

3 PROJECT DESCRIPTION

3.1 Overview

The proposed 201 Haskins Way Project (project) site encompasses approximately 18.2 acres on eight parcels of privately owned light industrial and research and development (R&D) area in South San Francisco's East of 101 Area. The site is bounded by East Grand Avenue to the north, Haskins Way to the west, San Francisco Bay (Bay) to the south, an existing recycling center to the southeast, and the Genentech campus to the northeast. The project site includes six parcels with trucking, warehouse, and distribution uses; one parcel used for parking; and one parcel with existing office/ R&D use.

The proposed project would involve redevelopment of light industrial uses into office/R&D uses and intensifying the buildout of existing office/R&D¹. Alexandria Real Estate Equities (ARE) and the City of South San Francisco (City) propose rezoning the eight parcels to the Business Technology Park (BTP) district. ARE would seek a rezoning of two parcels, 201 Haskins Way and 400-450 East Jamie Court, and is proposing a specific development plan for these parcels (herein referred to as the Phase 1 site plan). Currently, there is no site-specific development program proposed for the remaining six parcels, and the City would initiate a rezoning of these six parcels. This EIR presents a conceptual Phase 2 development for buildout of these six parcels (herein referred to as the Phase 2 area) and assumes the project would be constructed in two phases (Phase 1 and Phase 2).²

The existing *City of South San Francisco General Plan* (General Plan) designations of Coastal Commercial (CC) and Mixed Industrial (MI) would remain unchanged for all eight parcels. The combined CC/MI designation allows existing uses to remain under the MI land use designation, whereas new R&D uses would be consistent with the existing CC land use designation.

The proposed zoning text amendment would amend Table 20.110.002, "Land Use Regulations – Employment Districts," of the *South San Francisco Municipal Code* (Municipal Code) to clarify that for parcels with a dual General Plan designation of CC and MI, new BTP development would be considered consistent with and would be subject to the development standards applicable to the CC designation. In contrast, the continuation of pre-existing freight forwarding, customs brokering, wholesale, warehousing, and distribution uses would be considered consistent with and would be subject to the development standards applicable to the MI designation.

Under the proposed BTP district, the proposed project would allow a total of approximately 634,796 square feet (sq. ft.) of floor area for new BTP use and off-street parking. ARE is proposing a specific

¹ In the 2000s, the 400-450 East Jamie Court parcel was developed into a business and technology office use at approximately 0.6 floor area ratio (FAR) under a previous project, which included the construction of a new segment of the San Francisco Bay Trail.

² It is uncertain when or if development in the Phase 2 area would occur, or whether it would occur as a single redevelopment of all parcels or as separate redevelopment of one or more parcels. Therefore, the proposed project could be constructed in more than two development phases. However, this EIR assumes only two phases, Phase 1 and Phase 2.

development application for the proposed Phase 1 area site plan; however, the proposed rezoning of the parcels in the Phase 2 area would continue to allow the existing light industrial uses to continue³ as well as permit redevelopment at 1.0 floor area ratio (FAR) in accordance with the proposed BTP rezoning.

Under the development application, Phase 1 development would include:

- (1) demolition of approximately 24,075 gross sq. ft. (gsf) of light industrial space on the approximately 6.45-acre parcel at 201 Haskins Way (Assessor's Parcel Number [APN] 015-102-230) and development of a new 311,368-gsf office/R&D building and a new five-story parking garage; and
- (2) construction of an addition to an existing office/R&D building on the approximately 6.13-acre parcel at 400-450 East Jamie Court (APN 015-102-250) with approximately 25,000 sq. ft. of floor area.

Because detailed information about Phase 2 development is not known at this time, the EIR considers the maximum potential development that could occur on those parcels under the proposed rezoning. Phase 2 development would require subsequent project-level site design review. For illustrative purposes, the EIR includes a conceptual Phase 2 development plan. The Phase 2 development plan would include:

- (1) demolition of approximately 157,995 gsf of light industrial space on four additional parcels north of the 201 Haskins Way parcel, located at 101 and 151 Haskins Way, and 410 and 430 East Grand Avenue (APNs 015-102-210, 015-102-220, 015-102-180, 105-102-160), and development of a new 256,232-gsf office/R&D building fronting East Grand Avenue;
- (2) expansion of the five-story parking garage constructed in Phase 1 to two parcels at 451 East Jamie Court (APNs 015-102-240 and 015-102-290); and
- (3) future office/R&D development capacity up to approximately 85,000 sq. ft. of floor area on the 400-450 East Jamie Court parcel (APN 015-102-250).

It is uncertain when or if Phase 2 development would occur or whether it would occur as a single redevelopment of all Phase 2 area parcels (such as illustrated in the conceptual development plan) or as separate redevelopment of one or more Phase 2 area parcels. The EIR presents separate analyses of the project impacts of Phase 1 development, and the project impacts of Phase 1 and 2 development combined (referred to as “project buildout” in this EIR).

