

**CONDITIONS OF APPROVAL**  
**P21-0084: GPA21-0003, ZA21-0001, MPM21-0001,**  
**SPA21-0001, PPM21-0001 and DAA22-0002**  
**GATEWAY OF PACIFIC – PHASE 4 DENSITY TRANSFER PROJECT**  
*(Recommended by City Staff on June 2, 2022)*

The Applicant/Project shall conform to all the conditions of approval identified in City Council Resolution 44-2013 and Planning Commission Resolution 2859-2020, as modified and supplemented below.

**A. PLANNING DIVISION**

1. Condition A.1 is modified such that, in lieu of the plan set dated June 8, 2020, the project shall be constructed and operated substantially as indicated on the plan set prepared by Flad Architects dated September 17, 2021 and approved by the City Council in association with P21-0084 as amended by the conditions of approval. The final plans shall be subject to the review and approval of the City's Chief Planner.
2. Condition A.2 is modified such that, in addition to addressing Design Review Board comments from 2020, the applicant also shall address Design Review Board comments from 2021. Prior to the issuance of any building or construction permits for the project, the applicant shall revise the development plans to address all Design Review Board comments, subject to review and approval by the Chief Planner or designee. The Design Review Board comments are those set forth in the Design Review Board Comment Letter dated May 11, 2020 regarding 850-900 Gateway and Design Review Board Recommendations dated October 29, 2021 regarding 900 Gateway Boulevard.
3. Condition A.3 is modified such that, in addition to complying with all applicable mitigation measures outlined in the adopted Mitigation Monitoring and Reporting Program for the 2020 Addendum / 2009 EIR for the Gateway of Pacific Phase 4 Revised Project (Exhibit E-1), the project also shall comply with the Gateway of the Pacific 4 Density Transfer Project Supplemental EIR Mitigation and Monitoring Program (Exhibit E-2), which imposes additional mitigation applicable to the expansion approved for the GOP 4 Density Transfer Project. The Applicant/Project shall comply with all applicable mitigation measures outlined in the adopted Mitigation Monitoring and Reporting Program for the 2022 Supplemental EIR / 2009 EIR for the Gateway of Pacific Phase 4 Density Transfer Project including constructing any improvements required by such measures.
4. Condition A.4 is modified such that in lieu of complying with the Second Amendment, the applicant shall comply with all terms and conditions specified in the Second Amended and Restated Development Agreement, as amended by the First, Second and Third Amendments to that Agreement.
5. Prior to issuance of a building permit for the expansion square footage in the GOP 4 North building, the applicant shall implement a density transfer as permitted by section 2.2 of the amended Master Plan. The applicant shall do so by recording a covenant or deed, in a form

acceptable to the City Attorney, on adjacent property that restricts development on that adjacent property. The restriction shall reduce the allowed intensity of development on that adjacent property by the number of square feet (up to 120,221 square feet) by which GOP 4 will cause the GOP Master Plan site to exceed 1.25 FAR.

6. The applicant shall construct a multi-use path and crossings in accordance with Mitigation Measure 3.1-1 of the 2022 Supplemental EIR. The crossing shall be constructed at the northern and southern ends of the multi-use path, at Forbes Boulevard and Oyster Point Boulevard, in the configuration determined necessary by the City Engineer for bicycle access from those streets to the multi-use path. The applicant shall construct such improvements prior to the issuance of first occupancy permit, or within a reasonable timeframe acceptable to the City upon such time as public agencies have granted all necessary approvals for the construction and the applicant has been given the right to construct on any land owned by others that is necessary for said construction.
7. Prior to the issuance of any building or construction permits for the expansion square footage in the GOP 4 North building, the applicant shall file Form 7460-1 with the Federal Aviation Administration (FAA) and provide an FAA “Determination of No Hazard” to the Chief Planner.
8. The applicant shall comply with the real estate disclosure requirements outlined in Policy IP-1 of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport, which states as follows:

IP-1 AIRPORT INFLUENCE AREA A – REAL ESTATE DISCLOSURE AREA.  
Within Area A, the real estate disclosure requirements of state law apply. Section 11010 of the Business and Professions Code requires people offering subdivided property for sale or lease to disclose the presence of all existing and planned airports within two miles of the property. The law requires that, if the property is within an “airport influence area” designated by the airport land use commission, the following statement must be included in the notice of intention to offer the property for sale:

NOTICE OF AIRPORT IN VICINITY. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

## **B. FIRE PREVENTION**

### **Permits**

1. New and existing buildings shall be provided with approved illuminated or other approved means of address identification. The address identification shall be legible and placed in a position that is visible from the street or road fronting the property. Address identification characters shall contrast with their background. Address numbers shall be Arabic numerals or alphabetic letters. Numbers shall not be spelled out. Character size and stroke shall be in accordance with CFC Section 505.1.1 through 505.1.2. Where required by the fire code official, address identification shall be provided in additional approved locations to facilitate emergency response in accordance with this code and CFC Section 505.1.3. Where access is by means of a private road and the building cannot be viewed from the public way or when determined by the fire code official, a monument, pole, or other approved illuminated sign or other approved means shall be used to identify the structure(s). Address identification shall be maintained.
2. An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises on which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdiction, in accordance with CFC Section 507, Appendices B & C.
  - a. Fire-flow requirements for buildings or portions of buildings and facilities shall be determined by adopted CFC Appendix B.
  - b. Fire hydrant systems shall comply with adopted CFC Section 507.5.1 through 507.5.8 and Appendix C.
3. Fire apparatus access roads shall be provided and maintained in accordance with CFC Section 503 and Appendix D.
  - a. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
    - i. Developer shall provide a site plan exhibit indicating compliance with these requirements to the fire department prior to approval.
    - ii. Traffic calming measures (bollards, speed bumps, humps, undulations, etc.) are not approved as a part of this review and require specific approval from the Fire Department.
    - iii. Should a security gate be planned to serve the facility, the gate design shall be submitted directly to the Fire Department for fire permit review. The gate shall be equipped with a Knox Company key operated electric gate release switch. During a power failure, gate shall release for manual operation OR be equipped with standby power or connected to the building emergency panel. In addition to sending the request to exit signal to the gate operator, the magnetic detection loop (when activated) shall prohibit the gate from closing upon fire apparatus.

- b. Commercial and industrial developments with buildings or facilities exceeding 30 feet or three stories in height or 62,000 square feet shall have not fewer than two means of fire apparatus access for each structure. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.
  - c. Where the vertical distance between the grade-plane and the highest roof surface exceeds 30-feet, approved aerial fire apparatus access roads shall be provided in accordance with CFC D105. For purposes of this requirement, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof. One or more of the required access routes meeting this condition shall be located not less than 15-feet and not greater than 30-feet from the building and shall be positioned parallel to one entire long-side of the building or as approved by the fire code official. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. There shall be no architectural features, projections or obstructions that would limit the articulation of the aerial apparatus.
  - d. Required Fire Department access roads shall be signed “No Parking – Fire Lane” per current Fire Department standards and California Vehicle Code (CVC) Section 22500.
  - e. A Fire Department key box shall be provided on the front of each structure for access to fire protection equipment within the building
4. The provisions of the adopted CFC shall specify where fire protection and life safety systems are required and shall apply to the design, installation, inspection, operation, testing and maintenance of all fire protection systems.
- a. Approved automatic fire sprinkler systems in new buildings and structures shall be provided in the locations described in adopted CFC Sections 903.2.1 through 903.2.20. Approved automatic fire sprinkler systems in existing buildings and structures shall be provided in locations described in adopted CFC Section 903.6.
    - i. Structure(s) will be required to be protected by an automatic fire sprinkler system.
      - 1. If required Fire Department Connection (FDC) for the sprinkler and/or standpipe systems shall be located on the addressed street side of the structure or facing approved fire apparatus access



roadway fully visible and recognizable from the street, and within 100 feet an approved fire hydrant.

- b. Structure(s) will be required to install a standpipe system in the building.
    - i. Not less than one standpipe shall be provided for use during construction. Such standpipes shall be installed prior to construction exceeding 40 feet in height above the lowest level of fire department vehicle access. Such standpipes shall be provided with fire department hose connections at floor-level locations adjacent to stairways as construction progresses, such standpipes shall be extended to within one floor of the highest point of construction having secured decking or flooring.
5. The following are a list of typical fire construction deferred plan submittal items that are required by the Fire Department - additional items may be called out based on subsequent construction permit reviews. The applicant shall provide and meet these requirements.
- a. Private Underground Fire Mains & Fire Hydrants
  - b. Standpipe System
  - c. Fire Sprinkler System
  - d. Fire Alarm/Fire Sprinkler Monitoring System
  - e. Fire Pump (to be determined)
  - f. Smoke Control Systems (to be determined)
  - g. Emergency Responder Radio System (to be determined)
  - h. Gates and barricades across fire apparatus access roads (to be determined)

## 2013 and 2020 Adopted Conditions of Approval

RESOLUTION NO. 44-2013

CITY COUNCIL, CITY OF SOUTH SAN FRANCISCO, STATE OF CALIFORNIA

A RESOLUTION MAKING FINDINGS AND APPROVING MODIFICATIONS TO THE GATEWAY BUSINESS PARK MASTER PLAN, A NEW GATEWAY BUSINESS PARK PHASE 1 PRECISE PLAN, AND MODIFICATIONS TO THE TRANSPORTATION DEMAND MANAGEMENT PLAN, FOR THE REDEVELOPMENT OF A 22.6 ACRE SITE FOR THE GATEWAY BUSINESS PARK IN THE GATEWAY SPECIFIC PLAN ZONE DISTRICT

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WHEREAS, Gateway of Pacific LP (BioMed Realty) (“Owner” or “Applicant”) submitted an application requesting approval of a Master Plan Modification, a new Phase 1 Precise Plan, approval of a revised Transportation Demand Management (“TDM”) Plan, and a Development Agreement, which would collectively authorize the phased removal and replacement of existing buildings on the 22.6-acre project site and construction of five to six new buildings and two to four parking structures, in multiple phases from 2013 to 2025, to be located at the corner of Gateway and Oyster Point Boulevards (700, 750, 800, 850, 900, and 1000 Gateway Boulevard), in the Gateway Specific Plan Area (“Gateway Business Park Master Plan Project” or “Project”); and

WHEREAS, the City Council certified an Environmental Impact Report (EIR) on February 10, 2010 in accordance with the provision of the California Environmental Quality Act (Public Resources Code, §§ 21000, et seq., “CEQA”) and CEQA Guidelines, which analyzed the potential environmental impacts of the Project; and,

WHEREAS, there have been no substantive changes to the Master Plan and/or Precise Plan that would result in any additional environmental impacts, and therefore, no further environmental review is required.

