

DRAFT CONDITIONS OF APPROVAL
P19-0087: GPA22-0002, RZ22-0001, ZA22-0002, SP19-0001, TDM19-0009, SA19-0004,
PP19-0002, EIR19-0006, DR19-0045 & DA19-0003

Southline Phase 1

(As recommended by City Staff on June 2, 2022)

PLANNING DIVISION REQUIREMENTS SHALL BE AS FOLLOWS:

GENERAL

1. The applicant shall comply with the Planning Division’s standard Conditions and Limitations for Commercial, Industrial, Mixed-Use and Multi-Family Residential Projects, as amended (attached to this document).
2. The project shall be constructed and operated substantially as indicated on the plan set prepared by DES Architects, dated May 6, 2022, as approved by City Council in association with P19-0087 as amended by the conditions of approval. The final plans shall be subject to the review and approval of the City’s Chief Planner.
3. The construction drawings shall comply with the City Council approved plans, as amended by the conditions of approval, including the plans prepared by DES Architects, dated May 6, 2022.
4. Prior to issuance of any building or construction permits for the construction of public improvements, the final design for all public improvements shall be reviewed and approved by the City Engineer and Chief Planner.
5. Prior to issuance of any building or construction permits for grading improvements, the applicant shall submit final grading plans for review and approval by the City Engineer and Chief Planner.
6. Applicant shall comply with all permitting requirements of applicable agencies related to the project, including the City of San Bruno and BART, and provide proof of permits and/or approval prior to work commences for these project elements.
7. The proposed project has been reviewed by the Airport Land Use Commission on 28, 2022, and by the Board of Directors of the City/County Association of Governments for San Mateo County on May 12, 2022. The proposed project was determined to be consistent with the applicable airport land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport, and the project is subject to the following conditions, which are summarized below and are set forth in full in ALUC Resolution 22-31:

- a. Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of South San Francisco an FAA “Determination of No Hazard”.
 - b. Prior to issuance of building permits, the applicant must demonstrate that the project heights are consistent with SFO ALUCP Exhibit IV-17 (SFO Critical Aeronautical Surfaces map) and SFO ALUCP Policy AP-3, Maximum Compatible Building Height).
 - c. The project sponsor shall comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.
8. The applicant shall comply with all of the terms and conditions stated in the Development Agreement.

CONSTRUCTION

9. 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.
10. The applicant is responsible for providing site signage during construction, which contains contact information for questions regarding the construction.
11. During construction, the applicant shall provide parking on-site, or shall arrange for off-site parking, for construction workers.

DESIGN REVIEW / SITE PLANNING

12. All equipment (either roof, building, or ground-mounted) shall be screened from view through the use of integral architectural elements, such as enclosures or roof screens, and landscape screening or shall be incorporated inside the exterior building wall. Equipment enclosures and/or roof screens shall be designed to complement the building, as set forth in the Southline Specific Plan. Prior to issuance of a building permit the applicant shall submit plans showing utility locations, stand-pipes, equipment enclosures, landscape screens, and/or roof screens for review and approval by the Chief Planner or designee.
13. Prior to issuance of any building or construction permits for landscaping improvements, the applicant shall submit final landscaping and irrigation plans for review and approval by the City’s Chief Planner. The plans shall include documentation of compliance with SSFMC Section 20.300.007, Landscaping.

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14. 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).
 - a. Projects with a new aggregate landscape of 2,500 sq. ft. or greater must comply with the performance measures required by the MWELo.
 - b. 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.
15. Prior to issuance of any building or construction permits, if the project is phased, the applicant shall submit interim and final phasing plans and minor modifications to interim and final phasing plans for review and approval by the Chief Planner, City Engineer and Chief Building Official.
16. 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.
17. Landscaped areas in the project area may contain trees defined as protected by the South San Francisco Tree Preservation Ordinance, Title 13, Chapter 13.30. Any removal or pruning of protected trees shall comply with the Tree Preservation Ordinance, and applicant shall obtain a permit for any tree removals or alterations of protected trees, and avoid tree roots during trenching for utilities.
18. The applicant shall install three-inch diameter, PVC conduit along the project frontage, in the right-of-way, if any trenching is to take place, for the purpose of future fiber installation. Conduit shall have a pull rope or tape. A #8 stranded trace wire will be installed in the conduit or other trace wire system approved by the City.
19. All landscaping installed within the public right-of-way shall be maintained by the property owner.
20. Demolition of any existing structures on site will require demolition permits.
21. Prior to proceeding with exterior cladding construction, the applicant shall provide a full-scale mockup of a section of exterior wall that shows the cladding materials and finishes, windows, trim, and any other architectural features of the building to fully illustrate building fenestration, subject to site inspection and approval by Planning Division staff.

22. 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.
23. Permanent project signage is not included in project entitlements. Prior to installation of any project signage, the applicant shall submit an appropriate sign application per Chapter 20.360 of the Zoning Ordinance for review and approval.

TRANSPORTATION / PARKING

24. 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.
25. The applicant has prepared and submitted a Preliminary Transportation Demand Management (TDM) Plan. In accordance with South San Francisco Municipal Code Chapter 20.400, Transportation Demand Management, prior to issuance of a building permit for any tenant improvements the applicant shall submit a Final TDM Plan for review and approval by the Chief Planner.
 - a. The Final TDM Plan shall include all mandatory elements included in the Ordinance at the time of building permit submittal and shall substantially reflect the Preliminary TDM Plan prepared by Kimley Horn., dated May, 2022, modified as necessary to reflect the structure of the current ordinance.
 - b. The Final TDM Plan shall outline the required process for on-going monitoring, including annual surveys. The initial annual survey will be submitted one (1) year after the granting of a certificate of occupancy. The initial annual survey shall either: (1) state that the applicable property has achieved a minimum of 45% alternative mode usage, providing supporting statistics and analysis to establish attainment of the goal; or (2) state that the applicable property has not achieved the minimum 45% alternative mode usage, providing an explanation of how and why the goal has not been reached, and a description of additional measures that will be adopted in the coming year to attain the TDM goal of 45% alternative mode usage.
 - c. The applicant shall be required to reimburse the City for program costs associated with monitoring and enforcing the TDM Program on an annual basis. The annual monitoring fee is \$1,760, and is updated by the City Council on an annual basis.
 - d. The Final TDM plan shall be subject to review and approval by the San Mateo City/County Association of Governments. Specifically, the property owner shall

ensure that the measures identified in the approved C/CAG TDM Checklist are implemented over the life of the project, and that the property owner and tenants acknowledge the requirement to participate in the periodic monitoring and reporting requirements identified in the C/CAG TDM Policy. Accordingly, it is recommended that the property owner and/or developer clearly identify these TDM provisions and responsibilities in any sales and/or lease or sublease transactions.