3.1.1 Project Objectives

ARE seeks to achieve the following objectives by undertaking the proposed project in furtherance of the City's General Plan and City's policies for developing the East of 101 Area:

- Create state-of-the-art R&D facilities consistent with the General Plan designation of the site, and General Plan goals and policies
- Promote the City's ongoing development of the East of 101 Area into a nationally recognized biotechnology and R&D center that will attract other life science uses

³ City of South San Francisco, 2018. Municipal Code Table 20.110.002, Note 10.

- Further the City's policies of developing the East of 101 Area with new opportunities for continued evolution from manufacturing and warehousing/distribution to biotechnology and R&D
- Redevelop underutilized parcels within the project site at a higher density to take advantage of the opportunities offered in the East of 101 Area to create a vibrant R&D campus
- Develop an R&D campus with a high level of design quality as called for in the Design Policies and Guidelines of the *East of 101 Area Plan*
- Build a project that creates quality jobs for the City
- Provide sufficient space for tenants to employ key scientific and business personnel in proximity to each other to foster efficient collaboration and productivity
- Capitalize on the project's proximity to the City's Bay shoreline and San Francisco Bay Trail (Bay Trail) by providing views and access to the waterfront
- Enhance the visual quality of development around the Bay shoreline and take advantage of the attractive setting it provides
- Promote alternatives to automobile transportation to further the City's transportation objectives by emphasizing linkages, Transportation Demand Management (TDM), and pedestrian access and ease of movement between buildings
- Enhance vehicular, bicycle, and pedestrian circulation and access in the area surrounding the project site
- Build a project that is viable in the East of 101 Area based upon market conditions and project service requirements for the area
- Incorporate flexibility for office and R&D uses to ensure that the project is responsive to tenant demands based on market conditions
- Provide a positive fiscal impact on the City through the creation of jobs, enhancement of property values, and generation of property tax and other development fees
- Retain the flexibility to build the project in phases that respond to market conditions
- Allow for the continued operation of existing manufacturing and warehousing/distribution uses until new development occurs, consistent with City policies

3.1.2 Project Location

The project site is comprised of eight parcels located in the City. The City of South San Francisco is located south of the City of Brisbane and north of the City of San Bruno. The City is built on the Bay plain and on the northern foothills of the Coastal range. The City is located along major transportation routes, including U.S. 101, Interstate 380, Interstate 280, and the Union Pacific Railroad.

The project site is within the City's East of 101 Area, as shown on **Figure 3.1: Regional Site Location**. The East of 101 Area consists of roughly 1,700 acres of land and is bounded by the Bay on the east, U.S. 101 and railway lines on the west, the City of Brisbane on the north, and the Bay and San Francisco International Airport (SFO) on the south.



Source: City of South San Francisco, SWCA (2017)

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FIGURE 3.1: REGIONAL SITE LOCATION

3.2 Existing Setting

The project site is located in a light industrial and R&D area of the City's East of 101 Area. **Figure 3.2: Existing Site Plan** shows the project site location and regional vicinity. The project site is generally bounded by East Grand Avenue to the north, Haskins Way to the west, the Bay Trail and shoreline to the south, and adjacent parcels containing a recycling center and portions of the Genentech campus to the east. The project site is served by East Grand Avenue as the primary arterial road, fed by Haskins Way running north to south and East Jamie Court running east to west.