NOW, THEREFORE, BE IT RESOLVED that based on the entirety of the record before it, which includes without limitation, the California Environmental Quality Act, Public Resources Code § 21000, et seq. (“CEQA”) and the CEQA Guidelines, 14 California Code of Regulations § 15000, et seq.; the South San Francisco General Plan and General Plan EIR; the South San Francisco Municipal Code; the Project applications; the Gateway Business Park Master Plan and Phase 1 Precise Plan, as prepared by FLAD Architects, Kenkay Associates, BKF Engineers, Surveyors, Planners; the EIR, including the Draft and Final EIR prepared and certified for the Gateway Business Park Master Plan and appendices thereto; all site plans, and all reports, minutes, and public testimony submitted as part of the Planning Commission's duly noticed April 18, 2013 meeting; and any other evidence (within the meaning of Public Resources Code §21080(e) and §21082.2), the City Council of the City of South San Francisco hereby finds as follows:

**A. General Findings**

1. The foregoing recitals are true and correct.
2. The Exhibits attached to this Resolution, including the Conditions of Project Approval (Exhibit A) and the TDM plan (Exhibit B) are each incorporated by reference as part of this Resolution, as if each were set forth fully herein.
3. The documents and other material constituting the record for these proceedings are located at the Planning Division for the City of South San Francisco, 315 Maple Avenue, South San Francisco, CA 94080, and in the custody of Chief Planner, Susy Kalkin.

#### **B. Gateway Master Plan Modification**

1. The Master Plan, as proposed for modification, is compatible with the intent and purpose of the Gateway specific plan because the Master Plan will promote campus-style uses, such as biotechnology, high-technology and research and development uses.
2. The proposed development and/or construction standards of the Master Plan, as proposed for modification, are designed to achieve compliance with the development and/or construction standards of the Gateway specific plan because the site layout and overall architecture will help shape the urban character of the East of 101 Area, the FAR of 1.25 is consistent with the (amended) Gateway specific plan and the proposed height will be below the 250-foot maximum allowable height limit.
3. The project proposed in the Master Plan, as proposed for modification, is consistent with the proposed first amended and restated development agreement because it clarifies and obligates several Project features and mitigation measures including transportation impact fees, public improvements in the East of 101 area, Fire Department obligations, phasing, provisions for child care, park in-lieu fees, and TDM reporting and monitoring requirements
4. The project proposed in the Master Plan, as proposed for modification, is consistent with the South San Francisco General Plan. The 1999 General Plan includes policies and programs that are designed to encourage the development of high technology campuses in the East of 101 Area, allow for employee-serving vendor services, preparation of a TDM plan and traffic improvement plan to reduce congestion impacts, and provision of a framework for requiring future circulation system improvements as they are needed to prevent deficient levels of service from being reached.

#### **C. Gateway Phase 1 Precise Plan**

1. The new Phase 1 Precise Plan, is compatible with the intent and purpose of the Gateway specific plan for the reasons identified in Section B.1, above; and because the proposed buildings will form a working campus environment and include high quality pedestrian circulation and open spaces.
2. The proposed development and/or construction standards of the Phase 1 Precise Plan, are designed to achieve compliance with the development and/or construction standards of the Gateway specific plan for the reasons identified in Section B.2, above; and because the

Precise Plan includes high quality architecture with the iconic corner office/R&D building that incorporates several sustainable design elements, as specified in the Master Plan goals and objectives. Phase I has been designed appropriately to allow for incremental development while maintaining a functioning working environment for those areas on the site that have not yet been developed.

3. The project proposed in the Phase 1 Precise Plan, is consistent with the proposed first amended and restated development agreement for the reasons identified in Section B.3, above.

4. The project proposed in the Phase 1 Precise Plan, is consistent with the City of South San Francisco General Plan for the reasons identified in Section B.4, above; and because the Precise Plan is an example of the development of a high technology campus in the East of 101 Area, the Plan allows for employee-serving vendor services, and includes a TDM plan and traffic improvement plan to reduce congestion impacts, as set forth in the 1999 General Plan policies and programs.

#### **D. Transportation Demand Management (TDM) Plan**

1. The proposed trip reduction measures contained in the TDM (attached hereto as Exhibit C) are feasible and appropriate for the Project, considering the proposed use or mix of uses and the project's location, size, and hours of operation. Appropriate and feasible measures have been included in the TDM plan to achieve a projected 40% alternative mode usage, as required. The TDM provides incentives for employees to use modes of transportation other than single-occupancy vehicle trips, such as secure bicycle storage, shower facilities, preferential parking for carpools and vanpools, and video conferencing, among others. The TDM also uses a lower parking ratio to increase ridership on BART, Caltrain, and other transit services. Further, pedestrian walkways linking the Project to the adjacent shuttle stops will help encourage alternative forms of transportation.

2. The proposed performance guarantees will ensure that the target 40% alternative mode use established for the Project by Chapter 20.400 will be achieved and maintained. Conditions of approval have been included to require that the Final TDM Plan, which must be submitted for review and approval prior to issuance of a building permit, shall outline the required process for on-going monitoring including annual surveys and annual reports.

NOW, THEREFORE, BE IT FURTHER RESOLVED that subject to the Conditions of Approval, attached as Exhibit A to this resolution, the City Council of the City of South San Francisco hereby makes the findings contained in this Resolution, and approves the following: 1) Modification to the Master Plan (MPM13-0001); 2) the Phase 1 Precise Plan (PP13-0001); and 3) a Modified TDM Plan (TDM-0003).

BE IT FURTHER RESOLVED that this Resolution shall become effective immediately upon its passage and adoption.

\* \* \* \* \*

I hereby certify that the foregoing Resolution was regularly introduced and adopted by the City Council of the City of South San Francisco at a regular meeting held on the 8<sup>th</sup> day of May, 2013 by the following vote:

AYES: Councilmember Mark N. Addiego, Richard A. Garbarino, and Pradeep Gupta  
Mayor Pro Tem Karyl Matsumoto and Mayor Pedro Gonzalez.

NOES: None.

ABSTAIN: None.

ABSENT: None.

ATTEST:   
Krista Martinelli, City Clerk

## EXHIBIT A

### PROPOSED CONDITIONS OF APPROVAL

Gateway Business Park Master Plan and Phase 1 Precise Plan Project Amendments and an Update of the associated Development Agreement and Transportation Demand Management Plan

P08-0034: MPM13-0001, PP13-0001, TDM13-0003 & DA13-0001

(As recommended by City Staff on May 8, 2013)

#### **A. Planning Division requirements shall be as follows:**

The project shall be constructed substantially as indicated on the attached Gateway Business Park Master Plan and the Phase 1 Precise Plan (Gateway Business Park, Buildings 1000 & 800), as prepared by FLAD Architects, Kenkay Associates, BKF Engineers, Surveyors, Planners; the EIR, including the Draft and Final EIR certified for the Gateway Business Park Master Plan and appendices thereto; all site plans, and all reports, minutes, and public testimony submitted as part of the Planning Commission's duly noticed April 18, 2013, meetings; and any other evidence (within the meaning of Public Resources Code §21080(e) and §21082.2), except as otherwise modified by the following conditions:

1. The applicant shall comply with all applicable mitigation measures identified in the Gateway Business Park Master Plan EIR and the Mitigation Monitoring and Reporting Program (MMRP). Prior to issuance of the first building permit the applicant shall prepare a checklist outlining mitigation measures and status of implementation.
2. The parking ratio for the Master Plan and Precise Plan project shall not exceed 2.73 spaces per 1,000 square feet at any time. The current and all future Precise Plan applications shall include site development plans that specify the campus-wide parking ratio does not exceed 2.73 spaces per 1,000 square feet. If the campus-wide ratio exceeds the 2.73 spaces per 1,000 square feet ratio, the developer shall provide a site plan that indicates how parking spaces on the entire campus will be allocated and used.
3. Prior to approval of the first building permit, the developer shall submit a Phase 1, Precise Plan landscaping, open space, plaza, central spine plan package, and loading area screening, consistent with the approved the Gateway Business Park Master Plan, for approval by the City's Chief Planner.
4. Prior to approval of the first building permit, the developer shall submit a Phase 1, Precise Plan vehicle circulation plan, showing the location and proposed designs for shuttle stops, for the project, consistent with the approved the Gateway Business Park Master Plan, for approval by the City's Chief Planner.
5. Prior to approval of the first building permit, the developer shall submit building material and color samples for the Phase 1, Precise Plan, for approval by the City's Chief Planner.



6. Prior to issuance of the first building permit, the applicant shall provide appropriate evidence to ensure that buildings are designed so that the calculated hourly average noise levels during the daytime does not exceed and  $L_{eq}$  of 45dBA, and instantaneous maximum noise levels do not exceed 60 dBA.
7. The applicant shall cooperate with the City in the development/implementation of a regional shuttle service if such is considered by the City.
8. TDM
  - a. In accordance with South San Francisco Municipal Code Section 20.400.006, prior to issuance of a building permit the applicant shall submit a Final TDM Plan for review and approval by the Chief Planner. The Final TDM Plan shall be consistent all requirements and standards identified in SSFMC Chapter 20.400, Transportation Demand Management, as amended by the City Council, and shall substantially reflect the “Gateway Business Park Transportation Demand Management Program”, prepared by Fehr & Peers, Transportation Consultants, dated April 9, 2013.
  - b. The applicant shall be required to reimburse the City for program costs associated with monitoring and enforcing the TDM program.
9. Prior to approval of the first building permit, the developer shall submit a Phase 1, Precise Plan building signage and monument package, consistent with the approved Master Sign Program for the Gateway Business Park Master Plan, for approval by the City’s Chief Planner.
10. All roof-mounted equipment, emergency generators, garbage areas, and storage areas shall be contained in screened enclosures. The design, materials, color, and location of all enclosures shall be subject to the review and approval of the City’s Chief Planner.
11. All vehicle loading areas shall be appropriately screened from view from any street, open space area, plaza, and pedestrian walkway, consistent with the approved the Gateway Business Park Master Plan, for approval by the City’s Chief Planner.
12. The applicant shall comply with all standard conditions as outlined in the “Standard Conditions and Limitations for Commercial Industrial and Multi-Family Residential Projects”, dated February 2013. Accordingly, minor changes or deviations from the approved plans may be approved by the Chief Planner; significant changes shall require approval of the Planning Commission.
13. All of the above entitlements shall not become effective until after the Ordinance approving the requested modifications to the Development Agreement becomes effective.