26. Prior to occupancy, provide clear signage on site for commercial and visitor parking areas to help direct vehicle traffic on-site.
27. Once construction of the parking structure is complete, construction-related parking should be prioritized within the structure.
28. As set forth in the Southline Specific Plan, physical parking spaces shall be provided at a maximum rate of 1.65 spaces / 1,000 sq. ft. of office / R&D space. Parking incorporated within Building 2 (Amenities Building) shall not count towards the maximum 1.65 parking ratio; parking within Building 2 (Amenities Building) shall be utilized for Southline Specific Plan area visitors and Amenities Building customers, staff, and affiliates. Additional valet spaces (up to a rate of 2.0 spaces / 1,000 sq. ft.) may be provided, upon submittal and approval by City staff of a valet parking management plan, which describes the use type, operational characteristics, and employment density to be served by the valet parking.

ENVIRONMENTAL MITIGATION MEASURES / CEQA

1. The applicant shall implement and comply with all applicable mitigation measures outlined in the Mitigation Monitoring and Reporting Program (MMRP) for the Southline Environmental Impact Report (State Clearinghouse #2020050452)
2. Applicant shall provide 100% Low-Impact Development for C.3 stormwater treatment on-site wherever feasible. Where LID treatment is not feasible, stormwater runoff will be treated using approved filter vaults, as permitted under the C.3 Special Projects provision. All stormwater runoff shall be treated prior to discharge to the City Right-of-Way or City storm drain system. Sizing and design shall conform to the San Mateo Countywide Water Pollution Prevention Program design templates and technical guidance and be approved by the Water Quality Control Plant. Exemptions from C.3 requirements must be demonstrated based on the exemptions and exclusions allowed by the San Mateo Countywide Water Pollution Prevention Program C.3 Stormwater Technical Guidance. Applicant shall maintain all treatment measures required by the project and enter into a Stormwater Treatment Measure Maintenance Agreement with the City.

CLIMATE ACTION PLAN

1. Prior to issuance of any building or construction permits, the developer shall revise the construction documents to include the following Climate Action Plan requirements, subject to review and approval by the Chief Planner or designee:
 - a. Electric Vehicle Charging Installations Measure 2.1, Action 5: Require new large-scale nonresidential developments to provide conduit for future electric vehicle charging installations for a minimum of ten percent of total spaces provided as set forth in the Southline Specific Plan, and encourage the installation of conduits or electric vehicle charging stations for all new development.
 - b. Heat Island Reductions Measure 3.4, Action 1: Encourage the use of high-albedo surfaces and technologies as appropriate, as identified in the voluntary CALGreen standards.
 - c. Alternative Energy Facilities Measure 4.1, Action 2: Require the construction of any new nonresidential conditioned space of 5,000 square feet or more, or the conversion of unconditioned space 5,000 square feet or more, to comply with one of the following standards:
 - i. Meet a minimum of 50% of modeled building electricity needs with on-site renewable energy sources. To calculate 50% of building electricity needs for the new conditioned space, the applicant shall calculate building electricity use as part of the Title 24 compliance process. Total electricity use shall include total use for the new conditioned space excluding process energy.
 - ii. Participate in a power purchase agreement to offset a minimum of 50% of modeled building electricity use, including through the purchase of carbon-free electricity from programs such as Peninsula Clean Energy or PG&E Solar Choice. Building electricity use shall be calculated using the method identified above.
 - iii. Comply with CALGreen Tier 2 energy efficiency requirements to exceed mandatory energy efficiency requirements by 20% or more. For additions to existing development of 5,000 square feet or more, CALGreen Tier 2 shall be calculated as part of the Title 24 compliance process. Existing building space already permitted shall not be subject to CALGreen Tier 2 requirements.

- d. Solar Wiring Installation Measure 4.1, Action 3: Require all new development to install conduit to accommodate wiring for solar.
- e. Water Demand Reduction Measure 6.1, Action 2: Revitalize implementation and enforcement of the Water Efficient Landscape Ordinance by undertaking the following:
 - i. Establishing a variable-speed pump exchange for water features.
 - ii. Restricting hours of irrigation to occur between 3:00 a.m. and two hours after sunrise.
 - iii. Installing irrigation controllers with rain sensors.
 - iv. Landscaping with native, water-efficient plants.
 - v. Installing drip irrigation systems.
 - vi. Reducing impervious surfaces.

IMPACT / DEVELOPMENT FEES

****Project is subject to all impact fees, community benefits contributions, and payment schedules outlined in the Development Agreement. The following fees are estimates, based on development fees as had been adopted by City as of the date the Project's Vesting Tentative Map application was determined to be complete (i.e., July 13, 2020). Estimates are subject to change, based on final plans submitted for building permits. Credits for existing uses will be calculated and applied to applicable fees. ****

1. **PARKS AND RECREATION IMPACT FEE:** The applicant shall pay the Parkland Acquisition Fee and Parkland Construction Fee in accordance with South San Francisco Municipal Code Chapter 8.67. Based on the plans reviewed by the Planning Commission and approved by the City Council, the park fee estimate for the project is:
 - Commercial/Retail: $\$1.26/\text{SF} \times 11,786 = \$14,850.36$
 - Office / R&D: $\$1.12/\text{SF} \times 672,924 = \$753,674.88$
 - Administration Fee: \$700
2. **CHILDCARE FEE:** The applicant shall pay any applicable childcare fees in accordance with South San Francisco Municipal Code Chapter 20.310. Based on the plans reviewed by the Planning Commission and approved by the City Council, the childcare impact fee estimate for the project is:

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- Commercial/Retail: $\$.68/\text{SF} \times 11,786 = \$8,014.48$
 - Office / R&D: $\$.57/\text{SF} \times 672,924 = \$383,566.68$
3. BICYCLE AND PEDESTRIAN IMPACT FEE: the applicant shall pay applicable Library Impact Fee in accordance with South San Francisco Municipal Code Chapter 8.68. Based on the plans reviewed by the Planning Commission and approved by the City Council, the Bicycle and Pedestrian Impact Fee estimate for the project is:
- Commercial/Retail: $\$.36/\text{SF} \times 11,786 = \$4,242.96$
 - Office / R&D: $\$.09/\text{SF} \times 672,924 = \$60,563.16$
4. COMMERCIAL LINKAGE FEE: The applicant shall pay the applicable commercial linkage fee in accordance with South San Francisco Municipal Code Chapter 8.69. Based on the plans reviewed by the Planning Commission and approved by the City Council, the Commercial Linkage Fee estimate for the project is:
- Commercial/Retail: $\$2.50/\text{SF} \times 11,786 = \$29,465$
 - Office / R&D: $\$15/\text{SF} \times 672,924 = \$10,093,860$
5. PUBLIC SAFETY IMPACT FEE: The applicant shall pay applicable Public Safety Impact Fee in accordance with South San Francisco Municipal Code Chapter 8.75. Based on the plans reviewed by the Planning Commission and approved by the City Council, the Public Safety Impact Fee estimate for the project is:
- Commercial/Retail: $\$.44/\text{SF} \times 11,786 = \$5,185.84$
 - Office / R&D: $\$.44/\text{SF} \times 672,924 = \$296,086.56$
6. SCHOOL DISTRICT FEE: Prior to the issuance of a building permit for commercial/industrial projects, the City shall require proof of payment of this fee to SSFUSD. Based on the plans reviewed by the Planning Commission and approved by the City Council, the school district fee estimate for the project is:
- Commercial / Industrial Uses: $\$0.61/\text{SF} \times 684,710 = \$417,673.10$

**STANDARD CONDITIONS AND LIMITATIONS FOR COMMERCIAL, INDUSTRIAL,
MIXED USE, AND MULTI-FAMILY RESIDENTIAL PROJECTS**

Entitlement and Permit Status

1. Unless a time extension is approved, the approved Precise Plan permit shall lapse and shall be deemed void: (a) two years after its effective date if a building permit has not been issued; or (b) after a longer duration as otherwise provided in an approved Development Agreement, as applicable. One-year extensions of the time may be granted by the Chief Planner upon request to made prior to the permit expiration date.
2. The permit shall not be effective for any purpose until the property owner or a duly authorized representative files an affidavit, prior to the issuance of a building permit, stating that the property owner is aware of, and accepts, all of the conditions of the permit.
3. The permit shall be subject to revocation if the project is not operated in compliance with the conditions of approval.
4. Minor changes or deviations from the conditions of approval of the permit may be approved by the Chief Planner and major changes require approval of the Planning Commission, or final approval body of the City, per SSFMC Chapter 20.450 (Common Procedures).
5. Neither the granting of this permit nor any conditions attached thereto shall authorize, require or permit anything contrary to, or in conflict with any ordinances specifically named therein.
6. Prior to construction, all required building permits shall be obtained from the City's Building Division.
7. All conditions of the permit shall be completely fulfilled to the satisfaction of the affected City Departments and Planning and Building Divisions prior to occupancy of any building. Any request for temporary power for testing equipment will be issued only upon substantial completion of the development.

Lighting, Signs, and Trash Areas

8. All exterior lights shall be installed in such a manner that is consistent with SSFMC Chapter 20.300 (Lot and Development Standards), and there shall be no illumination on adjacent properties or streets which might be considered either objectionable by adjacent property owners or hazardous to motorists.

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9. No additional signs, flags, pennants or banners shall be installed or erected on the site without prior approval, as required by SSFMC Chapter 20.360 (Signs).
10. Adequate trash areas shall be provided as required by SSFMC 20.300 (Lot and Development Standards), and as set forth in the Southline Specific Plan.
11. 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. If being installed in a food service facility the drain must be connected to a grease interceptor prior to the connection to the sanitary sewer.

Landscaping, Construction, & Utilities

12. The construction and permitted use on the property shall be so conducted as to reduce to a minimum any noise vibration or dust resulting from the operation.
13. A plan showing the location of all storm drains and sanitary sewers must be submitted.
14. All sewerage and waste disposal shall be only by means of an approved sanitary system.
15. Prior to any on-site grading, a grading permit shall be obtained from the City Engineer.
16. All existing utility lines, underground cable conduits and structures which are not proposed to be removed shall be shown on the improvement plans and their disposition noted.
17. All landscape areas shall be watered via an automatic irrigation system which shall be maintained in fully operable condition at all times, and which complies with SSFMC Chapter 20.300 (Lot and Development Standards).
18. All planting areas shall be maintained by a qualified professional; the landscape shall be kept on a regular fertilization and maintenance program and shall be maintained weed free.
19. Plant materials shall be selectively pruned by a qualified arborist; no topping or excessive cutting-back shall be permitted. Tree pruning shall allow the natural branching structure to develop.
20. Plant materials shall be replaced when necessary, with the same species originally specified unless otherwise approved by the Chief Planner.

Parking Areas, Screening, & Drainage

21. All ducting for air conditioning, heating, blower systems, accessory mechanisms and all other forms of mechanical or electrical equipment which are placed on or adjacent to the

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building shall be screened from public view, in accordance with SSFMC Chapter 20.300 (Lot and Development Standards), and as set forth in the Southline Specific Plan.

22. All parking spaces, driveways, maneuvering aisles, turn-around areas and landscaping areas shall be kept free of debris, litter and weeds at all times. Site, structures, paving, landscaping, light standards, pavement markings and all other facilities shall be permanently maintained.
23. All covered parking spaces, driveways, maneuvering aisles, and turn-around areas must drain and be plumbed to the sanitary sewer.
24. The onsite stormwater catch basins are to be stenciled with the approved San Mateo Countywide Stormwater Logo (No Dumping! Flows to Bay).

Public Safety

25. 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.
26. The applicant shall comply with the provisions of Chapter 15.24 of the Municipal Code, “Fire Code” Ordinance. The Fire Department reserves the right to make additional safety conditions, if necessary, upon receipt of detailed/revised building plans.
27. All fire sprinkler test and/or drain lines shall be connected to the sanitary sewer.

WATER QUALITY CONDITIONS OF APPROVAL

APPROVED WITH CONDITIONS - the following items must be included in the plans or are requirements of the **Water Quality Control Stormwater and/or Pretreatment Programs** and must be completed prior to the issuance of a building permit:

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 Very High, High or 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 **all** 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.

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8. Trash enclosures shall be covered, contained and the floor shall slope to a central drain that discharges to the sanitary sewer. Details of trash enclosures 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(s).
12. If a food service kitchen/ prep areas are to be installed, they 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(s) shall be connected to all non-domestic wastewater sources in the kitchens (wash sinks, mop sinks, floor drains) and shown on plans.
14. A cut sheet of the Grease Interceptor(s) must be shown on plans.
15. Garbage Disposals in Industrial/Commercial facilities are prohibited by City of South San Francisco Municipal Code. Do not include/install Garbage Disposal(s).
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 \$1,760,817.88, payable with the Building Permit. This estimate is subject to change according to final plans presented for 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 must be plumbed through an oil/water separator and then into the sanitary sewer system and clearly shown on plans.
19. **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/SMCWPPPC3TG%20V.5.0.pdf> for guidance). The following items will be required;**

20. Completed required 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 also be found at <http://www.flowstobay.org/newdevelopment>

A completed copy must also be emailed to andrew.wemmer@ssf.net

21. Submit flow calculations and related math for LID.
22. Complete required Operation and Maintenance (O&M) agreements (prior to Building Permit final sign-off/project completion).