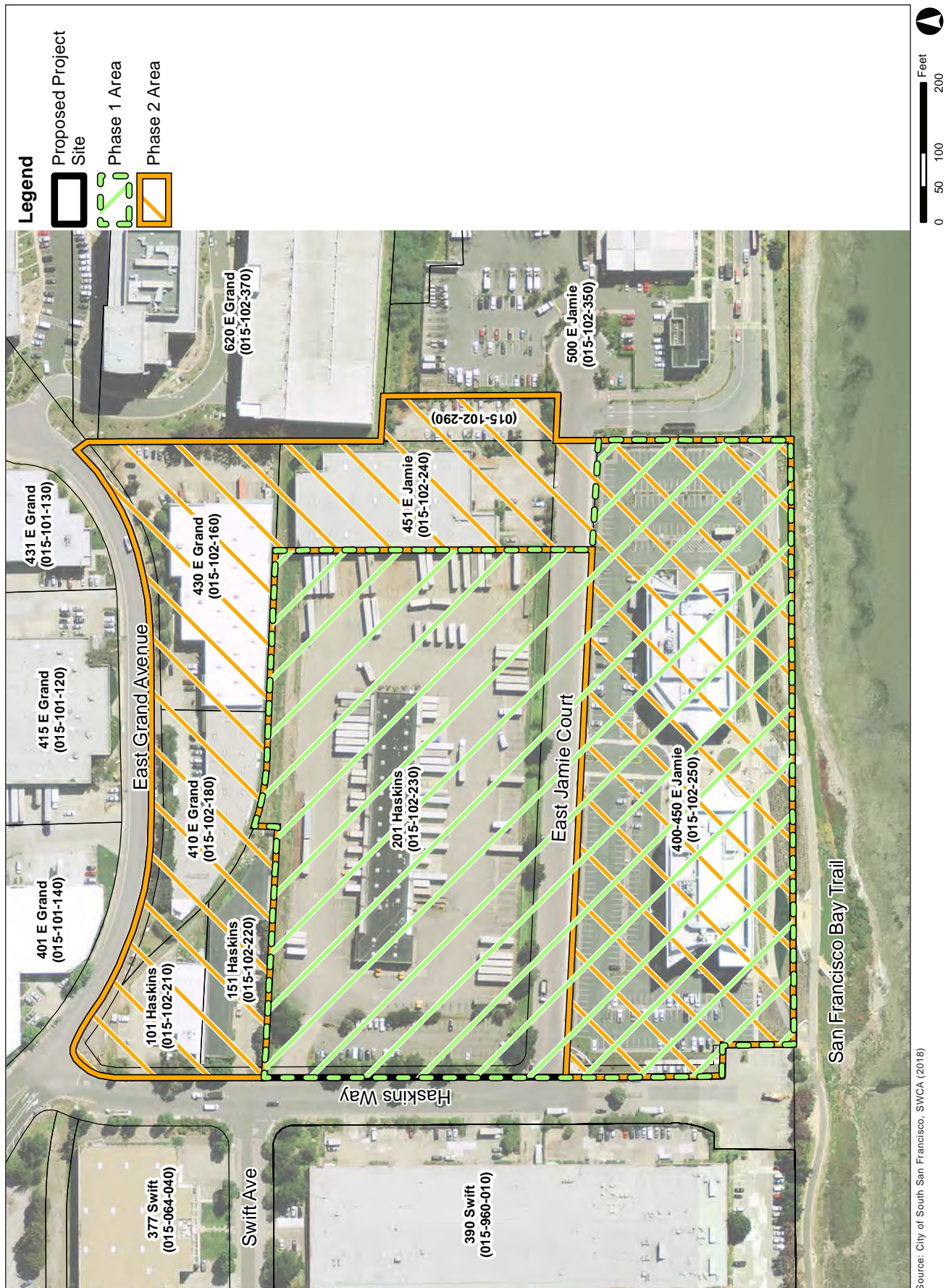
3.2.1 Regional Setting

The area that became the City was originally used for cattle grazing and dairy operations. The meat industry was the City's first industrial development, eventually leading to the development of an industrial town. The arrangement of residential and industrial uses intentionally took advantage of stable ground and Bay access at Point San Bruno, as well the prevailing winds from San Bruno Gap that blew offensive odors away from residential areas and over the Bay.⁴ The construction of the Southern Pacific Railroad line between San Francisco and San Jose further expanded opportunities for goods shipping, and industries such as steel mills grew near these transportation corridors.

The City's development pattern began with industries to the east and homes and businesses to the west, evolving over time during industrial growth and after World War II. Development was limited by mountain topography to the west and marshland to the east. Fill and drainage projects further expanded available land for development. Much of this industrial development and Bay marshland fill occurred in the City's East of 101 Area. In the post-war and modern era, steel production and other heavy industries have largely been replaced by warehousing, research, development, and biotechnology.

The City encompasses approximately 4,298 acres and is largely composed of single-use areas, with industry in the eastern and southeastern portions of the City and single-family homes to the north and west. Limited vacant land in the City precipitates new growth to take the form of redevelopment and intensification. Land in the East of 101 Area and some western parts of the City are unsuitable for residential development because of aircraft operations at SFO. Due to its historical and existing industrial uses, the City considers the East of 101 Area highly suitable for the expansion of industrial uses and for new opportunities for continued evolution from manufacturing and warehousing/distribution to high technology and biotechnology. The General Plan notes that business parks for high-technology R&D are one of the City's highest priority land uses.

⁴ City of South San Francisco, *City of South San Francisco General Plan*. Chapter 1, Introduction and Overview, p. 1-3.



