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Community
Civic Campus



COMMUNITY CIVIC CAMPUS: FIRE STATION 63 SOUTH SAN FRANCISCO, CA

Project Description
November 21, 2025

1.3 EXECUTIVE PROJECT SUMMARY

The City of South San Francisco is in the process of building a new Community Civic Campus consisting of a library and recreation & wellness center (LPR), a new police station, and 6.5 acres for outdoor public use and parking. Originally, a new fire station was planned for construction concurrently with the other components of the project but was postponed.

The LPR, police station, and outdoor public use areas of the site are located on the northeast corner of the El Camino Real and Chestnut Avenue. The LPR and police station create a distinct, high-profile civic presence and contribute to highlighting the city's commitment to the education, health, safety, and future of its citizens. Likewise, the new fire station is planned to add to the civic presence of the other two buildings, located one block southwest, at the corner of Westborough Boulevard and Camaritas Avenue.

Site Development

The new fire station is located at 71 Camaritas Avenue, intersecting Westborough Boulevard. The site is L-shaped, with frontages along Camaritas and Westborough and with access to Arroyo Drive to the west. The portion of the lot allowing access to Arroyo Drive is over a utility easement maintained by the San Francisco Public Utilities Commission (SFPUC). The site also includes a stormwater easement adjacent and parallel to the SFPUC easement.

No structures may be built over either easement. As such, the new fire station is situated north of the easements, facing Camaritas Avenue. Fire apparatus will deploy onto Camaritas Avenue, turning East or West to serve the sector. The project program, consisting of fire apparatus bay support spaces and the fire house, is organized in a two-story fire house connected to the apparatus bay. The fire house is located along Camaritas Avenue, prominently at the corner of Westborough Boulevard and Camaritas Avenue. The northeast corner of the building and the east façade of the building will serve as gateway components for the civic campus and the city of South San Francisco, as the site is the moment when vehicular movement transitions from the parkway of Westborough Boulevard into the core of the city.

Outdoor space for the fire station will accommodate operations, maintenance, and training for the fire department, along with an outdoor exercise patio. Trees and planted areas frame a small, welcoming entry plaza and the apparatus bay driveway. Other planted areas include stormwater treatment facilities. Public parking and EV charging is provided west of the fire house, and secure parking for staff is provided behind a site wall surrounding the east, south, and west yards.

Fire Station

The new fire station will be a two-story structure with a 3-bay, 2-deep apparatus bay, capable of housing a variety of apparatus. The 10,150 square foot station will be a safe, modern facility in a rapidly growing area of the city. The design also allows an increase in diversity for firefighters and provides modern living, dining, and sleeping facilities for male and female firefighters.

2.1 Site Narrative

The site slopes approximately 15 feet down from the west end to the east end of the site. A perimeter fence will secure the site on the north and east sides of the building. Trees will be planted strategically to avoid obstructed sight lines while still adding shading for the building and users. Stormwater from the site will be collected and treated in the landscape areas that flank the building, and appropriate plantings will be selected for this purpose. The groundcover and grass plantings on the entirety of the fire station site will be native plants with low water use and low maintenance requirements. Interior planting to be more ornamental but also low water use and low maintenance.

2.2 Preliminary Storm Water Control Plan

Regulatory Setting

The project is under the jurisdiction of the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP). The SMCWPPP implements common tasks and assists municipalities, including the City of South San Francisco, to implement the municipality's local stormwater pollution preventions programs. Effective December 1, 2011, (and revised on November 19, 2015) the Municipal Regional Stormwater Permit (MRP) requires stormwater treatment requirements to be met by using evapotranspiration, infiltration, rainwater harvesting and reuse, or biotreatment. Stormwater treatment measures must be sized to comply with one of the hydraulic design criteria listed in the municipal regional stormwater permit's Provision C.3.d and SMCWPPP C.3 Stormwater Technical Guidance handbook.