14. Prior to commencement of demolition or construction, the developer shall provide the City with a Health Risk Assessment (HRA) report, acceptable to the City, evaluating the impact of toxic air contaminants resulting from demolition and construction of the Project on nearby sensitive receptors, consistent with the methodologies set forth in the Bay Area Air Quality Management District's (BAAQMD) May 2012 CEQA Guidelines, or such other BAAQMD Guidelines that may be applicable at the time of such demolition or construction. The developer shall implement all mitigation measures determined in the HRA to be necessary to reduce the potential impacts from demolition and construction on such sensitive receptors to less than significant.

15. Prior to receiving a Building Permit for each Phase of the Project, the Owner shall pay the City's Childcare Fee, as described in South San Francisco Municipal Code chapter 20.310. For Phase 1, this fee is presently estimated to be:

|                                       |                |
|---------------------------------------|----------------|
| \$0.57 x 343,985 gsf R&D/office bldg= | \$ 196,071.45  |
| \$0.68 x 47,938 gsf amenity bldg      | = \$ 32,597.84 |
| Total                                 | = \$228,669.29 |

16. Childcare Impact Fee (SSFMC, ch. 20.310; Ordinance 1301-2001).

(a) Prior to receiving a Building Permit for each Phase of the Project, the Owner shall pay the City's Childcare Fee, as described in South San Francisco Municipal Code Chapter 20.310.

(b) Additionally, if the existing childcare facility located at 850 Gateway Boulevard remains in place, and retains its status as a fully licensed and operational childcare facility serving at least 100 children, no additional childcare requirement (other than the City's Childcare Fee described in Section 1.2.4(a) of this Exhibit E-1) will be imposed. However, if the 850 Gateway Boulevard facility is eliminated, the Owner shall also comply with the following:

(i) Owner shall construct and have ready for occupancy, a childcare facility of approximately 8,000 square feet designed to accommodate a minimum of 100 children within the Project or within one mile of the Project no later than the earlier of:

(1) the date when the stabilized employee population within the Project reaches that required to sustain a facility that accommodates a minimum of 100 children; or

(2) occupancy of the final building to be constructed under the Gateway Master Plan; or

(3) one year prior to the expiration of this Agreement.

(4) Accordingly, Owner shall submit design plans for the childcare facility no later than December 31, 2021, and shall obtain all required permits, including building permits and commence construction of the facility no later than December 31, 2022. If the childcare facility is open to the public, City and Owner may mutually agree to allow the City to operate the facility.

(ii) Notwithstanding the foregoing, if circumstances prevail such that new construction does not exceed 650,000 square feet and the existing childcare facility at 850 Gateway Boulevard is eliminated, Owner may alternatively meet this requirement by providing a one dollar (\$1) per square foot childcare in-lieu fee for the “Net New Construction” (defined below) that has occurred as of December 31, 2022. “Net New Construction” means the total square footage of any permitted building constructed to implement the Project, reduced by the square footage of any permitted building that existed on the Effective Date and has been demolished to implement the Project. Each year after 2013, the one dollar (\$1) per square foot fee shall automatically be increased at a rate equal to the Change from Prior Year for the Consumer Price Index—All Urban Consumers, for the San Francisco-Oakland-San Jose Area. If Owner elects to satisfy this childcare requirement through payment of this in-lieu fee, the in-lieu fee shall be paid no later than December 31, 2022. If building permits are issued for additional Net New Construction between December 31, 2022 and December 31, 2025, such net new construction will be subject to a childcare in-lieu fee no greater than the childcare in-lieu fee set forth in this paragraph 1.2.4(b)(ii) of Exhibit E-1 of the First Amended and Restated Development Agreement.

(iii) If the 850 Gateway Boulevard childcare facility is eliminated or not fully licensed and operational as described above, and Owner fails to either construct a new childcare facility in accordance with the provisions of paragraph 1.2.4(b)(i) of Exhibit E-1 of the First Amended and Restated Development Agreement, or pay the in-lieu fee in accordance with the provisions of paragraph 1.2.4(b)(ii) of Exhibit E-1 of the First Amended and Restated Development Agreement, Owner shall instead pay a fee equal to the City’s estimated reasonable costs, including all costs associated with site acquisition (including, if necessary, eminent domain), environmental review, permitting, and all other expenses and fees, including reasonable attorneys’ fees, required to construct a childcare facility of equivalent size and quality as that described in paragraph 1.2.4(b)(i) of Exhibit E-1 of the First Amended and Restated Development Agreement.

17. The plant schedule for the Master Plan and all subsequent phases shall not contain *Dodanaea viscosa* (Hopseed Bush) or *Agapanthus africanus* (Lily of the Nile or Agapanthus).

(Planning Division contact: Catherine Barber (650) 877-8535)

**B. Engineering Division requirements shall be as follows:**

**I. STANDARD CONDITIONS**

- A. The developer shall comply with the applicable conditions of approval for commercial projects, as detailed in the Engineering Division's "Standard Conditions for Commercial and Industrial Developments", contained in our "Standard Development Conditions" booklet, dated January 1998. This booklet is available at no cost to the applicant from the Engineering Division.
- B. The developer shall obtain a demolition permit to demolish the existing buildings. The demolition permit shall be obtained from the Building Division and the developer shall pay all fees and deposits for the permit. The developer shall provide letters from all public utilities stating all said utilities have been properly disconnected from the existing buildings. The developer shall submit a spreadsheet to the City's Engineering Division of the existing buildings, which are slated for demolitions. The spreadsheet will include the square footage and usage of each building for the determination of credits of East of 101 traffic impact fees.
- C. The developer shall provide the City with a soils report, preliminary grading plan and a cash deposit of \$5,000 for peer review. Any grading in excess of 50 cubic yards shall require a grading permit. The developer shall be responsible to pay all fees, a \$30,000 cash deposit for environmental compliance/SWPPP inspections, and bonds.
- D. The developer shall hire a licensed land surveyor to set the property lines and determine the setback lines. The surveyor shall all stake all foundations and stamp and submit a letter to the Engineering Division stating the property lines have been properly established and the new structures are located away from the setback area.
- E. Any work performed in the City's right-of-way shall require an encroachment permit. The encroachment permit can be obtained at the Engineering Division. The developer shall be responsible to bring in 4 copies of the plans and pay all fees and deposits.
- F. The developer shall provide the City with a traffic study to evaluate onsite circulation and identify any onsite or offsite related improvements to ensure safe ingress/egress into, out and on the project. The traffic study should include and evaluate area for pullouts for shuttle service along Gateway or on-site.
- G. The developer shall install the approved, standard East of 101 Light Standard along the property frontages at no cost to the City. The developer shall hire an electrical engineer to design a lighting plan to illuminate the public right-of-way. The East of 101 Light Standard is a Holophane Pechina Light Fixture with a round aluminum pole. The design and installation will be completed on a phase by phase basis.

## II. SPECIAL CONDITIONS

- a. The developer shall remove and replace all existing sidewalk or install new sidewalk fronting the project, which will connect to the existing bus stop near 700 Gateway Blvd. The new sidewalk shall comply with the City's standard detail and shall provide any required ADA handicap ramps. The work will be completed on a phase by phase basis such that the scope of each Precise Plan will include sidewalk along the street frontage associated with that particular Price Plan. All work shall be done at no cost to the City.
- b. Any monument signs shall be placed completely on private property. The footing of such signs shall remain on private property, out of the City's right-of-way. The developer shall provide the Engineering Division with lines of sight analyses for each monument sign in close proximity of any project driveway.
- c. Project driveways shall be the City's standard detail for a commercial driveway. The grade of each driveway cannot exceed a 12% grade. Unless controlled by a traffic signal, the developer shall install a R1 "STOP" sign at each exit driveway from the project.
- d. The traffic signals located at the intersection of Gateway Blvd. Oyster Point Blvd. and the entry to the project between 700 and 800 Gateway Blvd. shall be upgraded to video detection at no cost to the City. The developer shall contact the City's Public Works Department to obtain a list of approved traffic video detection systems.
- e. Due to construction vehicle traffic, the developer shall improve the street fronting their development with new asphalt/slurry seal. The developer will document the condition of the street that fronts the buildings for each particular Precise Plan phase before and after construction and make any necessary repairs to any deterioration on the impacted streets fronting that particular phase resulting from the construction process. An improvement plan shall be submitted to the Engineering Division for review and approval.
- f. The developer shall coordinate work with California Water Service for all water utility work.
- g. The developer shall submit a utility plan showing all sewerlines, storm drainlines, and waterlines. One correctly sized sewer lateral shall be installed to service each parcel. A sanitary sewer manhole shall be installed onsite, near the property line, to serve as a cleanout for the lateral as it connects to the City's sanitary sewer system. All sewerlines located on-site shall remain private and the developer shall be responsible to maintain those lines. Proper easements shall be existing or created to run utilities lines from one parcel through the other parcels.

- h. The developer shall confirm the capacity of the sewer trunk lines located in the City's right-of-way to determine that the existing infrastructure will be able to accommodate the new flows generated by the project.
- i. The developer shall submit a drainage report for review and approval by the Engineering Division. The report shall include pre- and post-development flows. Should the post-development flows increase, the developer shall confirm the capacity of the storm drain trunk lines downstream from the project is adequate for the increase flow.
- j. Prior to issuance of a Building Permit, the applicant shall pay the Oyster Point Overpass Contribution Fee, East of 101 Traffic Impact Fee and Sewer System Capacity and Improvement Fee, in accordance with all current resolutions adopted by the City Council, for each phase of the development.
- k. At each phase of the development, a lot line adjustment will be required to correctly depict the new lots with the correct setbacks.

### III. OYSTER POINT OVERPASS CONTRIBUTION FEE

Prior to receiving a Building Permit for the proposed new office/R&D development for each Phase of the Project, the applicant shall pay the Oyster Point Overpass fee, as determined by the City Engineer, in accordance with City Council Resolutions 102-96 and 152-96. The fee will be calculated upon reviewing the information shown on the applicant's construction plans and the latest Engineering News Record San Francisco Construction Cost Index at the time of payment. The estimated fee for the entire subject 451,185 GSF office and R&D development with the 47,9385 GSF amenity building is calculated below; however a credit of 107,500 SF has been applied for Phase I for existing R&D to be demolished. (The number in the calculation, "10373.74", is the March 2013 Engineering News Record San Francisco construction cost index, which is revised each month to reflect local inflation changes in the construction industry.)