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FIGURE 3.2: EXISTING PROJECT SITE

3.2.2 Surrounding Land Uses

The project site is near the southern terminus of Haskins Way, served by East Grand Avenue as the primary arterial road, as shown on Figure 3.2, p. 3.6. In the surrounding area to the west of Haskins Way, there are several existing light industrial manufacturing and distribution uses, generally containing one- to two-story buildings. To the north and northwest, the land use shifts from industrial uses to biotechnology uses, most dominantly the Genentech campus north of East Grand Avenue. The Genentech campus is composed of three- to six-story office and R&D buildings. The campus also includes amenities such as a five-story parking garage, retail uses, and child care. To the east of the project site are the South San Francisco Scavenger Company and Blue Line Transfer, Inc. buildings, which provide waste collection and recycling service uses. To the south, the existing industrial development meets the Bay shoreline and the Bay Trail.

3.2.3 Site Setting

The project site encompasses eight parcels divided into two development phase areas, as follows:

- The Phase 1 area includes two parcels: the 6.45-acre 201 Haskins Way parcel (APN 015-102-230) located on the north side of East Jamie Court, which contains a one-story terminal building previously occupied by a light industrial trucking terminal use, and the 6.13-acre 400-450 East Jamie Court parcel (APN 015-102-250), which is currently occupied by two three-story office/R&D buildings.
- The Phase 2 area includes the 400-450 East Jamie Court parcel (APN 015-102-250, also part of the Phase 1 area), plus six additional parcels: 101 and 151 Haskins Way, 410 and 430 East Grand Avenue (APNs 015-102-210, 015-102-220, 015-102-180, 105-102-160), 451 East Jamie Court (APN 015-102-240), and an unaddressed parcel (APN 015-102-290). Five of the six parcels contain one- to two-story light industrial buildings totaling approximately 157,995 gsf. A portion of the 451 East Jamie Court parcel and APN 015-102-290 contain a parking lot.

The existing lot size, land use, parking, and building heights of the eight parcels within the project site are described in **Table 3.1: Summary of Existing Site Characteristics**. The proposed project site totals 791,796 sq. ft. of lot area (18.2 acres) and contains approximately 339,070 sq. ft. of existing buildings.

EXISTING LAND USE DESIGNATIONS

General Plan Designation

The project site is identified in the General Plan as a combined CC/MI land use designation, with the exception of one parcel in the Phase 2 area (APN 015-102-290) which is designated as CC only. The dual CC/MI designation allows existing freight forwarding and warehousing uses under the MI land use designation, whereas other uses, including R&D, would be allowed under the CC land use designation, as specified below. The existing General Plan land use and zoning designations of the project site and surrounding parcels are illustrated in **Figure 3.3: Existing General Plan Land Use and Zoning Designations**.

Table 3.1: Summary of Existing Site Characteristics

APN / Address	Lot Size (sq. ft.)	General Plan Land Use / Zoning	Existing Buildings (sq. ft. [FAR ¹])	Parking Spaces	Building Height / No. of Stories
Phase 1 Area					
015-102-230 201 Haskins Way	280,765	GP: CC / MI Zoning: MI	24,075 (0.09)	Car lot (56 spaces), semi-tractors (20 spaces), semi-trailers (35 spaces), loading docks	21 ft. / 1
015-102-250 400-450 East Jamie Court ²	267,000	GP: CC / MI Zoning: BC	157,000 (0.59)	464 spaces	65 ft. / 3
Subtotal Phase 1 Area	547,765		181,075		
Phase 2 Area					
015-102-250 400-450 East Jamie Court ³	-	-	-	-	-
015-102-210 101 Haskins Way	24,535	GP: CC / MI Zoning: MI	7,000 (0.29)	10 spaces	22 ft. / 1
015-102-220 151 Haskins Way	28,602	GP: CC / MI Zoning: MI	11,599 (0.41)	14 spaces	21 ft. / 1
015-102-180 410 East Grand Avenue	40,384	GP: CC / MI Zoning: MI	27,300 (0.63)	10 spaces	18 ft. / 1
015-102-160 430 East Grand Avenue	72,076	GP: CC / MI Zoning: MI	37,096 (0.52)	12 spaces	26 ft. / 1
015-102-240 451 East Jamie Court	62,087	GP: CC / MI Zoning: MI	75,000 (1.2)	24 spaces (+ tractor lot)	24 ft. / 2
015-102-290 No Address	16,347	GP: CC Zoning: MI	N/A	44 spaces	0 ft.
Subtotal Phase 2 Area	244,031		157,995		
Total	791,796		339,070		

Notes:

¹ Floor Area Ratio (FAR) is the relationship between the total amount of usable floor area that a building has, or has been permitted for the building, and the total area of the lot on which the building stands. A higher number is more likely to indicate a dense or urban construction. The South San Francisco Municipal Code Sections 20.040.008 and 20.40.009, allow certain areas to be excluded from the calculation of square feet of Floor Area and FAR.

² Development activity would occur on 400-450 E. Jamie Court (015-102-250) during both Phase 1 development and Phase 2 development.

³ The 400-450 East Jamie Court parcel is described under Phase 1 Area. Lot size and existing building square footage of the 400-450 East Jamie Court parcel is not included in the Phase 2 Area subtotal.