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

Exhibit Templates can also be found within Chapter 6 the C.3 Technical Guidance at <http://www.flowstobay.org/newdevelopment>.

23. The onsite catch basins are to be stenciled with the approved San Mateo Countywide Stormwater Logo (No Dumping! Flows to Bay).
24. 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.

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- 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.
25. A SWPPP must be submitted (if > 1 acre). Drawings must note that erosion control shall be in effect all year long.
26. A copy of the state approved NOI must be submitted (if > 1 acre).

Please have applicant contact Andrew Wemmer at Water Quality Control with any questions at (650) 829-3840 or Andrew.wemmer@ssf.net.

FIRE PREVENTION CONDITIONS OF APPROVAL

After review of application and plans provided for this project, the Fire Department has the following comments. Applicant is advised that the following Fire Department **Standard Conditions** apply to this project:

1. Projects shall be designed in compliance with established regulations adopted by the City of South San Francisco affecting or related to structures, processes, premises and safeguards regarding the following:
 - a. The hazard of fire and explosion arising from the storage, handling or use of structures, materials or devices.
 - b. Conditions hazardous to life, property or public welfare in the occupancy of structures or premises.
 - c. Fire hazards in the structure(s) or on the premises from occupancy or operation.
 - d. Matters related to the construction, extension, repair, alteration or removal of the fire suppression or alarm systems.
 - e. Conditions affecting the safety of fire fighters and emergency responders during emergency operations.
2. Fire service features for buildings, structures and premises shall comply with all City adopted building standards, [California Code of Regulations Title 24 Building Standards](#) and [South San Francisco City Code](#).
3. Permit(s) shall be required as set forth in adopted California Building Code (CBC) Section 105, California Residential Code (CRC) Section R105 and California Fire Code (CFC) [Sections 105.6](#) and [105.7](#). Submittal documents consisting of construction documents, statement of special inspections, geotechnical report and other data shall be submitted in two or more sets with each permit application. The [construction documents](#) shall be prepared by a registered design professional. Where special conditions exist, the [code official](#) is authorized to require additional construction documents to be prepared by a registered design professional.
 - a. [Construction documents](#) shall be dimensioned and drawn on suitable material. Electronic media documents shall be submitted. Construction documents shall be of sufficient clarity to indicate the location, nature and extent of the work proposed and show in detail that it will conform to the provisions of adopted codes and relevant laws, ordinances, rules and regulations, as determined by the code official.

- b. Shop drawings for the fire protection system(s) shall be submitted directly to the Fire Department to indicate conformance with adopted codes and the construction documents and shall be approved prior to the start of system installation. Shop drawings shall contain all information as required by the referenced installation standards in Chapter 9.
 - c. The construction documents shall show in sufficient detail the location, construction, size, and character of all portions of the means of egress including the path of the exit discharge to the public way in compliance with the provisions of adopted codes. In other than occupancies in Groups R-2, R-3, and R-2.1, the construction documents shall designate the number of occupants to be accommodated on every floor, and in all rooms and spaces.
 - d. The construction documents submitted with the application for permit shall be accompanied by a site plan showing to scale the size and location of new construction and existing structures on the site, distances from lot lines, the established street grades and the proposed finished grades and it shall be drawn in accordance with an accurate boundary line survey. In the case of demolition, the site plan shall show construction to be demolished and the location and size of existing structures and construction that are to remain on the site or plot. The code official is authorized to waive or modify the requirement for a site plan where the application for permit is for alteration or repair or where otherwise warranted.
 - e. Construction documents for proposed fire apparatus access, location of fire lanes, security gates across fire apparatus access roads and construction documents, hydraulic calculations and material specifications for fire hydrant, fire protection or detection systems shall be submitted to the fire department for review and approval prior to construction.
4. Where fire apparatus access roads or a water supply for fire protection are required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except where approved alternative methods of protection are provided.
 5. For the purposes of prescribing minimum safeguards for construction, alteration, and demolition operations to provide reasonable safety to life and property from fire during such operations. building, facilities, and premises in the course of construction, alteration or demolition, including those in underground locations shall be in compliance with CFC Chapter 33 and NFPA 241.

Applicant is advised that the following Fire Department **Specific Conditions** apply to this project:

6. 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.
7. 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](#). With a maximum of 50% reduction.
 - b. Fire hydrant systems shall comply with adopted CFC Section 507.5.1 through 507.5.8 and Appendix C.
8. 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. 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.
 - ii. Should a security gate be planned to serve the facility, 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.
9. 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 will be required to be protected by an automatic fire sprinkler system.
 1. Fire Department Connection (FDC) for the sprinkler and/or standpipe systems shall be located on the 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 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.
10. A change of occupancy shall not be made unless the use or occupancy is made to comply with the requirements of the City adopted California Fire Code and the [California Existing Building Code](#). Where approved by the fire code official, a change of occupancy shall be permitted without complying with the all requirements of this code and the [California Existing Building Code](#), provided that the new or proposed use or occupancy is determined to be less hazardous, based on life and fire risk, than the existing use or occupancy.
11. The following are a list of deferred plan submittal items that are required by the Fire Department - additional items may be called out based on subsequent permit reviews:
- a. Private Underground Fire Main
 - b. Standpipe System
 - c. Fire Sprinkler System
 - d. Fire Alarm/Fire Sprinkler Monitoring System
 - e. Fire Pump (to be determined)
 - f. Emergency Responder Radio System (to be determined)

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- g. Gates and barricades across fire apparatus access roads (to be determined)

For any questions, please contact Ian Hardage, Fire Marshal South San Francisco Fire Department (650) 829-6645.

POLICE DEPARTMENT CONDITIONS OF APPROVAL

All construction must conform to South San Francisco Municipal Code Chapter 15.48.070 Minimum security standards for non-residential buildings, (Ord. 1477 § 1C, 2013; Ord. 1166 § 1, 1995)

15.48.085 Additional Security Measures May Be Required

Per South San Francisco Municipal Code 15.48.085 -Additional Security Measures, the following conditions will also be required:

- 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. See possible samples below.