For Phase 1, this fee is presently estimated to be:

#### Trip Calculation

343,985 gsf R&D use @ 5.30 trips per 1000 gsf = 1,823 new vehicle trips  
47,938 gsf amenity @ 5.30 trips per 1000 gsf = 254 new vehicle trips

Contribution Calculation

$$2,077 \text{ trips} \times \$154 \times (10373.74/6552.16) = \mathbf{\$ 506,416.772}$$

V. EAST OF 101 TRAFFIC IMPACT FEES

Prior to the issuance of a Building Permit for each Phase of the Project for any building within the proposed project, the applicant shall pay the East of 101 Traffic Impact fee, in accordance with the resolution adopted by the City Council at their meeting of May 23, 2007.

For Phase 1, this fee is presently estimated to be:

Fee Calculation (effective March 1, 2013)  
343,985 gsf R&D use @ \$5.22/sf = \$1,795,601.70  
47,938 gsf amenity @ \$5.22/sf = \$250,236.36

$$\text{Traffic Impact Fee} = \mathbf{\$ 2,045,838.06}$$

VI. EAST OF 101 SEWER IMPACT FEES (effective July 31, 2008)

The City of South San Francisco has identified the need to investigate the condition and capacity of the sewer system within the East of 101 area, downstream of the proposed office/R&D development. The existing sewer collection system was originally designed many years ago to accommodate warehouse and industrial use and is now proposed to accommodate uses, such as offices and biotech facilities, with a much greater sewage flow. These additional flows, plus groundwater infiltration into the existing sewers, due to ground settlement and the age of the system, have resulted in pumping and collection capacity constraints. A study and flow model is proposed to analyze the problem and recommend solutions and improvements.

For each Phase of the project, the applicant shall pay the East of 101 Sewer Facility Development Impact Fee, as adopted by the City Council at their meeting of October 23, 2002. The adopted fee is \$4.25 per gallon of discharge per day (this fee is adjusted on a yearly basis). It is determined that Office/R&D generates 400 gallons per day per 1000 square feet of development.

$$0.4 \text{ g/sf (400 gpd/1000 sq. ft.)} \times \$4.25 \text{ per gallon} \times 391,923 \text{ sq. ft.} = \mathbf{\$666,269.10}$$

The sewer contribution shall be due and payable prior to receiving a building permit for each phase of the development.

For Phase 1, the Total estimated Engineering Department fees are as follows:

$$\text{Oyster Point Overpass Fee} \qquad \qquad \mathbf{\$ \quad 506,416.77}$$



|                                    |    |              |
|------------------------------------|----|--------------|
| East of 101 Traffic Impact Fee     | \$ | 2,045,838.06 |
| East of 101 Sewer Improvements Fee | \$ | 666,269.10   |
| Total                              | \$ | 3,218,523.93 |

(Engineering Division contact: Sam Bautista, Principal Engineer (650) 829-6652)

**C. Police Department requirements shall be as follows:**

I. Municipal Code Compliance

The applicant shall comply with the provisions of Chapter 15.48 of the Municipal Code, "Minimum Building Security Standards" Ordinance revised May 1995. The Police Department reserves the right to make additional security and safety conditions, if necessary, upon receipt of detailed / revised building plans.

Police Department contact: Sergeant Scott Campbell (650) 877-8927

**D. Fire Prevention Division requirements shall be as follows:**

1. Access road shall have all weather driving capabilities and support the imposed load of 75,000 pounds, provide a more detailed phase plan that describes the emergency vehicle access as construction phasing for the project progresses.

2. PUBLIC SAFETY IMPACT FEES

Prior to the issuance of a Building Permit for each Phase of the Project, the Owner shall pay the City's Public Safety Impact Fee, in accordance with the Resolution No. 97-2012, adopted by the City Council at their meeting of December 10, 2012.

Fee Calculation (effective February 8, 2013)

Master Plan 1,230,570 gsf R&D use @ 0.44/sf = \$ 541,450.80

(credit) Existing on-site 284,000 gsf @ 0.44/sf = \$ 124,960.00

\$ 416,490.80

Fee Calculation (effective February 8, 2013)

For Phase I 391,923 gsf R&D use @ 0.44/sf = \$ 172,446.12

The above credit shall only apply to this project if the building permit for reconstruction is obtained within one year after the building(s) was destroyed or demolished, as stated in section 7.b. of Resolution No. 97-2012.

3. The City of South San Francisco has adopted a Public Safety Impact Fee; this fee will be assessed to this project.
4. Install fire sprinkler system per NFPA 13/SSFFD requirements under separate fire plan check and permit for overhead and underground.

5. Fire sprinkler system shall be central station monitored per California Fire Code section 1003.3. Fire alarm plans shall be provided per NFPA 72 and the City of South San Francisco Municipal Code. Install exterior listed horn/strobe alarm device, not a bell.
6. Buildings 4 stories or more will require a modified smoke control system. A rational analysis is required before building plans are approved.
7. Install a standpipe system per NFPA 14/SSFFD requirements under separate fire plan check and permit.
8. All buildings shall have Emergency Responder Radio Coverage throughout in compliance with Section 510 of the California Fire Code.
9. Provide Knox key box for each building with access keys to entry doors, electrical/mechanical rooms, elevators, and others to be determined.
10. Provide fire extinguishers throughout the building.
11. Exterior canopies and overhangs require fire sprinklers.
12. All fire sprinkler piping in the parking garage shall be corrosion resistant, either painted or galvanized.
13. Elevator if provided shall not contain shunt-trips.
14. At least one elevator shall be sized for a gurney the minimum size shall be in accordance with the CFC.
15. Provide fire flow in accordance with California Fire Code Appendix III-A.
16. Provide fire hydrants; location and number to be determined.
17. The fire hydrants shall have a minimum fire flow of 3000 gpm at 20 psi residual pressure for duration of 4 hours.
18. All buildings shall provide premise identification in accordance with SSF municipal code section 15.24.100.
19. Local Fire Code and vehicle specifications and templates available at [http://www.ssf.net/depts/fire/prevention/fire\\_permits.asp](http://www.ssf.net/depts/fire/prevention/fire_permits.asp) Road gradient and vehicle turning widths shall not exceed maximum allowed by engineering department.
20. All Non parking space curbs to be painted red to local Fire Code Specifications.
21. The minimum road width is 20 feet per the California Fire Code.
22. Provide HMBP including what chemicals are present and to what quantities.



23. Provide on the plan the control areas, list of hazardous material and quantities that will be present in the laboratories, include all flammable and combustible materials.
24. Provide smoke control management system for the high-rise building in accordance with California Fire Code (CFC).
25. These buildings will be equipped with a fire communication system. Due to the nature of the construction in most high-rise and parking structure type buildings communications between fire crews, incident commanders and county communication is difficult and sometimes even non-existent. All buildings shall have Emergency Responder Radio Coverage throughout in compliance with Section 510 of the California Fire Code.
26. The Fire Department reserves the right to make additional safety conditions, if necessary, upon receipt of detailed / revised building plans.
27. The Fire Department reserves the right to make additional safety conditions, if necessary, upon receipt of detailed and/or revised building plans.

(Contact: Luis DaSilva, Fire Marshal: 650 829-6645)

**E. Water Quality Control Department requirements shall be as follows:**

The following items must be included in the plans or are requirements of the Stormwater and/or Pretreatment programs and must be completed prior to the issuance of a permit:

1. A plan showing the location of all storm drains and sanitary sewers must be submitted.
2. Encourage the use of pervious pavement where possible.
3. The onsite catch basins are to be stenciled with the approved San Mateo Countywide Stormwater Logo (No Dumping! Flows to Bay).
4. Storm water pollution preventions devices are to be installed. A combination of landscape based controls (e.g., vegetated swales, bioretention areas, planter/tree boxes, and ponds) and manufactured controls (vault based separators, vault based media filters, and other removal devices) are required. Existing catch basins are to be retrofitted with catch basin inserts or equivalent. These devices must be shown on the plans prior to the issuance of a permit.

If possible, incorporate the following:

- vegetated/grass swale along perimeter
- catch basin runoff directed to infiltration area
- notched curb to direct runoff from parking area into swale
- roof drainage directed to landscape
- use of planter boxes instead of tree grates for stormwater treatment

Manufactured drain inserts alone are not acceptable they must be part of a treatment train. One of the following must be used in series with each manufactured unit: swales, detention basins, media (sand) filters, bioretention areas, or vegetated buffer strips.

Treatment devices must be sized according to the WEF Method or the Start at the Source Design. Please state what method is used to calculate sizing.

5. The applicant must submit a signed Operation and Maintenance Information for Stormwater Treatment Measures form for the stormwater pollution prevention devices installed.
6. The applicant must submit a signed maintenance agreement for the stormwater pollution prevention devices installed. Each maintenance agreement will require the inclusion of the following exhibits:
  - a. A letter-sized reduced-scale site plan that shows the locations of the treatment measures that will be subject to the agreement.
  - b. A legal description of the property.
  - c. A maintenance plan, including specific long-term maintenance tasks and a schedule. It is recommended that each property owner be required to develop its own maintenance plan, subject to the municipality's approval. Resources that may assist property owners in developing their maintenance plans include:
    - i. The operation manual for any proprietary system purchased by the property owner.
7. The owner or his representative must file this agreement with the County of San Mateo and documentation that the County received it must be sent to the Technical Services Supervisor.
8. Applicant must complete the Project Applicant Checklist for NPDES Permit Requirements prior to issuance of a permit and return to the Technical Services Supervisor at the WQCP.
9. Roof condensate must be routed to sanitary sewer. This must be shown on plans prior to issuance of a permit.
10. Trash handling area must be covered, enclosed and must drain to sanitary sewer. This must be shown on the plans prior to issuance of a permit.
11. Loading dock areas must be covered and any drain must be connected to the sanitary sewer system. This must be shown on plans prior to issuance of a permit.
12. Install separate water meters for the process, domestic, landscape, and any food service facility.