Thresholds for determining whether Provision C.3 applies to a project (in which case the project is a "C.3 Regulated Project") are based on the amount of impervious surface that is created and/or replaced by a project. Private or public projects that create and/or replace 10,000 or more square feet of impervious surface are classified as C.3 Regulated Projects. The threshold for requiring stormwater treatment is reduced from 10,000 to 5,000 square feet of impervious surface for the following project categories: uncovered parking areas (stand-alone or part of another use), restaurants, auto service facilities and retail gasoline outlets.

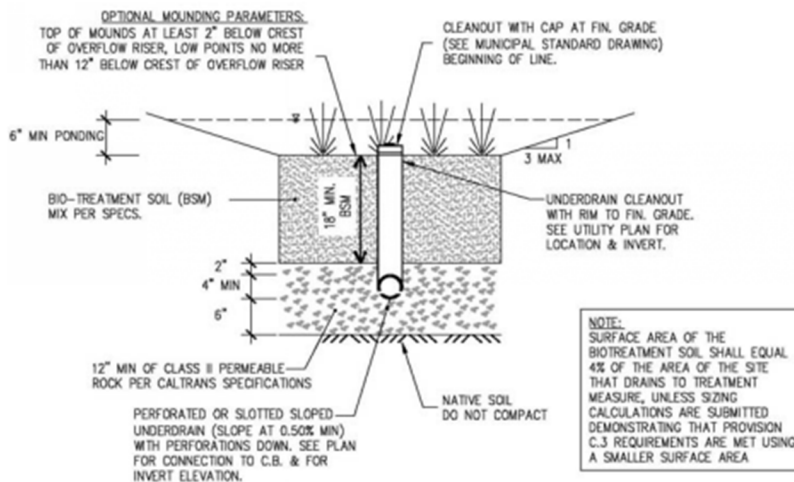
Post Construction Stormwater Management Control Measures

Proposed stormwater management measures shall be designed in accordance with the SMCWPPP C.3 Stormwater Technical Guidance handbook (Version 5.0 dated June 2016). The overall project proposes to replace 50 percent or more of the total existing impervious surface area and will therefore be required to manage stormwater runoff generated from each of the project component areas in its entirety (Police Station, Fire Station, and Library/Parks and Recreation sites).

The C.3 handbook provides a variety of best management practices (BMPs) to meet the stormwater management requirements. Once a preliminary project site layout is issued a preliminary stormwater management plan will be designed to assess applicability of BMP's. Two BMP's that may be considered for this project are bioretention planters and permeable Interlocking concrete pavers (PICP). The C.3 handbook considers bioretention planters as a flow based BMP and PICPs as a volume based BMP. Flow based BMPs are sized for the 0.2 inch/hr rainfall intensity whereas volume

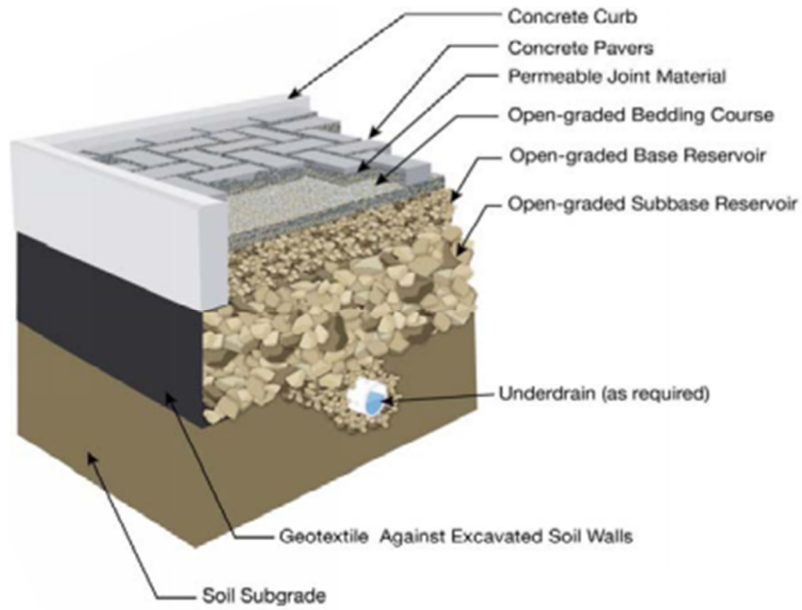
based BMPs are sized to treat stormwater runoff equal to the volume of annual runoff required to achieve 80 percent or more capture (C.3.d volume).