GP = General Plan, CC = Coastal Commercial, MI = Mixed Industrial, BC = Business Commercial

Source: ARE, RBF, City of South San Francisco (2017)



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FIGURE 3.3: EXISTING GENERAL PLAN LAND USE AND ZONING DESIGNATIONS

The MI land use designation under the General Plan is intended to provide and protect existing industrial lands for a wide range of manufacturing, industrial processing, general service, warehousing, storage and distribution, and service commercial uses up to 0.4 FAR.⁵ For uses with low employment intensity, such as wholesaling, warehousing, and distribution, the maximum permitted FAR can be increased with incentives and bonuses up to 0.6 FAR.⁶

The CC land use designation under the General Plan allows a maximum FAR of 0.5 for retail, recreation facilities, R&D facilities, marinas, and eating and drinking establishments; 1.0 for offices; and 1.6 for hotels.⁷ In addition, CC land uses allow incentive-based FAR bonuses for implementation of a TDM program and other specified design standards, allowing up to a total of 1.0 FAR for retail, 1.6 FAR for office, and 2.2 FAR for hotel uses.⁸

East of 101 Area Plan Designations

The project site is designated Light Industrial in the *East of 101 Area Plan*, but the 400-450 East Jamie Court parcel designation is a combined CC/Light Industrial district. However, the General Plan classifies the project site as a combined CC/MI designation, with the exception of the unaddressed parcel east of 451 East Jamie Court (APN 015-102-290).

The City interprets the *East of 101 Area Plan* as a design-level document. Development standards and density determinations, including FAR, are established in the General Plan, which was updated after the adoption of, and takes precedence over, the *East of 101 Area Plan*. Moreover, when East of 101 Area Plan policies are in conflict with or inconsistent with the General Plan, the General Plan policies supersede requirements outlined in the *East of 101 Area Plan*. Applicable design-level policies of the *East of 101 Area Plan* include all policies of the Design Element; Land Use Element policies LU-6C (off-site parking structures in Light Industrial districts), LU-24 (retail and personal services), LU-26 (childcare facilities), and LU-31 (above-ground fuel tanks); and Conservation Element Policy CON-7 (new development adjacent to sensitive resource areas).⁹

Redevelopment Plan Designation

The 400-450 East Jamie Court parcel is located in the 1988 Downtown/Central Redevelopment Plan (Redevelopment Plan) Area.¹⁰ The Redevelopment Plan was prepared by the former South San Francisco Redevelopment Agency to provide a process and a basic framework within which specific redevelopment plans could be developed for areas of the City identified as having economic disuse, stagnation, blight, and inadequately served by public utilities and services. As amended, the term of the Redevelopment Plan extends until July 12, 2030, for purposes of land use controls, and until July 12, 2040, for receipt of

⁵ General Plan. Chapter 2, p. 2-25.

⁶ General Plan. Chapter 2, Table 2.2-2: Standards for Density and Development Intensity, p. 2-13.

⁷ General Plan. Chapter 2, p. 2-22.

⁸ General Plan. Chapter 2, Table 2.2-2: Standards for Density and Development Intensity, p. 2-13.

⁹ Sensitive resources refers to natural resources (e.g., plant or animal species and wetlands).

¹⁰ General Plan, Figure 2-7, p. 2-37.

property taxes and repayment of indebtedness. The Redevelopment Plan provides that permitted land uses in the Plan Area include commercial and industrial uses, and may include any use permitted by the General Plan and City ordinances for that area.¹¹ Under the Redevelopment Plan, the type, size, and height of buildings in the Plan Area are limited by applicable “federal, state and local statutes and ordinances.”¹² The Redevelopment Plan provides that the Redevelopment Agency was authorized to establish limits on height, land coverage, setbacks, design criteria, traffic, and parking through adoption of subsequent resolutions, but the Redevelopment Plan does not impose additional development standards for the Plan Area.¹³

Zoning Designation

The existing zoning designations of the project site and surrounding parcels are illustrated in Figure 3.2, p. 3.6. The 101, 151, and 201 Haskins Way parcels; the 410 and 430 East Grand Avenue parcels; the 451 East Jamie Court parcel; and the adjacent parcel (APN 015-102-290) are zoned MI. The 400-450 East Jamie Court parcel is zoned Business Commercial (BC). The MI and BC districts are two of the City’s employment districts. The City’s current land use regulations for base employment districts are set forth in Section 20.110.002 of the Municipal Code, which recognizes existing legally approved freight forwarding, customs brokering, wholesale, warehousing, and distribution uses to be legal conforming uses, which may convert to other industrial uses, in accordance with General Plan Policy 3.5-I-1 and Resolution 84-97 (see note 10 of Table 20.110.002). However, such existing uses may not expand, convert to, re-convert to, or establish a freight forwarding use. **Table 3.2: Existing Land Use and Development Standards by Zoning Designation** outlines the development standards for the MI and BC districts for lot size, building height, minimum setbacks, lot coverage, FAR, and landscaping coverage.¹⁴ The purposes of the MI and BC zoning districts as defined by the City are described below.