13. Install a separate non-pressurized process line for sample monitoring if necessary before mixing with domestic waste in the sanitary sewer. This must be shown on the plans prior to the issuance of a permit.
14. Install a flow meter to measure process flow.
15. Fire sprinkler system test/drainage valve should be plumbed into the sanitary sewer system. This must be shown on the plans prior to issuance of a permit.
16. A construction Storm Water Pollution Prevention Plan must be submitted and approved prior to the issuance of a permit.
17. Plans must include location of concrete wash out area and location of entrance/outlet of tire wash.
18. A grading and drainage plan must be submitted.
19. An erosion and sediment control plan must be submitted.
20. For each Project Phase, Applicant must pay sewer capacity fee at a later time based on anticipated flow, BOD and TSS calculations, as specified in Resolution 39-2010.
21. Must file a Notice of Termination with the WQCP when the project is completed.

(Contact: Rob Lecel, Environmental Compliance Coordinator (650) 877-8555)

**RESOLUTION NO. 2859-2020**

**PLANNING COMMISSION, CITY OF SOUTH SAN FRANCISCO  
STATE OF CALIFORNIA**

**RESOLUTION MAKING FINDINGS AND APPROVING A PRECISE PLAN AND DESIGN REVIEW FOR THE DEVELOPMENT OF PHASE 4 OF THE GATEWAY BUSINESS PARK MASTER PLAN PROJECT AT 850-900 GATEWAY BOULEVARD IN THE GATEWAY SPECIFIC PLAN DISTRICT.**

WHEREAS, in 2010 the City of South San Francisco (“City”) adopted (1) Resolution No. 18-2010 certifying the 2009 Environmental Impact Report (“2009 EIR”) (State Clearinghouse No. 2008062059), (2) Resolution No. 19-2010 approving a general plan amendment and transportation demand management (TDM) program, (3) Ordinance No. 1422-2010 amending Chapters 20.57 and 20.120 of the Zoning Ordinance, and (4) Ordinance No. 1423-2010 approving a development agreement with Chamberlin Associates, for the construction of five to six R&D/ Office buildings, two to four parking structures, and related improvements on an approximately 22.6-acre site located at 700-1000 Gateway Boulevard; and

WHEREAS, in 2013 the City adopted (1) Resolution No. 43-2013 making findings and relying on the previously certified 2009 EIR and incorporating such EIR by reference, (2) Resolution No. 44-2013 approving modifications to the Gateway Business Park Master Plan, a new Phase 1 Precise Plan, and modifications to the TDM program, and (3) Ordinance No. 1471-2013 adopting a First Amended and Restated Development Agreement with Gateway of Pacific LP (“BioMed Realty”); and

WHEREAS, in 2018 the City adopted Resolution No. 1559-2018 adopting a Second Amended and Restated Development Agreement with BMR Gateway of Pacific I LP (formerly BMR-700 Gateway LP), BMR Gateway of Pacific II LP (formerly BMR-750, 800, 850 Gateway LP), BMR Gateway of Pacific III LP (formerly BMR-900 Gateway LP), and BMR Gateway of Pacific IV LP (formerly BMR-1000 Gateway LP) (“BioMed Realty”); and

WHEREAS, in 2018 the Planning Commission of the City of South San Francisco adopted Resolution No. 2834-2018 determining that the Gateway of Pacific Phase 2-3 Precise Plans Project was fully within the scope of environmental analysis in the 2009 EIR and that the 2018 Addendum to the EIR was the appropriate environmental document for the Project; and

WHEREAS, BioMed Realty (“Owner” or “Applicant”) submitted an application requesting approval of a Precise Plan and Design Review to construct Phase 4 of the Gateway Business Park Master Plan (“Project”); and

WHEREAS, approval of the Applicant’s proposal is considered a “project” for purposes of the

California Environmental Quality Act, Pub. Resources Code § 21000, et seq. (“CEQA”) and the Planning Commission has considered the environmental impacts by separate resolution; and

WHEREAS, the applicant seeks approval of Precise Plan (PP20-0001) and Design Review (DR20-0013) for the Project; and

WHEREAS, the Planning Commission held a properly noticed public hearing on August 6, 2020, to solicit public comment and take public testimony, at which time interested parties had the opportunity to be heard, to consider the Precise Plan and Design Review; and

WHEREAS, the Planning Commission exercised its independent judgment and analysis, and considered all reports, recommendations and testimony before making a determination on the Project.

NOW THEREFORE, based on the entirety of the record before it, which includes without limitation, the California Environmental Quality Act, Public Resources Code §21000, et seq. (“CEQA) and the CEQA Guidelines, 14 California Code of Regulations §15000, et seq.; the South San Francisco General Plan, and General Plan Environmental Impact Report; the South San Francisco Municipal Code; 2009 EIR, and associated Mitigation Monitoring and Reporting Programs; 2018 Addendum to the 2009 EIR; the Project applications; the BMR GOP Phase 4 Precise Plan, as prepared by Flad Architects, dated June 8, 2020; all site plans, and all reports, minutes, and public testimony submitted as part of the Planning Commission’s duly noticed August 6, 2020 meeting; and any other evidence (within the meaning of Public Resources Code §21080(e) and §21082.2), the Planning Commission of the City of South San Francisco hereby finds as follows:

#### **A. General Findings**

1. The foregoing recitals are true and correct and made a part of this Resolution.
2. The Exhibits attached to this Resolution, including the Conditions of Project Approval (Exhibit A) and the Precise Plan (attached as Exhibit B) are each incorporated by reference as if they were each set forth fully herein.
3. The documents and other material constituting the record for these proceedings are located at the Planning Division for the City of South San Francisco, 315 Maple Avenue, South San Francisco, CA 94080, and in the custody of the Planning Manager.

#### **B. Gateway Precise Plan**

1. The Phase 4 Precise Plan is compatible with the intent and purpose of the Gateway Specific Plan because the overall Master Plan promotes campus-style uses, such as biotechnology, high-

technology and research and development uses, and the proposed buildings in Phase 4 will form a working campus environment and include high quality pedestrian circulation and open spaces.

2. The proposed development and/or construction standards of the Phase 4 Precise Plan are designed to achieve compliance with the development and/or construction standards of the Gateway Specific Plan because the site layout and overall architecture will help shape the urban character of the East of 101 Area, the overall Master Plan FAR of 1.25 is consistent with the Gateway Specific Plan and the proposed building heights will be below the 250-foot maximum allowable height limit. The Precise Plan includes high quality architecture that continues the aesthetic of Phases 1-3, and the Phase 4 Precise Plan has been designed appropriately to allow for incremental development while maintaining a functioning working environment for those areas on the site that have not yet been developed.
3. The Phase 4 Precise Plan is consistent with the first amendment to the second amended and restated development agreement because it clarifies and obligates several Project features and mitigation measures including transportation impact fees, public improvements in the East of 101 area, Fire Department obligations, phasing, provision for child care, park in-lieu fees, and TDM reporting and monitoring requirements.
4. The Phase 4 Precise Plan is consistent with the City of South San Francisco General Plan. The 1999 General Plan includes policies and programs that are designed to encourage the development of high technology campuses in the East of 101 Area, allow for employee-serving vendor services, preparation of a TDM plan and traffic improvement plan to reduce congestion impacts, and provision of a framework for requiring future circulation system improvements as they are needed to prevent deficient levels of service from being reached. The Precise Plan consists of a high technology campus, allows for employee serving vendor services, and will be in keeping with the previously approved TDM plan and traffic improvement plans.

### **C. Design Review**

1. The Project, including Design Review, is consistent with Title 20 of the South San Francisco Municipal Code because the Project has been designed as a high quality, energy efficient, contemporary, office/life science campus which will provide open spaces and a pedestrian-friendly environment with extensive landscaping and sustainability elements incorporated.
2. The Project, including Design Review, is consistent with the General Plan and the Gateway Specific Plan because the proposed research and development buildings and campus are consistent with the policies and design direction provided in the South San Francisco General Plan for the Business Commercial land use designation by encouraging the development of high technology campuses in the East of 101 Area.

3. The Project, including Design Review, is consistent with the applicable design guidelines adopted by the City Council in that the proposed Project is consistent with the Gateway Specific Plan District Standards included in Chapter 20.220.
4. The Project is consistent with the Master Plan and Precise Plan, as proposed for modification, for the reasons stated in Section B above.
5. The Project is consistent with the applicable design review criteria in Section 20.480.006 (“Design Review Criteria”) because the project has been evaluated against, and found to be consistent with, each of the eight design review criteria included in the “Design Review Criteria” section of the Ordinance.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that subject to the Conditions of Approval, attached as Exhibit A to this resolution, the Planning Commission of the City of South San Francisco hereby makes the findings contained in this Resolution, and approves the Precise Plan (attached as Exhibit B) and Design Review.

BE IT FURTHER RESOLVED that this Resolution shall become effective immediately upon its passage and adoption.

\* \* \* \* \*

I hereby certify that the foregoing resolution was adopted by the Planning Commission of the City of South San Francisco at a regular meeting held on the 6<sup>th</sup> day of August, 2020 by the following vote:

AYES: Chair Wong, Vice-Chair Evans, Commissioner Faria, Commissioner Shihadeh, Commissioner Murphy, Commissioner Bernardo, Commissioner Tzang

NOES:

ABSTENTIONS:

ABSENT:

RECUSE:

Attest /s/Sailesh Mehra  
Secretary to the Planning Commission

**CONDITIONS OF APPROVAL**  
**P12-0061: PP20-0001 and DR20-0013**  
**GATEWAY OF PACIFIC – PHASE 4 PRECISE PLAN**  
*(Adopted by Planning Commission on August 6, 2020)*

The Applicant/Project shall conform to all the conditions of approval identified in City Council Resolution 44-2013, as well as the additional conditions contained herein.

