value of improved or unimproved property or prevent appropriate development and use of such areas or produce degeneration of properties in such areas with attendant deterioration of conditions affecting the health, safety, and general welfare of the City.
5. Parking areas shall be designed and developed to buffer surrounding land uses; compliment pedestrian-oriented development; enhance the environmental quality of the site, including minimizing stormwater run-off and the heat-island effect; and achieve a safe, efficient, and harmonious development.
6. Open space, pedestrian walks, signs, illumination, and landscaping (including irrigation) shall be designed and developed to enhance the environmental quality of the site, achieve a safe, efficient, and harmonious development, and accomplish the objectives set forth in the precise plan of design and design criteria.
7. Electrical and mechanical equipment or works and fixtures and trash storage areas shall be designed and constructed so as not to detract from the environmental quality of the site. Electrical and mechanical equipment or works and fixtures and trash storage areas shall be concealed by an appropriate architectural structure which uses colors and materials harmonious with the principal structure, unless a reasonable alternative is identified.
8. Components considered in design review shall include but not be limited to exterior design, materials, textures, colors, means of illumination, landscaping, irrigation, height, shadow patterns, parking, access, security, safety, and other usual on-site development elements.