The MI zoning district is intended to provide areas for a wide range of manufacturing, industrial processing, general service, warehousing, storage and distribution, and service commercial uses and to protect areas where such uses currently exist. Industries that use or produce substantial amounts of hazardous materials or generate noise, odor, or other pollutants are not permitted. Conventional residential and/or group residential development are also prohibited, but live-work uses such as artists’ studios are allowed in designated areas. Small-scale retail and service uses serving local employees, residents, and visitors may be permitted as secondary uses. The MI zoning district is consistent with the General Plan’s MI designation. The maximum FAR is 0.4, but increases may be permitted up to a total FAR of 0.6 for development that meets specified design and green building measures subject to approval of a CUP.¹⁵

¹¹ City of South San Francisco, 1989. *Redevelopment Plan for the Downtown Central Redevelopment Project* (Downtown/Central Redevelopment Plan), adopted July 12, 1989.

¹² Downtown/Central Redevelopment Plan, Section 413, p. 21.

¹³ Downtown/Central Redevelopment Plan, Section 420, p. 22.

¹⁴ Section 20.110.004 of the City zoning ordinance provides additional district-specific regulations regarding outdoor employee eating areas; landscaped setback of parking areas; access locations; limitations on curb cuts and driveways; and locations and screening of truck docks, loading, and service areas.

¹⁵ City of South San Francisco Zoning Ordinance, 2017. Table 20.110.003(C). Applies to MI projects that include high quality, innovative design and product type, and maximum provisions for pedestrian and bicycle use or provision of green building measures over and above the applicable green building compliance threshold requirements pursuant to Municipal Code Title 15.

Table 3.2: Existing Land Use and Development Standards by Zoning Designation

	Mixed Industrial (MI)	Business Commercial (BC)
Lot Standards		
Minimum Lot Size (sq. ft.)	43,560	Same as MI
Minimum Lot Width (ft.)	50	Same as MI
Building Form and Location		
Maximum Height	Up to 161 feet above sea level, subject to FAA Part 77 ¹	Same as MI
Minimum Setbacks (ft. from lot line)		
Front	20	Same as MI
Interior Side	10; 0 if along MI district boundary	0; 10 along R district boundary
Street Side	10	Same as MI
Rear	10; 0 if along MI district boundary	0; 10 along R district boundary
Maximum Lot Coverage (% of lot)	60	50
Maximum Floor Area Ratio (FAR)	0.40/0.60 ²	0.50 / 1.0 ³
Minimum Amount of Landscaping (% of site)	10	15

Notes:

¹ Building heights east of 101 are allowed the maximum height limits permissible under Federal Aviation Regulations Part 77. General Plan Figure 2-2 establishes a 161-foot height limit in the project area, whereas Exhibit IV-13 of the 2012 SFO Comprehensive Airport Land Use Compatibility Plan establishes a 163-foot height limit.

² Maximum Floor Area Ratio in the MI district is 0.4, but increases may be permitted up to a total of 0.6 for developments that meet specific design and/or green building standards per the Incentives Program, subject to approval of a conditional use permit (CUP) as provided in Section 20.110.003(C) of the zoning ordinance. TDM Plans are required for nonresidential development expected to generate 100 or more average daily trips, based on the Institute of Traffic Engineers trip generation rates.

³ Maximum Floor Area Ratio in the BC district is 0.5, but increases may be permitted up to a total of 1.0 for developments that meet specific Travel Demand Management (TDM), or design and/or green building standards per the Incentives Program, subject to approval of a CUP as provided in Section 20.110.003(C) of the zoning ordinance. TDM Plans are required for nonresidential development expected to generate 100 or more average daily trips, based on the Institute of Traffic Engineers trip generation rates.

Source: City of South San Francisco Zoning Ordinance, 2017, Table 20.110.003.

The BC zoning district is intended for business and professional offices, visitor service establishments, and retail uses with an emphasis on larger and regional-serving uses, largely in commercial areas west of U.S. 101. A wide range of nonresidential uses is appropriate, including administrative, financial, business, professional, medical, and public offices, and visitor-oriented and regional commercial activities such as warehouse clubs and other large-format retail uses. The maximum base FAR is 0.5, but increases may be permitted up to a total FAR of 1.0 for R&D establishments or development that meets specific TDM, and design and green building standards, subject to approval of a CUP.¹⁶ The maximum FAR for hotels is 1.2 with increases to a total of 2.0 FAR for development that meets specified criteria consistent with General Plan policies. Section 20.110.004 of the zoning ordinance also provides requirements for BC districts regarding the orientation of the primary building entrance; building transparency and required openings; and building design features including architectural articulation, entries, and materials.