**A. PLANNING DIVISION**

1. The project shall be constructed and operated substantially as indicated on the plan set prepared by Flad Architects dated June 8, 2020, and approved by the Planning Commission in association with DR20-0013 as amended by the conditions of approval. The final plans shall be subject to the review and approval of the City's Chief Planner.
2. Prior to the issuance of any building or construction permits for the project, the applicant shall revise the development plans to address the Design Review Board comments, subject to review and approval by the Chief Planner or designee.
3. The Applicant/Project shall comply with all applicable mitigation measures outlined in the adopted Mitigation Monitoring and Reporting Program for the 2020 Addendum / 2009 EIR for the Gateway of Pacific Phase 4 Revised Project.
4. The applicant shall comply with all terms and conditions specified in the Second Amendment to the Second Amended and Restated Development Agreement (DAA20-0003).
5. The applicant is responsible for maintaining site security prior to, and throughout the construction process. This includes installation of appropriate fencing, lighting, remote monitors, or on-site security personnel as needed.
6. The applicant is responsible for providing site signage during construction, which contains contact information for questions regarding the construction.
7. During construction, the applicant shall provide parking for construction workers within a Gateway Business Park Master Plan parking structure when the Chief Building Official and Fire Marshal provide written approval.
8. Prior to issuance of certificate of occupancy, the applicant shall submit final landscaping and irrigation plans demonstrating compliance with the State's Model Water Efficiency Landscaping Ordinance (MWELO), if applicable.
  - a. Projects with a new aggregate landscape of 501 – 2,499 sq. ft. may comply with the prescriptive measures contained in Appendix D of the MWELO.
  - b. Projects with a new aggregate landscape of 2,500 sq. ft. or greater must comply with the performance measures required by the MWELO.



- c. For all projects subject to the provisions of the MWELo, the applicant shall submit a Certificate of Completion to the City, upon completion of the installation of the landscaping and irrigation system.
9. The applicant shall contact the South San Francisco Scavenger Company to properly size any required trash enclosures and work with staff to locate and design the trash enclosure in accordance with the SSFMC Section 20.300.014, Trash and Refuse Collection Areas. Applicant shall submit an approval letter from South San Francisco Scavenger to the Chief Planner prior to the issuance of building permits.
10. After the building permits are approved, but before beginning construction, the owner/applicant shall hold a preconstruction conference with City Planning, Building, and Engineering staff and other interested parties. The developer shall arrange for the attendance of the construction manager, contractor, and all relevant subcontractors.
11. A Parking and Traffic Control Plan for the construction of the project shall be submitted with the application for Building Permit, for review and approval by the Chief Planner and City Engineer.
12. The Entitled Project included an approved draft Preliminary TDM Plan. In accordance with South San Francisco Municipal Code Chapter 20.400, Transportation Demand Management, prior to issuance of a building permit the applicant shall submit a Final TDM Plan that incorporates revisions based on the Revised Project for review and approval by the Chief Planner.

## **B. ENGINEERING DIVISION**

### **Permits**

1. At the time of each permit submittal, the Applicant shall submit a deposit for each of the following permit reviews and processing:
  - a. Building Permit plan check and civil review. Provide cost of on-site improvements for deposit amount calculation.
  - b. Hauling/Grading plan check and permit processing. Provide Cubic Yards for deposit amount calculation.
  - c. Public Improvement plan check and permit processing. Provide cost of ROW improvements for deposit amount calculation.
2. A Grading Permit is required for grading over 50 cubic yards and if 50 cubic yards or more of soil is exported and/or imported. The Applicant shall pay all permit and inspection fees, as well as any deposits and/or bonds required to obtain said permits. The Grading Permit requires several documents to be submitted for the City's review and approval. The

Grading Permit Application, Checklist and Requirements may be found on the City website at <http://www.ssf.net/departments/public-works/engineering-division>.

3. A Hauling Permit shall be required for excavations and off-haul or on-haul, per Engineering requirements; should hauling of earth occur prior to grading. Otherwise, hauling conditions would be included with the grading permit. Hauling Permit may be found on the City website at: <http://www.ssf.net/departments/public-works/engineering-division>.
4. The Applicant shall obtain a Demolition Permit to demolish the existing concrete pad. The demolition permit shall be obtained from the Building Division and the Applicant shall pay all fees and deposits for the permit. The Applicant shall provide letters from all public utilities stating all said utilities have been properly disconnected from the existing buildings.
5. The Applicant shall submit a copy of their General Construction Activity Storm Water Permit Notice of Intent and Storm Water Pollution Prevention Plan (SWPPP), where required by State or Federal regulations, to the Engineering Division for our information. These documents shall be submitted prior to receiving a grading or building permit for the subject project.
6. The City of South San Francisco is mandated by the State of California to divert sixty-five percent (65%) of all solid waste from landfills either by reusing or recycling. To help meet this goal, a city ordinance requires completion of a Waste Management Plan ("WMP") for covered building projects identifying how at least sixty-five percent (65%) of non-inert project waste materials and one hundred percent (100%) of inert materials ("65/100") will be diverted from the landfill through recycling and salvage. The Contractor shall submit a WMP application and fee prior to the issuance of a building or grading permit.
7. A Public Improvement Permit is required for any work proposed within the public right-of-way. The Applicant shall pay all permit, plan check, and inspection fees, as well as, any deposits and/or bonds required to obtain said permits. Applicant shall submit separate ROW improvement plans. An engineer's cost estimate for only the scope of work within the ROW is required to determine the bond.

#### **Plan Submittal**

8. Along with the building permit and grading permit submittals, Applicant shall submit separate Right-of-Way (ROW) improvement plans for the Public Improvement Permit Application. An engineer's cost estimate for the scope of work shown on the approved ROW improvement plans is required to determine the performance and payment bond

amount. The submittal of the bonds is required prior to the execution of the Subdivision Improvement Agreement.

9. Improvement plans shall be printed to PDF and combined into a single electronic file, with each being stamped and digitally signed by a Professional Engineer registered in the State of California. Incorporated within the construction plans shall be applicable franchise utility installation plans, stamped and signed and prepared by the proper authority. Plans shall include the following sheets:

Cover, Separate Note Sheet, Existing Conditions, Demolition Plan, Grading Plan, Horizontal Plan, Striping and Signage Plan, Utility Plan(s), Details, Erosion Control Plan, and Landscape Plans, (grading, storm drain, erosion control, and landscape plans are for reference only and shall not be reviewed during this submittal).

10. Prior to building permit issuance, the Applicant shall obtain a grading permit with the Engineering Division and shall submit an application, all documentation, fees, deposits, bonds and all necessary paperwork needed for the grading permit. The Applicant shall submit a grading plan that clearly states the amount of cut and fill required to grade the project. The Grading Plans shall include the following plans:

Cover, Notes, Existing Conditions, Grading Plans, Storm Drain Plans, Stormwater Control Plan, and Erosion Control Plan.

11. Prior to building permit issuance, the Applicant shall obtain a Public Improvement Permit for all proposed work within the City ROW and shall submit an application, all documentation, fees, deposits, bonds and all necessary paperwork needed for the Public Improvement Permit. The Public Improvement Plans shall include only the scope of work within the City ROW (with reference to the on-site plans) consisting of the following plans:

Civil Plans, Landscape Plans, and Joint Trench Plans.

12. The Applicant shall submit a copy of their General Construction Activity Storm Water Permit Notice of Intent and Storm Water Pollution Prevention Plan (SWPPP), where required by State or Federal regulations, to the Engineering Division for our information. These documents shall be submitted prior to receiving a grading or building permit for the subject project.

13. All improvements shall be designed by a registered civil engineer and approved by the Engineering Division.

14. The Engineering Division reserves the right to include additional conditions during review of the building permit, grading permit, or public improvement permit, as needed to ensure compliance with applicable laws and regulations, or other conditions of approval.

**Mapping**

15. Prior to Building Permit issuance, all applicable mapping shall be recorded with the San Mateo County Clerk Recorder's Office.

16. Applicant shall submit all documents required for review of any mapping application.

17. Prior to the approval of any Permits, the Applicant shall enter into an Improvement Agreement and Encroachment and Maintenance Agreement with the City. These agreements shall be approved by City Council prior to execution. The Improvement Agreement shall require the Applicant to ensure the faithful performance of the design, construction, installation and inspection of all public improvements as reviewed and approved by the Engineering Division at no cost to the City and shall be secured by good and sufficient payment, performance, and one (1) year warranty bonds or cash deposit adequate to cover all of the costs, inspections and administrative expenses of completing such improvements in the event of a default. The value of the bonds or cash deposit shall include 110% of the cost of construction based on prevailing wage rates. The value of the warranty bond or cash deposit shall be equivalent to 10% of the value of the performance security. The Encroachment and Maintenance Agreement shall require the Applicant to maintain any street furniture that serves the property and all landscape within the project frontage at no cost to the City. The Encroachment and Maintenance Agreement shall be recorded with the San Mateo County Recorder and may be transferred to the property owner.

18. Applicant shall pay for all Engineering Division deposits and fees for any mapping application prior to review.

19. The applicant shall clearly show all existing easements on the improvement plans.

**Right-of-Way**

20. All new public improvements required to accommodate the development shall be installed at no cost to the City and shall be approved by the City Engineer and constructed to City Standards. All new public improvements shall be completed prior to Final Occupancy of the project or prior any Temporary Occupancy as approved by the City Engineer.

21. Prior to Building Permit issuance, the Applicant shall enter into an Improvement Agreement and Encroachment and Maintenance Agreement with the City. These

agreements shall be approved by City Council prior to execution. The Subdivision Improvement Agreement shall require the Applicant to install all proposed public improvements as reviewed and approved by the Engineering Division at no cost to the City. The Encroachment and Maintenance Agreement shall require the Applicant to maintain any street furniture that serves the property and all landscape within the project frontage at no cost to the City. The Encroachment and Maintenance Agreement shall be recorded with the San Mateo County Recorder and may be transferred to the property owner or Homeowner's Association.

22. Prior to Building Permit issuance, the Applicant shall submit a video survey of the adjacent streets (perimeter of proposed property location) to determine the pre-construction condition of the streets at no cost to the City. The Applicant will be responsible to ensure that the condition of the streets and striping is in at least existing condition or better after construction is completed.
23. Applicant shall construct a new ADA accessible driveway entrance along the Oyster Point Boulevard entrance to the project site.
24. The Applicant shall rehabilitate the pavement on Oyster Point Boulevard from the eastern property line of GOP 1 to eastern most limits of the driveway access off of Oyster Point Boulevard for GOP 4. Pavement rehabilitation shall include the repair of any failed pavement areas as determined in the field by the City Inspector and a 2 inch grind and overlay of the street from the lip of gutter to lip of gutter and restriping the lane lines and crosswalks.
25. Applicant shall ensure that any pavement markings impacted during construction are restored and upgraded to meet City standards current to the time of Encroachment Permit approval.
26. Existing driveway approaches or portions of approaches along the property frontage that will not serve the new development or do not serve any other access shall be removed and replaced with new curb, gutter, and sidewalk. Where new work is required, monolithic curbs, gutter, curb ramps, commercial driveway approaches and 4' wide (minimum) sidewalks are to be constructed to current City standards and to the satisfaction of the City Engineer.
27. Upon completion of construction and landscape work at the site, the Applicant shall clean, repair or reconstruct, at their expense, as required to conform to City Standards, all public improvements including driveways, curbs, gutters, sidewalks and street pavements along the street frontages of the proposed project along Gateway Blvd to the satisfaction of the

City Engineer. Damage to adjacent property caused by the Applicant, or their contractors or subcontractors, shall be repaired to the satisfaction of the affected property owner and the City Engineer, at no cost to the City or to the property owner.