Acceptable:

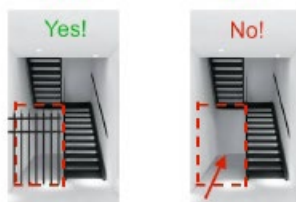


Unacceptable:



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- 3) All exterior doorways and walkways 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

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- Garage area (providing coverage to entire parking areas)
 - Bicycle storage area
 - Main lobby of building
 - Loading docks
- 12) Any leasing of sales offices within the building shall be alarmed with a central station monitored silent intruder alarm system.

The Police Department requires acknowledgement of these comments to include specific locations in the plans where the applicable change requests have been made.

The Police Department reserves the right to review and comment upon the submission of revised and updated plans.

For questions concerning this project, please contact Sergeant Michael Rudis at (650) or At mike.rudis@ssf.net.

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 an engineer’s estimate or opinion of probable 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 an engineer’s estimate or opinion of probable cost of Right-of-Way (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 for hauling of earth occurring prior to grading. Otherwise, hauling conditions shall 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>. Any proposed haul route through the City of San Bruno jurisdictional limits shall require approval from the City of San Bruno City Engineer. Refer to San Bruno Conditions.
4. 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.
5. 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 payment prior to the issuance of a building and grading permit.

6. A Public Improvement Permit is required for any work proposed within the public ROW that modifies or alters the existing public infrastructure including but not limited to a new road or new curb alignment. An Encroachment Permit is required for any other work within the public ROW or affecting public infrastructure. The Applicant shall pay all permit, plan check, inspection fees and for any public outreach that may be needed during construction, as well as any deposits and/or bonds required to obtain said permits.
7. Prior to the issuance of a building permit and grading permit for development on any properties with open environmental cases subject to regulation by County or State regulators within Lots 1 through 4 as shown on the Vesting Tentative Map, the Applicant shall submit written evidence from the County or State Regulators in charge, which may include information obtained from the State Water Resources Control Board GeoTracker database, indicating that the site is cleared of hazardous materials and hazardous groundwater to a level that poses no impacts to human health, to the extent required by law. The Applicant shall also confirm that any existing groundwater monitoring wells on the project site have been properly closed and/or relocated as necessary as approved by the County or State Regulators in charge prior to ground disturbing activities on the affected parcel(s).
8. Prior to work in any other jurisdiction, the applicant shall obtain copies of the approved permits from other jurisdictions, including City of San Bruno and BART, for proposed work outside the jurisdiction of the City of South San Francisco. The Applicant shall be responsible to pay for all permit fees needed to obtain any such permits.

Plan Submittal

9. The Applicant shall submit detailed plans 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, along with three printed copies. 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), Detail Sheet(s), 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 core & shell building permit issuance and any work commencing within the City ROW, 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. Along with the building permit submittals, Applicant shall submit separate Public Improvement Plans for the Public Improvement Permit Application. An engineer's cost estimate for the scope of work shown on the approved Public 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 Improvement Agreement as further described in Condition 32 below.
13. 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.
14. Prior to the issuance of an Encroachment Permit, the Applicant shall provide Construction Staging Plans for all off-site construction. Among other items, the Construction Staging Plans shall address the proposed scheme for maintaining traffic along the South Linden Avenue corridor, and the Huntington Avenue corridor during construction off-site improvements in those areas.
15. All improvements shall be designed by a registered civil engineer and approved by the Engineering Division.
16. The Engineering Division reserves the right to include additional conditions during review of the building permit, grading permit, or public improvement permit, to the extent permitted by law and as consistent with the Vesting Tentative Map and Development Agreement approved in connection with the Project.

Mapping, Dedications, and Agreements

17. The Applicant shall process a Final Map to reconfigure the existing parcels into five parcels in substantial compliance with the approved Vesting Tentative Map. Said Final Map shall be recorded with the San Mateo County Recorder's Office prior to the issuance of a core & shell Building Permit.
18. The applicant shall process a Subdivision Map for any proposed future subdivision of Lot 5 of the approved Vesting Tentative Map. Said Subdivision Map shall be recorded with the

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San Mateo County Recorder’s Office prior to the issuance of a Building Permit for improvements within that Lot 5.

19. The Applicant shall dedicate to the City, an approximately 96-foot-wide public right-of-way along the proposed new Southline Avenue public street (provisionally named for purposes of these Conditions of Approval and related Project materials) between South Maple Avenue and South Linden Avenue, as shown on the approved Vesting Tentative Map.
20. The Applicant shall dedicate a public right-of-way for the area indicated as “Area of R/W Dedication” on the southwest corner of Lot 1 as shown on the approved Vesting Tentative Map.
21. The Applicant shall dedicate a public right-of-way for the area indicated as “Area of R/W Dedication” on easterly side of Lot 3 and Lot 5, and the westerly side of Lot 5 as shown on the approved Vesting Tentative Map.
22. The Applicant may reserve an approximately 5-foot-wide private utility easement crossing the 96’ wide Southline Avenue public right-of-way between Lot 3 and Lot 5 as shown on sheet TM-11 of the Vesting Tentative Map. The Applicant shall be responsible for providing on-going utility locating services as needed for future Underground Service Alerts to mark any future private utilities installed within the easement on the public right-of-way.
23. The Applicant shall dedicate to the City, an approximately 10-foot-wide public stormdrain easement located along the northeastern side of Lot 2 and Western side of Lot 4 as shown on the approved Vesting Tentative Map.
24. The Applicant shall dedicate to the City, an approximately 20-foot-wide Emergency Vehicle Access Easement on the various Lots as approved to the satisfaction of the Fire Marshall.
25. The Applicant shall create one or more Reciprocal Access Easements or an alternative legal instrument(s) between the various Lots for use of the internal drives and the various private utilities as necessary to provide utility services to each Lot.
26. The Applicant shall create one or more Parking Access Agreements or an alternative legal instrument(s) between all Lots utilizing the proposed Parking Structure on Lot 4.
27. The Applicant shall be responsible for obtaining all approvals necessary from the City of San Bruno and BART for the realignment of Huntington Avenue within the City of San Bruno or BART lands, respectively, as shown on the approved Vesting Tentative Map.
28. The Applicant shall be responsible for obtaining any approvals as may be required from the California Public Utilities Commission (CPUC) for the modifications to the existing railroad preemption for the existing at-grade crossing on South Linden, as needed to accommodate the new traffic signal and intersection layout at the new Southline Avenue/Dollar Avenue, South Linden Avenue intersection.