¹⁶ City of South San Francisco Zoning Ordinance, 2017. Table 20.110.003(C).

Height Limits

Development of office buildings on the project site and surroundings in the East of 101 Area is not restricted by the zoning ordinance or General Plan. In general, height limitations or restrictions in the East of 101 Area are defined by the SFO sphere of influence.¹⁷

Development east of U.S. 101 and south of East Grand Avenue is limited to 161 feet in height by elevation according to the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* prepared in 2012,¹⁸ but may be further restricted based on notification and consultation with the Federal Aviation Administration (FAA) under Part 77.9 of the Code of Federal Regulations (CFR).

EXISTING PARKING, CIRCULATION, AND ACCESS

The proposed project site currently contains two driveways on East Grand Avenue, four driveways on Haskins Way, and three driveways on East Jamie Court that serve the existing light industrial and R&D uses. The 451 East Jamie Court driveway provides access to the surface parking lot on the adjacent parcel to the east (APN 015-102-290).

Phase 1 Area

Vehicles access the 201 Haskins Way parcel via a curb cut on Haskins Way near Swift Avenue and, from the driveway, travel to a 56-stall parking lot for site workers and visitors to the south or to a trucking terminal area to the west with 20 semi-tractor spaces, 35 semi-trailer spaces, and loading docks surrounding a central terminal building. No off-street parking is permitted on the north side of East Jamie Court fronting the 201 Haskins Way parcel. Approximately 200 feet of unmarked curb on Haskins Way is currently available for on-street parking.

The 400-450 East Jamie Court parcel is occupied by two three-story office/R&D buildings with a basement parking level on the southern and central portion of the parcel, and surface parking on the north, west, and east portions of the parcel. Vehicles access the existing 400-450 East Jamie Court parcel via two driveways: one on East Jamie Court and one at the terminus of Haskins Way. The existing surface parking lots and basement parking garage level provide a total of 459 parking spaces. A passenger loading area is adjacent to the plaza between the two existing buildings. Each building includes one off-street service loading bay. Pedestrian and bicycle access to the Bay Trail is located on the southern portion of the parcel.

The 400-450 East Jamie Court parcel is also included in the Phase 2 Area, which is described below.

¹⁷ City of South San Francisco Zoning Ordinance, 2017. 20.110.003(A)

¹⁸ City/County Association of Governments of San Mateo County, 2012. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*, Exhibit IV-13, p. IV-43.

Phase 2 Area

In addition to the existing parking, circulation, and access on the 400-450 East Jamie Court parcel as described above, the remaining Phase 2 area contains existing driveways serving existing light industrial uses on five of the six additional Phase 2 parcels, including two driveways on East Grand Avenue, two driveways on Haskins Way, and one driveway on East Jamie Court. Five of these parcels (101 and 151 Haskins Way, 410 and 430 East Grand Avenue, and 451 East Jamie Court) contain a small surface parking area with between 10 and 24 parking spaces, each generally serving worker vehicles and providing loading bays and staging areas for larger trucking or delivery vehicles. The sixth parcel (APN 015-102-290) is a surface parking lot with 44 parking spaces. Access to this lot is available from the 451 East Jamie Court driveway. Parking spaces by parcel are summarized in Table 3.1, p. 3.8.

EXISTING LANDSCAPING

In general, landscaping on the project site is limited to street trees, ornamental landscaping features such as parking and building buffers, and ruderal areas between buildings. The project site contains approximately 185 existing trees.

The 201 Haskins Way parcel in the Phase 1 area includes 20-foot-wide landscaped areas along the East Jamie Court and Haskins Way frontage that feature stone pine street trees and ornamental ground cover. Trees that provide screening are planted between the site worker parking lot and the trucking terminal. An approximately 20-foot-wide landscaped buffer is located along the northern boundary of the parcel. In total, the 201 Haskins Way parcel contains approximately 30 trees.

The 400-450 East Jamie Court parcel, located in the Phase 1 area and Phase 2 area, includes street-facing landscaping buffers with street trees along East Jamie Court and Haskins Way, surface parking lot trees, and landscaped open space adjacent to the Bay Trail. The parcel contains approximately 80 trees, including approximately 35 street trees.

The six additional parcels in the Phase 2 area contain a total of approximately 75 trees, distributed along East Grand Avenue in a landscaped building setback area, within parking lot landscaping in the 101 and 151 Haskins Way parcels and the 451 East Jamie Court and APN 015-102-290 parcels.