28. Applicant shall ensure the proposed trees and planting locations do not interfere with underground utilities or the joint trench. The Applicant will be required to install root barrier measures to prevent the sidewalk from uplift at no cost to the City.
29. Prior to public improvement permit issuance, the Applicant shall provide an engineer's estimate for all work performed within the public right-of-way and submit a bond equal to 110% of the estimate.
30. Prior to the issuance of the Encroachment Permit, the Applicant shall submit Traffic and Pedestrian Control Plans for proposed work on Oyster Point Boulevard and/or any area of work that will obstruct the existing pedestrian walkways.
31. For any work within the sidewalk and/or obstructing pedestrian routes shall provide pedestrian routing plans along with traffic control plans. Temporary lane or sidewalk closures shall be approved by the City Engineer and by the Construction Coordination Committee (if within the CCC influence area). For any work affecting the sidewalks or pedestrian routes greater than 2 days in duration, the adjacent parking lane or adjacent travel lane shall be closed and temporary vehicle barriers placed to provide a protected pedestrian corridor. Temporary ramps shall be constructed to connect the pedestrian route from the sidewalk to the street if no ramp or driveway is available to serve that purpose.
32. No foundation or retaining wall support shall extend into the City Right-of-Way without express approval from the Engineering Department. Applicant shall design any bioretention area or flow-through planters adjacent to the property line such that the facility and all foundations do not encroach within the City Right-of-Way or into an adjacent parcel.

### **Stormwater**

33. The Applicant shall submit to the City Engineer a storm drainage and hydraulic study for the fully improved development analyzing existing conditions and post-development conditions. Initial time of concentration shall be 10 minutes. Precipitation shall be based on NOAA data for the site. The study shall be submitted to the City Engineer for review and approval.

34. The Applicant shall design and construct, any on-site and off-site storm drainage improvements along said storm drain system as recommended by the approved storm drainage and hydraulic study at no cost to the city.
35. The development shall not increase peak runoff based on a 25-year design storm. Initial time of concentration shall be 10 minutes. Precipitation shall be based on NOAA data for the site. The proposed storm drain system and runoff reduction information shall be included in the hydraulic study.
36. On-site storm drainage facilities shall be designed to accommodate runoff from a 10-year design storm. Initial time of concentration shall be 10 minutes. Precipitation shall be based on NOAA data for the site. On-site storm drain pipes shall be designed for open channel flow conditions and not be surcharged.
37. Drainage runoff shall not be allowed to flow across lot lines or across subdivision boundaries onto adjacent private property without an appropriate recorded easement being provided for this purpose.
38. The private storm drain lines collecting stormwater from the bioretention areas in the adjacent railroad spur property shall not be allowed without an appropriate recorded easement for this purpose
39. All building downspouts shall be connected to rigid pipe roof leaders which shall discharge into an approved drainage device or facility that meets the C3 stormwater treatment requirements of Municipal Regional Permit.
40. The on-site private storm drainage system shall not be dedicated to the City for ownership or maintenance. The private storm drainage system and any storm water pollutions control devices within the subdivision shall be owned, repaired, and maintained by the property owner or Homeowner's Association.

### **Sanitary Sewer**

41. The Applicant shall submit a sewer capacity study to determine how the project impacts and capacity of the sanitary sewer system and recommend any improvements necessary to accommodate the flows from the development project. The study shall include an analysis of the sanitary sewer main on Oyster Point Boulevard. Sanitary sewer mains shall not flow more than 2/3 full at peak wet weather flow. Please be sure to include all supporting calculations.

42. The Applicant shall design and construct, any on-site and off-site sanitary sewer improvements as recommended by the approved sewer capacity study at no cost to the city.
43. Applicant shall abandon all existing Sanitary Sewer Laterals serving the property to City Standards.
44. The Applicant shall install the new sewer laterals to City Standards including a cleanout in the sidewalk and a new wye connection or taptite connection at the main. Lateral sizes of 8-inch or larger require a manhole connection at the City sewer main.
45. The on-site sanitary sewer laterals shall not be dedicated to the City for maintenance. The sanitary sewer facilities within the subdivision shall be repaired and maintained by the property owner or Homeowner's Association.
46. Each on-site sanitary sewer manhole and cleanout shall be accessible to maintenance personnel and equipment via pathway or driveways as appropriate. Each maintenance structure shall be surrounded by a level pad of sufficient size to provide a safe work area.

#### **Utilities**

47. All electrical and communication lines serving the property, shall be placed underground within the property being developed and to the nearest overhead facility or underground utility vault. Pull boxes, junction structures, vaults, valves, and similar devices shall not be installed within public pedestrian walkway areas.
48. The Applicant shall coordinate with the California Water Service for all water-related issues. All water mains and services shall be installed to the standards of the California Water Service.
49. The Applicant shall install fire hydrants at the locations specified by the Fire Marshal. Installation shall be in accordance with City Standards as administered by the Fire Marshal.

#### **On-site Improvements**

50. The Applicant shall submit a construction access plan that clearly identifies all areas of proposed access during the proposed development.
51. Prior to receiving a Certificate of Occupancy form the Building Division, the Applicant shall require its Civil Engineer to inspect the finished grading surrounding the building and to certify that it conforms to the approved site plan and that there is positive drainage away from the exterior of the building. The Applicant shall make any modifications to the



grading, drainage, or other improvements required by the project engineer to conform to intent of his plans.

52. All common areas are to be landscaped and irrigated and shall meet the requirements of the City's Water Efficiency Landscape Ordinance (WELo). Submit landscape, drainage and grading plans for review and approval by the Engineering Division.
53. The Applicant shall submit a proposed workplan and intended methodologies to ensure any existing structures on or along the development's property line are protected during proposed activities.

### **Grading**

54. The Applicant shall provide documentation from a qualified environmental consultant of compliance with Mitigation Measures IV.G-2.2, IV.G-2.3, IV.G-3.4, IV.G-3.5, IV.G-4.2, and IV.G-4.3 as required by the Gateway Business Park Master Plan MMRP.
55. The recommendations contained within the geotechnical report shall be included in the Site Grading and Drainage Plan. The Site Grading and Drainage Plan shall be prepared by the Applicant's civil engineer and approved by the project geotechnical engineer.
56. The entire project site shall be adequately sprinkled with water to prevent dust or sprayed with an effect dust palliative to prevent dust from being blown into the air and carried onto adjacent private and public property. Dust control shall be for seven days a week and 24 hours a day. Should any problems arise from dust, the Applicant shall hire an environmental inspector at his/her expense to ensure compliance with the grading permit.
57. Haul roads within the City of South San Francisco shall be cleaned daily, or more often, as required by the City Engineer, of all dirt and debris spilled or tracked onto City streets or private driveways.
58. The Applicant shall submit a winterization plan for all undeveloped areas within the site to control silt and stormwater runoff from entering adjacent public or private property. This plan shall be submitted to the City Engineer for review and approval prior to September 1 of each year. The approved plan shall be implemented prior to November 1 of each year.
59. Prior to placing any foundation concrete, the Applicant shall hire a licensed land surveyor or civil engineer authorized to practice land surveying to certify that the new foundation forms conform with all setbacks from confirmed property lines as shown on the Plans. A letter certifying the foundation forms shall be submitted to the Engineering Division for approval.

60. The applicant is required by ordinance to provide for public safety and the protection of public and private property in the vicinity of the land to be graded from the impacts of the proposed grading work.
61. All hauling and grading operations are restricted to between the hours of 8:00 a.m. to 6:00 p.m. for residential areas and 7:00 a.m. to 6:00 p.m. for industrial/commercial areas, Monday through Friday, excluding holidays, unless approved by the Chief Building Official.
62. Unless approved in writing by the City Engineer, no grading in excess of 200 cubic yards shall be accomplished between November 1 and May 1 of each year.

### **C. FIRE PREVENTION DIVISION**

1. Install underground piping for water based fire protection systems per NFPA 24 and SSFFD requirements under separate fire plan check and permit.
2. Private fire service mains and appurtenances shall be installed in accordance with NFPA 24 as amended in Chapter 80.
3. Install a fire pump per NFPA 20 and SSFFD requirements under separate fire plan check and permit.
4. Fire department connections shall be installed in accordance with the NFPA standard applicable to the system design and shall comply with Sections 912.2 through 912.7.
5. Provide fire extinguishers in accordance with CFC Section 906.
6. Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.
7. Exterior doors and openings required by this California Fire Code or the California Building Code shall be maintained readily accessible for emergency access by the fire department. An approved access walkway leading from fire apparatus access roads to exterior openings shall be provided when required by the fire code official.

8. All buildings four or more stories in height and all buildings classified as high-rise buildings by the California Building Code and Group I-2 occupancies having occupied floors located more than 75 feet (22,860mm) above the lowest level of fire department vehicle access, a fire command center for fire department operations shall be provided and shall comply with Sections 508.1.1 through 508.1.7.
9. The location and accessibility of the fire command center shall be approved by the fire code official. The fire command center shall be located adjacent to an approved fire apparatus access road and be accessible directly from the exterior of the building.
10. The fire command center shall be not less than 200 square feet (19 m<sup>2</sup>) in area with a minimum dimension of 10 feet (3048 mm).
11. Provide an independent study or proof that the Emergency Radio Responder coverage in the building is adequate or install an Emergency Responder Radio Coverage system in accordance with Section 510 of the California Fire Code under separate fire plan check and permit.
12. Emergency power systems and standby power systems required by this code or the California Building Code shall comply with Sections 604.1.1 through 604.1.8.
13. Provide fire flow in accordance with California Fire Code Appendix B.
14. Fire hydrants located on a public or private street, or onsite, shall have an unobstructed clearance of not less than 30 feet (15 feet either side of hydrant), in accordance with California vehicle code 22514. Marking shall be per California vehicle code 22500.1.
15. A hydrant is required to be located within 100 feet of the Fire Department Connection (FDC) and on the same side of the street.
16. A blue reflective dot shall be placed in the middle of the roadway directly in front of each fire hydrant.
17. All buildings shall provide premise identification in accordance with CFC Section 505.1 and South San Francisco Municipal Code Section 15.48.050(h), 15.48.060 (e) and 15.48.070(h).
18. Provide Knox key boxes for each building/area with access keys to entry doors, electrical/mechanical rooms, elevators, gates and others to be determined. L or H

occupancies will generally require a Knox vault instead of box. Provide Knox Key Switch for any electronic gates.