Bioretention planters are to be designed to provide six inches of ponding depth, followed by 18 inches of treatment soil media and a gravel storage layer. The C.3 handbook recommends the use of the 4 percent method for sizing bioretention areas. The 4 percent method requires the surface area of the treatment measure to be 4 percent of the impervious area that drains to the treatment measure (1,750 square feet of bioretention area per impervious acre). If areas of landscaping or pervious paving contribute runoff to the treatment measure, the area of these pervious surfaces is multiplied by a factor of 0.1 to obtain the amount of “effective impervious surface”. See below for an example cross section from the C.3 handbook.



Based on the 100% Schematic Design Site Plan layout, the fire station site has an approximate total area of 31,310 SF. Of the 31,310 SF, approximately 23,211 SF is proposed as impervious surfaces (pavement, roof, etc.) while the remaining 8,099 SF is proposed as pervious surfaces (landscaping). After performing preliminary calculations using the 4 percent method stated in the previous section, the fire station site will require at a minimum approximately 961 SF of bioretention treatment area. As the current total proposed pervious area of 8,099 SF exceeds the minimum required area of 961 SF, it is assumed that there is sufficient area to allocate for bioretention BMPs as we progress further into design.

Permeable Interlocking concrete pavers (PICP) act as a self-treating area or self-retaining area. A gravel storage layer beneath the pavers will be required to store the required C.3.d volume. Infiltration information from the geotechnical engineer will be required to assess feasibility as design progresses. Gap widths between PICP units must comply with the Americans with Disabilities Act (ADA) requirements to provide safe and accessible surfaces for pedestrians. See below for an example cross section from the C.3 handbook.