29. The Applicant shall be responsible for obtaining a License Agreement or other approval with the railroad as may be required for the undergrounding of the overhead utilities over the at-grade crossing on South Linden Avenue.
30. Prior to Building Permit issuance, the applicant shall provide documentation for all existing easements to be quitclaimed as shown on sheet TM-10 of the Vesting Tentative Map.
31. All required public right-of-way and easement dedications to the City, the reservation of private easements, and the requirement for the abandonment of existing easements to be accomplished through the Final Map and not via quitclaim shall be established via the recording of the Final Map for the property. For Property not owned or controlled by the Applicant, public right-of-way dedications and easements shall be established via recording separate instruments.
32. Prior to the issuance of Public Improvement Permits, the Applicant shall enter into an Improvement Agreement and Encroachment and Maintenance Agreement with the City. These agreements shall be approved in substantially similar form by City Council prior to execution.
 - a. 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.
 - b. The Encroachment and Maintenance Agreement shall require the Applicant to maintain any street furniture that serves the property, and all stormwater treatment measures and the landscaping/street trees in the Public right-of-way 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.
33. Applicant shall pay for all applicable Engineering Division deposits and fees required for any mapping application prior to review.

Right-of-Way

34. Prior to Final Signoff of the Public Improvement Permit, Applicant shall coordinate with the City for the final configuration of the following intersections. The final approved

configuration shall be shown on the improvement plans and constructed prior to final signoff of the public improvement permit.

- a. Dollar Avenue /S. Linden Avenue Intersection: The design for the new Dollar / Linden intersection shall be consistent with the City’s intent to reduce potential pedestrian conflicts by avoiding the creation of “pork chop” islands and a vehicular slip-lane. The final design shall be determined following completion of a traffic analysis to verify design consistency with the applicable City standards, including adequate truck-turning capacity, as well as consistency with the Southline EIR impact determinations, as directed by the City Engineer.
 - b. S. Maple Avenue/Huntington Avenue: The required turn pocket length for the S. Maple Avenue southbound right-turn pocket shall be confirmed based on traffic analysis of the anticipated Phase 1 traffic volumes for the intersection, or as approved by the City Engineer. This intersection requires the Applicant to coordinate final configuration with the City of San Bruno in addition to the City of South San Francisco.
35. 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 any Temporary Occupancy as approved by the City Engineer.
36. 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.
37. The Applicant shall construct the new Southline Avenue from South Maple Avenue to Dollar Avenue to a Traffic Index of 9.5 as shown on the approved Vesting Tentative Map. The street shall include a raised median island with landscaping as shown in the approved Precise Plan dated 03/01/22.
38. The Applicant shall reconstruct the following streets (curb to curb) to a Traffic Index of 9.5:
- a. Dollar Avenue from Tanforan Avenue to Southline Avenue
 - b. South Linden Avenue along the Lot 5 property frontage
 - c. South Linden Avenue from the at-grade railroad crossing to Dollar Avenue.
 - d. Huntington Avenue from Tanforan Avenue to Sneath Avenue along the realigned Huntington Avenue right-of-way.
 - e. South Maple Avenue approximately 125 feet north of Southline Avenue

39. The Applicant shall perform base repairs, and perform a 2-inch grind and AC overlay of the following streets (curb to curb):
 - a. Tanforan Avenue from Huntington Avenue to Dollar Avenue.
 - b. Huntington Avenue from the southern driveway of the BART parking lot to Tanforan Avenue.
 - c. South Linden Avenue from the at-grade crossing to the eastern limits of the new concrete median island
40. The Applicant shall install a concrete median island at the approaches to the existing at-grade railroad crossing on South Linden Avenue as shown on sheet TM-15 of the Vesting Tentative Map.
41. The Applicant shall construct new curb, gutter, sidewalk, and ADA curb ramps in all locations as shown on the approved Vesting Tentative Map.
42. The Applicant shall install a concrete median island on the realigned portion of Huntington Avenue and along the segment south of Tanforan Avenue.
43. The Applicant shall be responsible for obtaining all approvals necessary from City of San Bruno and the Bay Area Rapid Transit (BART) District for any bicycle and pedestrian improvements on the west side of South Maple Avenue south of the new intersection of Huntington Avenue/South Linden Avenue/Southline Avenue along the west side of Huntington Avenue adjacent to the BART Parking Lot property frontage.
44. The Applicant shall install new pedestrian crosswalks shown on sheets TM-12 through TM-15 of the Vesting Tentative Map at the following locations; the crosswalks shall include new ADA accessible pedestrian curb ramps on each end of the crosswalks at:
 - a. The intersection of Huntington Avenue, South Maple Avenue and Southline Avenue,
 - b. The intersection of Southline Avenue and the Phase 1 Parking Garage Entrance between Buildings 1 and 7; and
 - c. The intersection of South Linden Avenue, Dollar Avenue, and Southline Avenue .
45. The Applicant shall construct new ADA Accessible driveway entrances on Southline Avenue and Dollar Avenue frontages of the project site.
46. Applicant shall ensure that any pavement markings impacted during construction are restored and upgraded to meet current City standards current to the time of Encroachment Permit approval.
47. The Applicant shall install new City Standard streetlights on the following streets:

- a. On both sides of the realigned Huntington Avenue from Southline Avenue to Tanforan Avenue
 - b. On the new Southline Avenue
 - c. On both sides of South Maple to 125 feet north of Southline Avenue
 - d. On the north side of Tanforan Avenue
 - e. On the west side of Dollar Avenue from Tanforan Avenue to Southline Avenue
 - f. On the South Linden Avenue frontage of Lot 5.
48. The Applicant shall install new traffic signals at the following intersections:
- a. At the intersection of Southline Avenue/South Maple Avenue/Huntington Avenue
 - b. At the intersection of Southline Avenue / Phase 1 Parking Garage Entrance between Buildings 1 and 7
 - c. At the intersection of Southline Avenue/Dollar Avenue/South Linden Avenue
49. The Applicant shall modify the existing traffic signal on Huntington Avenue/BART Parking Entrance to accommodate the new pedestrian crosswalk on Huntington Avenue on the south leg of the intersection and as necessary to provide for safe/ ADA accessible crossing for the new mixed-use bike/pedestrian trail along the BART property frontage.
50. The Applicant shall install conduit with a 144-strand fiber optic interconnect cable between the traffic signals at the following intersections:
- a. Huntington Ave/Sneath to Southline Avenue/South Maple Avenue/Huntington Avenue
 - b. Southline Avenue/South Maple Avenue/Huntington Avenue to Huntington Avenue/BART parking
 - c. Southline Avenue/South Maple Avenue/Huntington Avenue to Southline Avenue / Driveway Entrance.
 - d. Southline Avenue / Driveway Entrance to Southline Avenue/Dollar Avenue/South Linden Avenue
 - e. Southline Avenue/Dollar Avenue/South Linden Avenue to San Mateo Avenue/South Linden Avenue

Existing signal interconnect conduit may be reutilized provided existing pull boxes are updated to accommodate fiber optic cable per current Caltrans Standards. All the above referenced traffic signals (including those within the City of San Bruno) shall be equipped with new 2070LX traffic controllers with D4 software, Atcelis switches for KITS communication, and one Cradlepoint 5G Router, or comparable technological specifications as approved by the

Public Works Electrical Division, for wireless communication to City computer server to provide a functioning adaptive traffic control signal system.