19. Fire protection equipment shall be identified in an approved manner. Rooms containing controls for air-conditioning systems, sprinkler risers and valves, or other fire detection, suppression or control elements shall be identified for the use of the fire department. Approved signs required to identify fire protection equipment and equipment location shall be constructed of durable materials, permanently installed and readily visible.

#### **D. WATER QUALITY CONTROL DIVISION**

1. Storm drains must be protected during construction. Discharge of any demolition/construction debris or water to the storm drain system is prohibited.
2. Do not use gravel bags for erosion control in the street or drive aisles. Drains in street must have inlet and throat protection of a material that is not susceptible to breakage from vehicular traffic.
3. No floatable bark shall be used in landscaping. Only fibrous mulch or pea gravel is allowed.
4. After 7/1/19, **Demolition Projects** must complete a **PCBs Screening Assessment Form** (attached and available in Building Division). If screening determines the building is an applicable structure, the Protocol for Evaluating PCBs-Containing Materials before Building Demolition shall be followed
5. As site falls in a Moderate Trash Generation area per South San Francisco's Trash Generation Map (<http://www.flowstobay.org/content/municipal-trash-generation-maps>), determined by the Water Quality Control Division:
  - Regional Water Quality Control Board-approved **full trash capture devices** must be installed to treat the stormwater drainage from the site.
  - At a **minimum**, a device must be installed before the onsite drainage enters the City's public stormwater system (i.e. trash capture must take place no farther downstream than the last private stormwater drainage structure on the site).
  - An Operation & Maintenance Agreement will be required to be recorded with San Mateo County, ensuring the device(s) will be properly maintained.
  - A full trash capture system is any single device or series of devices that traps all particles retained by a 5 mm mesh screen and has a design treatment capacity of not less than the peak flow rate resulting from a one-year, one-hour storm in the sub-drainage area or designed to carry at least the same flow as the storm drain connected to the inlet.

6. Roof leaders/gutters must NOT be plumbed directly to storm drains; they shall discharge to stormwater treatment devices or landscaping first.
7. Fire sprinkler test drainage must be plumbed to sanitary sewer and be clearly shown on plans.
8. Trash enclosure shall be covered, contained and the floor shall slope to a central drain that discharges to a grease trap/interceptor and is connected to the sanitary sewer. Details of trash enclosure shall be clearly provided on plans.
9. Install a condensate drain line connected to the sanitary sewer for rooftop equipment and clearly show on plans.
10. If laboratories will be installed, a segregated non-pressurized lab waste line must collect all laboratory waste. Install a sample port on the lab waste line outside the building, which will be accessible at all times.
11. Submit specs on the sample port.
12. If a food service kitchen/ prep area is to be installed, it shall connect to a gravity grease interceptor at least 750 gallons (liquid capacity) in size. Sizing of the grease removal device must be in accordance with the uniform plumbing code.
13. Grease interceptor shall be connected to all non-domestic wastewater sources in the kitchen (wash sinks, mop sinks, floor drains) and shown on plans.
14. A cut sheet of the Grease Interceptor/Trap must be shown on plans.
15. Garbage Disposals in Industrial/Commercial facilities are prohibited by City of South San Francisco Municipal Code. Remove Garbage Disposal(s) from plans.
16. Applicant will be required to pay a Sewer Capacity Fee (connection fee) based on SSF City Council-approved EDU calculation (involving anticipated flow, BOD and TSS calculations and including credits for previous site use). Based on the information received, the estimated Sewer Capacity Fee will be \$361,327.42, payable with the Building Permit.
17. Elevator sump drainage (if applicable) shall be connected to an oil/water separator prior to connection to the sanitary sewer.

18. Drains in parking garage (if applicable) must be plumbed through an oil/water separator and then into the sanitary sewer system and clearly shown on plans.
19. Wherever feasible, install landscaping that minimizes irrigation runoff, promotes surface infiltration, minimizes use of pesticides and fertilizers and incorporates appropriate sustainable landscaping programs (such as Bay-Friendly Landscaping).
20. Site is subject to C.3 requirements of the Municipal Regional Stormwater Permit (please see SMCWPPP C.3 Technical Guidance Manual at [https://www.flowstobay.org/sites/default/files/C3TG5/SMCWPPP\\_C3TG%20V.5.0.pdf](https://www.flowstobay.org/sites/default/files/C3TG5/SMCWPPP_C3TG%20V.5.0.pdf) for guidance). The following items will be required;
21. Completed forms for Low Impact Development (C3-C6 Project Checklist). Forms must be on 8.5in X 11in paper and signed and wet stamped by a professional engineer. Calculations must be submitted with this package. *Forms can be found at <http://www.flowstobay.org/newdevelopment>*. A completed copy must also be emailed to [andrew.wemmer@ssf.net](mailto:andrew.wemmer@ssf.net).
22. Sign and have engineer wet stamp forms for Low Impact Development.
23. Submit flow calculations and related math for LID.
24. Complete Operation and Maintenance (O&M) agreements. Use attached forms for completing documents, as old forms are no longer sufficient. **Do not sign agreement, as the city will need to review prior to signature. Prepare packet and submit including a preferred return address for owner signature. Packet should also be mailed or emailed to:**  
  
Andrew Wemmer  
City of SSF WQCP  
195 Belle Air Road  
South San Francisco, CA 94080  
[Andrew.wemmer@ssf.net](mailto:Andrew.wemmer@ssf.net)  
*Exhibit Templates can also be found within Chapter 6 the C.3 Technical Guidance at <http://www.flowstobay.org/newdevelopment>*.
25. The onsite catch basins are to be stenciled with the approved San Mateo Countywide Stormwater Logo (No Dumping! Flows to Bay).

26. Landscaping shall meet the following conditions related to reduction of pesticide use on the project site:

- a. Where feasible, landscaping shall be designed and operated to treat stormwater runoff by incorporating elements that collect, detain, and infiltrate runoff. In areas that provide detention of water, plants that are tolerant of saturated soil conditions and prolonged exposure to water shall be specified.
- b. Plant materials selected shall be appropriate to site specific characteristics such as soil type, topography, climate, amount and timing of sunlight, prevailing winds, rainfall, air movement, patterns of land use, ecological consistency and plant interactions to ensure successful establishment.
- c. Existing native trees, shrubs, and ground cover shall be retained and incorporated into the landscape plan to the maximum extent practicable.
- d. Proper maintenance of landscaping, with minimal pesticide use, shall be the responsibility of the property owner.
- e. Integrated pest management (IPM) principles and techniques shall be encouraged as part of the landscaping design to the maximum extent practicable. Examples of IPM principles and techniques include:
  - i. Select plants that are well adapted to soil conditions at the site.
  - ii. Select plants that are well adapted to sun and shade conditions at the site. In making these selections, consider future conditions when plants reach maturity, as well as seasonal changes.
  - iii. Provide irrigation appropriate to the water requirements of the selected plants.
  - iv. Select pest-resistant and disease-resistant plants.
  - v. Plant a diversity of species to prevent a potential pest infestation from affecting the entire landscaping plan.
  - vi. Use “insectary” plants in the landscaping to attract and keep beneficial insects.

27. A SWPPP must be submitted (if > 1 acre). Drawings must note that erosion control shall be in effect all year long.

28. A copy of the state approved NOI must be submitted (if > 1 acre).

## **E. POLICE DEPARTMENT**

1. The applicant shall install and maintain a system allowing first responders to enter into the building(s) by means of a code to be entered into a keypad or similar input device. A permanent code shall be issued to the Police Department. Physical keys or electronic access cards will not satisfy this requirement. Please note this is separate from the Fire Department's "Knoxbox" requirement. This access must be provided at two entry points, each on a different sides of the building to allow first responders a tactical advantage when entering.
2. The hardware design of any doorways shall prevent any doors from being secured in a closed position to either another door or a fixed object within four feet of any door by means of a rope, cable, chain, or similar item. This is to prevent malicious prevention of egress and/or ingress by building occupants or first responders.
3. All exterior doorways shall be illuminated during darkness by a white light source that has full cut-off and is of pedestrian scale.
4. All interior common and service areas, such as the garage, bicycle storage area, fire escapes, etc, shall be illuminated at all times with a white light source that is controlled by a tamperproof switch or a switch located in an inaccessible location to passers-by.
5. The landing at the lowest level of service staircases, such as those in the garage area or fire escapes, shall have some mechanism, such as fencing, to prevent access and prevent people from loitering or concealing themselves in that area.
6. Any exterior bicycle racks installed shall be of an inverted "U" design, or other design that allows two different locking points on each bicycle.
7. Any publicly accessible benches shall be of a design that prevents persons from lying on them, such as a center railing.
8. Any publicly accessible power outlets shall be of a design that prevents their access or use during those hours the business is normally closed.
9. Any publicly accessible raised edge surfaces, such as retaining walls, concrete benches, handrails or railings, shall be of a design that prevents or discourages skateboard use on those surfaces.



10. The mature height of all shrubbery shall be no higher than three feet, if so, it shall be maintained at a maximum height of three feet, and tree canopies shall be no lower than six feet above grade.
11. The applicant shall install and maintain a camera surveillance system that conforms to the minimum technical specifications of South San Francisco Municipal Code Chapter 8.66.050 Minimum technological standards, (Ord. 1515, 2016). The video surveillance cameras will be used as a crime deterrent and assist with the identification and apprehension of criminals if a crime is committed on the property. Enough cameras shall be installed to provide adequate coverage for the intended space. Cameras shall be placed minimally in the following locations:
  - All exterior entrances/exits
  - Garage area (providing coverage to entire parking area)
  - Bicycle storage area
  - Main lobby of building
  - Lobby of sales/leasing office
  - Loading docks
12. Any leasing of sales offices within the building shall be alarmed with a central station monitored silent intruder alarm system.
13. All parking lot lighting must conform to South San Francisco Municipal Code Chapter 15.48.080 Exterior security lighting.
14. The Police Department requires acknowledgement of these comments to include specific locations in the plans where the applicable change requests have been made.