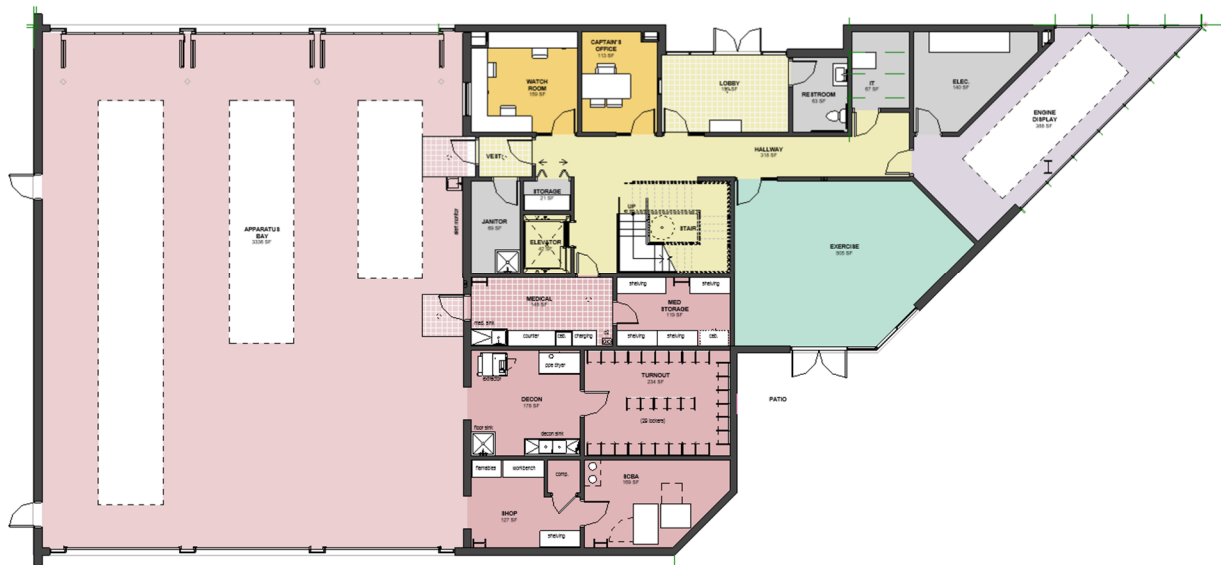
3.1 Architectural Narrative

Design Parameters

The following design concepts and parameters for the fire station are based on numerous meetings and discussions between the Design Team and the Fire Department and other City staff:

- Build a fire station capable of providing essential services after a natural disaster such as a major earthquake.
- Create a civic and welcoming presence for Fire Station 63 at the corner of Westborough Boulevard and Camaritas Avenue.

First Floor Plan:



Second Floor Plan:



Program, Spaces and Amenities

The two-story 10,150 square foot building will house up to 6 firefighter-paramedics and feature a 3-bay wide double-deep drive-through apparatus bay. Apparatus support spaces are located on the east side of the first floor and include personal protective equipment (turnout) storage, an equipment cleaning and storage room, medical storage room, and combined area for shop and self-contained breathing apparatus (SCBA) fill station. An exercise room is situated near these support spaces to prevent noise infiltration into the residential area. The northern, street-facing portion of the first floor houses the office functions and utility rooms. Administrative and public spaces such as the lobby, public restroom, watch room, and captain's office are grouped around the main entry facing Camaritas Avenue. The first floor also features an antique fire engine display room at the northeast corner of the building, facing Westborough Boulevard.

On the second floor, the day room, dining room, and kitchen face south to take advantage of daylight and views, while the more private dorm rooms and study face north for more pleasant indirect light. There are 6 private double dorms and 3 single-occupancy bathrooms. Lockers are located along the hall serving the dorm rooms to allow for shift changes without disturbing the sleeping rooms. A utility room finishes out the second-floor program.

The station will be designed to remain operational after a major seismic event as required by the Essential Services Act.

Building Image and Design

The straightforward massing and exterior materials of the fire station will give it a strong civic presence. The exterior cladding will be comprised of a rainscreen system which predominantly features vertical ribbed metal panels broken up by glazed areas which provide natural daylight to the interior spaces. Terra cotta panels will highlight select areas around the apparatus bay and the main public entry. The double-height semi-transparent apparatus bay with its fire-engine red doors will be the building's visual focus along Camaritas Avenue and will announce to the community the

building's function as a fire station. A circular mechanical screen will keep equipment out of view from the street.

3.2 Zoning Ordinance

Below is a list of entitlements requests outlining areas of the project which deviate from the Zoning Ordinance. Each instance will reference the zoning ordinance section, what the requirement is, what the design shows, and justification for the variance.

Project Data:

ADDRESS: 71 Camaritas Avenue, South San Francisco, CA
APN: 010-402-2240
CITY COUNCIL DISTRICT: 4
LOT AREA: 46,687sf (1.07 acres)
FLOOD HAZARD ZONE: None
FLOOD CONTROL ZONE: None
FEMA FLOOD MAP: Area of Minimal Flood Hazard
APPLICABLE CODE: South San Francisco Zoning Ordinance

Zoning Map:

Zoning Classification:	T5C
General Plan:	Medium Density Mixed Use
Area Plan:	El Camino Real/Chestnut Avenue Area Plan
Environmental Overlay:	Tree-Covered Area
Flood/SLR Overlay:	None
Mobility:	½ mile from public transit buffer High Injury Network 50' Roadway Noise Exposure
Seismic:	Liquefaction Zone, Severe Shaking Zone

Variance Requests:

<i>ORDINANCE:</i>	<i>REQUIREMENT & REQUEST:</i>
<p>20.135.020 (I) Transect Zoning Districts 3. Building Placement:</p>	<p>Requirements: Build-To Front: 0 ft. min., 10 ft. max. Building Placement: Building extends across 50% of build-to width.</p> <p>Requests: The fire station is set back further than 10 ft. to accommodate safe apparatus deployment onto Camaritas Avenue.</p> <p>Along Westborough Boulevard, the fire station does not extend across 50% of the build-to-width because of utility easement restrictions.</p>

<i>ORDINANCE:</i>	<i>REQUIREMENT & REQUEST:</i>
<p>20.135.020 (I) Transect Zoning Districts 5. Parking Setback:</p>	<p>Requirements: Front Setback: 40 ft. min. Curb Cut Access: 20 ft. max. 1 for street frontages up to 300 ft.</p> <p>Requests: Because of the utility easement restrictions, available area for public and secure parking for the fire department is limited to the west portion of the buildable site. Public parking is located within 40 ft. of Camaritas Avenue.</p> <p>Operational requirements for the fire station dictate a separate curb cut for fire apparatus, and the width of the curb cut and driveway needs to be wider than 20 ft. to accommodate the apparatus. Therefore the project requests two curb cuts along Camaritas Avenue, both of which need to be wider than 20 ft.</p>

<i>ORDINANCE:</i>	<i>REQUIREMENT & REQUEST:</i>
<p>20.135.030 (I) Flex Low-Rise 4. Building Size:</p>	<p>Requirement: Depth: 60 ft. max.</p> <p>Request:</p>

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	Due to operational requirements of a fire station, specifically the depth of the apparatus bay and its related support spaces, the fire station needs to be deeper than 60 ft.
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<i>ORDINANCE:</i>	<i>REQUIREMENT & REQUEST:</i>
20.135.030 (I) Flex Low-Rise 5. Building Height:	<p>Requirement: Ground Floor: 12 ft. min. floor-to-ceiling height</p> <p>Request: The project requests a 9 ft. floor to ceiling height on the ground floor for rooms other than the apparatus bay as a more appropriate ceiling height for the smaller rooms on the ground floor.</p>

<i>ORDINANCE:</i>	<i>REQUIREMENT & REQUEST:</i>
20.135.030 (I) Flex Low-Rise 7. Allowed Frontage Types:	<p>Requirement: Arcade, Dooryard, Forecourt, Shopfront, Terrace</p> <p>Request: None of the allowed frontage types are compatible with the function of the fire station.</p>

<i>ORDINANCE:</i>	<i>REQUIREMENT & REQUEST:</i>
20.300.006 Lot & Development Standards Fences, Walls, Hedges	<p>Requirements:</p> <p>A. Maximum Height, Front and Street Setbacks: 4 ft. max. opaque.</p> <p>B. Decorative Features: One entry gateway, trellis, or other entry structure is allowed in the required front or street-facing side yard of each lot, provided that the maximum height or width of the structure does not exceed 10 feet. Such decorative features shall not have any solid obstruction that exceeds two feet in diameter between the height of three and 10 feet.</p> <p>Request:</p>



	<p>For security and safety reasons, site walls exceed 4 ft. The project requests site wall heights of 6 ft. typically and 7'-6" at the exercise room patio adjacent to Westborough Boulevard. Also for security and safety reasons, the project requests the vehicular gate include obstructions that exceed 2 feet in diameter.</p>
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<i>ORDINANCE:</i>	<i>REQUIREMENT & REQUEST:</i>
<p>20.330.010 Parking Area Design & Development Standards</p>	<p>Requirement: J. Shade 50% of parking area. L. Provide 4 ft. of separation between parking areas and buildings. M (d). 1 tree per 5 stalls.</p> <p>Request: Because of utility easement restrictions there is limited available area for parking, and there is not enough room to provide shading as required. Also because of space limitations, there is no 4 ft. landscape buffer between parking stalls and the building.</p>