51. The Applicant shall perform a traffic signal timing study for the new Southline Avenue segment between South Linden Avenue and the Huntington Avenue/Sneath Lane intersection and prepare traffic signal timing/coordination plans and timing sheets to be used at the initial start-up of the new traffic signals installed with the development. The Applicant shall also perform an update to said traffic signal-timing study within one year after final occupancy of all the building structures in Phase 1 of the Vesting Tentative Map and update the traffic signal timing/coordination plans as needed based on the results of the traffic signal-timing study.
52. 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 subdivision 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 City Engineer, at no cost to the City or to the property owner. Repairs within the City of San Bruno shall be to the satisfaction of the San Bruno City Engineer.
53. The Applicant shall install street trees, landscaping, and irrigation system on the public right-of-way consistent with the policies of the approved Southline Specific Plan. Applicant shall ensure the proposed trees and planting locations do not interfere with existing Public Utility Easements and new underground utilities. The Applicant shall include root barrier measures to prevent the sidewalk from uplift.
54. Prior to the issuance of the Public Improvement Permit or any Encroachment Permit, the Applicant shall submit Traffic and Pedestrian Control Plans for proposed work within Tanforan Avenue, Huntington Avenue, South Maple Avenue, South Linden Avenue, and Dollar Avenue and/or any area of work that will obstruct the existing pedestrian walkways.
55. 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.
56. The project shall not include any permanent structural supports (retaining walls, tiebacks, etc.) within the ROW. City Engineer approval is required for any temporary structural supports within the ROW. Any temporary structural supports shall be removed after construction.
57. Any work within the public sidewalk and/or obstructing pedestrian routes shall require 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.

58. The Engineering Division reserves the right to include new off-site conditions of approval for future phases of the project for the development on Lot 5 shown the approved Vesting Tentative Map, to the extent permitted by law and as consistent with the Vesting Tentative Map and Development Agreement approved in connection with the Project.

Stormwater

59. 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. The study shall confirm that the proposed development will meet the goal of reducing peak runoff by 10% based on a 25-year, 5-minute design storm for each drainage basin. Methods for reducing stormwater flow shall include stormwater storage on-site if necessary. The study shall also evaluate the capacity of each new storm drain installed as part of the development. Precipitation shall be based on NOAA Atlas 14 data for the site. The study shall be submitted to the City Engineer for review and approval.
60. Runoff Coefficients used for hydraulic calculations shall be as follows:
- a. Parks and open areas—0.35
 - b. Residential areas—0.50
 - c. Multiple dwelling areas—0.65
 - d. Commercial and paved areas—0.95
61. Hydraulic grade lines shall not be less than 1 foot from the ground surface.
62. The Applicant shall design and construct any on-site and off-site storm drainage improvements along said storm drain system to be sized as recommended by the approved storm drainage and hydraulic study at no cost to the city.
63. The Applicant shall construct all new public and private storm drains and stormwater treatment measures shown on the approved Vesting Tentative Map and as may be modified to accommodate stormwater storage if necessary.
64. Drainage runoff shall not be allowed to flow across lot lines or across subdivision boundaries onto adjacent private property without an appropriate recorded easement or an alternative legal instrument being provided for this purpose.
65. All off-site drainage facilities required by the City Engineer to accommodate the runoff from the subdivision shall be provided by the Applicant at no cost to the City.

66. 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.
67. All storm drainage runoff shall be discharged into a pipe system or concrete gutter. Runoff shall not be surface drained into surrounding private property outside of project site area or public streets.
68. The proposed on-site storm drainage system shall not be dedicated to the City for ownership or maintenance. The storm drainage system and any storm water pollutions control devices within the subdivision shall be owned, repaired, and maintained by the property owner or owner's association.
69. Applicant shall video inspect the storm drain mains along the project frontage in Tanforan Avenue to the nearest manholes upstream and downstream of the project point of connection both prior to construction and post construction. Video must be submitted to City Engineering for review as part of the improvement plans submittal; the Applicant will be responsible to ensure that the condition of the storm drain is in at least existing condition or better after construction is completed.

Sanitary Sewer

70. As part of the future development on Lot 5 of the approved Vesting Tentative Map, the Applicant shall upgrade the existing public sanitary sewer mains indicated as current deficiencies within Table 7.1 Schedule of Improvements (West of 101) within the City of South San Francisco, City-Wide Sewer System Master Plan, dated February 2021, and as follows:
 - a. Upgrade the existing 18-inch LO-P13 line to a 21-inch for 175 feet from 605 feet north of Browning Way to 765' north of Browning Way.
 - b. Upgrade the existing 18-inch LO-P14 line to a 24-inch line for 1,450 feet from Maple Avenue to Lowrie Avenue.Said public sanitary sewer upgrades as part of the future development of Lot 5 and will not be necessary to design or to provide performance bonding for as part of the Phase 1 Final Map.
71. The Applicant shall construct a new 8-inch public sanitary sewer main on Dollar Avenue from Tanforan Avenue to Lot 3 of the approved Vesting Tentative Map. Said new public sanitary sewer shall provide sewer service for Building 7 and the Parking Structure, to drain towards the sanitary sewer main on Tanforan Avenue.
72. The Applicant shall abandon in place as needed the existing public sanitary sewer main on Dollar Avenue that drains to the sewer main on South Linden. Abandonment shall conform to City Standards.

73. Applicant shall video inspect the sanitary sewer mains along the project frontage to the nearest manholes upstream and downstream of the project point of connection both prior to construction and post construction. Video must be submitted to City Engineering for review as part of the improvement plans submittal and shall confirm the number of existing sewer laterals serving the site that must be abandoned.
74. The Applicant shall abandon all existing private sewer laterals from the project site connected to the public sanitary sewer system. The number of sewer laterals to be abandoned shall be shown on the demolition plans and shall be confirmed by the review of a video inspection of the private sanitary sewer main.
75. The Applicant shall install the new sewer laterals to City Standards including a cleanout in the sidewalk and a new wye connection at the main. Lateral sizes of 8-inch or larger require a manhole connection at the City sewer main. Only one sewer lateral shall be allowed per parcel.
76. Sanitary Sewer plan shall show all existing and proposed utilities. Be sure to provide minimum horizontal and vertical clearances for all existing and proposed utilities. Also include all existing and proposed manhole, catch basin and pipe invert elevations.
77. All utility crossings shall be potholed, verified and shown on the plans prior to the building permit submittal.
78. The on-site sanitary sewer system/plumbing shall be designed and installed in accordance with the Uniform Plumbing Code, as amended and adopted by the City, and in accordance with the requirements of the South San Francisco Building Division.
79. 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.
80. The on-site sanitary sewer system 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 Homeowner's Association.

Domestic Water

81. The Applicant shall construct new 12-inch diameter water mains along Southline Avenue and relocate the existing 12-inch and 6-inch water mains on South Maple Avenue and South Linden Avenue as shown on the Vesting Tentative Map. The required water main sizes shall be verified as part of the water main design and approval process with California Water Service.

82. The Applicant shall relocate the existing 12-inch water main on Huntington Avenue as shown on the Vesting Tentative Map, subject to approval by the City of San Bruno and, as needed, California Water Service.
83. The Applicant shall install new fire hydrants as shown on the Vesting Tentative Map and as may be modified by the Fire Marshal. Installation and locations shall be in accordance with City Standards as approved by the Fire Marshal.
84. City of San Bruno requires a reservation of space in Tanforan Avenue for a future San Bruno water line. Refer to the City of San Bruno Conditions.

Dry Utilities

85. 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 pedestrian walkway areas.
86. The applicant shall underground all the existing overhead utilities along the following streets:
 - a. Tanforan Avenue from Huntington Avenue to Dollar Avenue, including the panel conversions of residences on the southern side of the street served by the undergrounded utilities.
 - b. Huntington/South Maple Avenue from the south side of Tanforan Avenue to approximately 250 feet north of Southline Avenue.
 - c. Dollar Avenue from the south side of Tanforan Avenue to Southline Avenue
 - d. South Linden Avenue from Southline Avenue to the northern limits of the existing overhead line on the Lot 5 frontage.
 - e. South Linden from Dollar Avenue to the easterly side of the at-grade railroad crossing to eliminate the need for an overhead utility pole and guy wire along the project frontage.
87. During the design and review process with Pacific Gas & Electric for the undergrounding design review, the Applicant shall submit the design to City of San Bruno for review and comments.

On-site Improvements

88. Internal driveways shall be a minimum of 15' wide for one-way travel and 25' wide of for areas subject to two-way travel. One-way travel lanes within the site shall be clearly posted and marked appropriately.

89. The Applicant shall submit a construction access plan that clearly identifies all areas of proposed access during the proposed development.
90. Prior to receiving a Certificate of Occupancy from 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.
91. 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.
92. All landscaped 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.
93. Any monument signs to be installed for the project shall be located completely on private property and shall not encroach into the City's right-of-way. The Developer shall ensure that placement of the monument signs do not obstruct clear lines of sight for vehicles entering or exiting the site.

Grading

94. The Applicant shall provide documentation from a qualified Industrial Hygienist that the project site is clear of all hazardous materials and groundwater to a level that is satisfactory to State and County Regulators prior to the issuance of a grading permit.
95. 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 developer's civil engineer and approved by the project geotechnical engineer.
96. During grading operations, 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 developer shall hire an environmental inspector at his/her expense to ensure compliance with the grading permit.
97. 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.
98. 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 Vesting Tentative

Map. A letter certifying the foundation forms shall be submitted to the Engineering Division for approval.

99. 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.
100. 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 otherwise authorized by the City.
101. 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. Applicant shall submit a request letter to the Engineering Division to request the City Engineer's approval.

SSF Engineering Division Contact:

Jason Hallare at Jason.Hallare@ssf.net or Maurice Kaufman, WC3, at (650)-754-6353

CITY OF SAN BRUNO

102. The City of South San Francisco has received the following requirements from the City of San Bruno. These requirements are provided for informational purposes only and will be coordinated with the City of San Bruno and the Applicant as conditions for City of San Bruno approvals, permits, and agreements.
 - a. Applicant will be responsible to coordinate and obtain necessary approvals and permits prior to the start of any work within the jurisdictional limits of the City of San Bruno. Applicant will be required to comply with all of the City of San Bruno's permit requirements.
 - b. For any haul route or truck route within the limits of the City of San Bruno, Applicant will be required to submit proposed haul route and truck route to the City of San Bruno City Engineer for approval. An Encroachment Permit will be issued by the City of San Bruno for haul route access over the city streets.
 - c. Prior to SSF core & shell building permit issuance and prior to any work within the City of San Bruno, the applicant will be required to obtain an encroachment permit from the City of San Bruno for all proposed work within the City of San Bruno right-of-way. The Applicant will be required to submit an encroachment permit application, will be required to submit all required documentation, and will be required to pay all permit, plan check, inspection fees that may be needed during construction, as well as any deposits and/or bonds required to obtain said permits.

- i. Encroachment Permit application for work in City of San Bruno may be found on the City of San Bruno website at <https://www.sanbruno.ca.gov/383/Permits>.
 - ii. Applicant will be required to obtain copies of approved permits from other utilities and agencies, including BART and PG&E, prior to issuance of San Bruno encroachment permit.
 - iii. All improvements within the City of San Bruno public right-of-way will be required to comply with City of San Bruno Standard Plans and Standard Specifications unless specifically approved by City of San Bruno City Engineer.
 - iv. Maintenance Agreements for improvements within the city limits of the City of San Bruno as required for traffic signals, green infrastructure stormwater quality treatment facilities, and other improvements shall be executed prior to issuance of encroachment permits. Applicant will be required to be responsible for coordination with City of San Bruno and for cost of preparation of such agreements
- d. Prior to Building Permit issuance, the Applicant will be required to submit to the City of San Bruno a video survey of the streets located within the City of San Bruno adjacent to the Project limits of work to determine the pre-construction condition of the streets at the sole cost of the Applicant. 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.
 - e. Applicant will be required to submit design for stormwater maintenance facilities to the City of San Bruno for approval and will be required to enter into maintenance agreement with the City of San Bruno for offsite stormwater treatment areas/green infrastructure that is located within City of San Bruno right-of-way.
 - f. The City of San Bruno Water System Master Plan has identified a new water line within street section of Tanforan Avenue to replace the existing water line located on the south side of Tanforan Avenue that serves the residential properties on south side of Tanforan Avenue. The reservation area will be required to comply with all public health and safety code requirements for clearances between sewer, storm drain, and potable water mains.

San Bruno Contact:

Joanna Kwok, Principal Engineer, at jkwok@sanbruno.ca.gov