EXISTING UTILITY INFRASTRUCTURE

Potable Water

The project site is served by the California Water Service Company, which purchases most of its water from the San Francisco Public Utilities Commission. Existing water supply piping is located under Haskins Way, East Grand Avenue, and East Jamie Court. Three fire hydrants are located on the south side of East Jamie Court north of and adjacent to 400-450 East Jamie Court, one is west of Haskins Way on the east side of the 390 Swift parcel, and another is on the north side of East Grand Avenue south of 415 East Grand Avenue.

Stormwater

Stormwater runoff from the project site is generally directed to the west and south, tying into the 24-inch-diameter storm drain line on East Jamie Court and the 48-inch-diameter storm drain line on Haskins Way. Runoff flows south along Haskins Way and into a catch basin, then through a 48-inch-diameter outfall pipe before being discharged into the Bay. The pipe is designed to operate throughout a range of high tide conditions in the Bay to prevent flooding near the terminus of the system.

Within the 201 Haskins Way parcel, 12-inch-diameter storm drains are located along the parcel's northern and southern boundaries in an east-west direction. Storm flows from the northern portion of the project site run west and connect to the 48-inch-diameter stormwater line on Haskins Way. Two 12-inch-diameter connections to the Haskins Way storm drainage are also located on the western portion of the site. There is one connection from the southern on-site storm drain to the 24-inch East Jamie Court storm drain.

Sanitary Sewer

The project site is served by the existing sanitary sewer system. There are 8-inch-wide sanitary sewer lines on Haskins Way and East Jamie Court along the project site frontage and 8-inch-wide sanitary sewer lines on East Grand Avenue. On Haskins Way, near Swift Avenue, the 8-inch line on Haskins Way expands to a 15-inch line running northwest.

Within the 201 Haskins Way parcel, a 10-foot-wide sewer easement with a 15-inch-wide sanitary sewer line runs along the parcel's northern boundary. Where the Haskins Way line meets the northern 15-inch-diameter line, the lines merge into the 15-inch-wide sanitary sewer line near Swift Avenue, which continues to the northwest.

Natural Gas and Electric

The project site is served by natural gas and electric service provided by Pacific Gas and Electric Company (PG&E). Each of these services is provided in underground dry utility conduits. On the 201 Haskins Way parcel, existing electrical lines and gas lines are located under the southern portion of East Grand Avenue, the east and west portions of Haskins Way, and the north and south portions of East Jamie Court. These existing conduits serve the existing light industrial and office/R&D uses on the project site.

Refuse and Recycling

The project site is served by South San Francisco Scavenger Company and Blue Line Transfer, Inc., which lies immediately to the east. Each of the existing light industrial buildings on the project site (101, 151, and 201 Haskins Way; 410 and 430 East Grand Avenue; and 451 East Jamie Court) have off-street parking and loading areas that are primarily used for warehouse and delivery activities and may also accommodate refuse service vehicles. The two office/R&D buildings on 400-450 East Jamie Court have off-street loading bays for trash and recycling pick-up services.

EXISTING SUBSURFACE CONDITIONS

The project site is located on historic Bay tidelands that were subject to fill and development in the post-war industrial period. The Bay tidelands are underlain by slope debris deposits and rocks of the Franciscan Complex, which crop out in the northern half of the project area, including 101, 151 and the northern portion of 201 Haskins Way; 410 and 430 East Grand Avenue; and the northern portion of 451 East Jamie Court. The remainder of the project site to the south is underlain by imported fill over compressible marine clay (also known as Bay Mud).¹⁹ The project site is highly disturbed and consists of a series of modern industrial buildings (warehouse/distribution buildings and a truck terminal facility, each of which were built after 1975, and two office/R&D buildings built in the 2000s).

Phase 1 Area

201 Haskins Way

The approximately 6.45-acre 201 Haskins way site is improved with an approximately 24,075-sq.-ft. building. The southern half of the site was originally part of the Bay and was filled with imported material from unknown sources during the 1960s and 1970s. Historic site development included at least one structure as early as 1915, and additional structures may have been present in the 1940s. By 1977, historical structures were demolished and replaced with the current building.

Three underground storage tanks (USTs) had been previously removed from the site: a 2,000-gallon waste oil UST and two 10,000-gallon diesel USTs. Groundwater sampling in 1987 identified low concentrations of volatile organic compounds (VOCs) including chlorinated solvents 1,1-dichloroethane, trichloroethene, benzene, and toluene. The waste oil was removed in 1987, and the San Mateo County Environmental Health Department issued closure (No Further Action determination) for the site, acknowledging that limited hazardous materials remain in soil and groundwater beneath the site.

400-450 East Jamie Court

The 400-450 East Jamie Court parcel was developed in the early 2000s and included the construction of two office/R&D buildings, a subsurface parking structure, and surface parking. Although previous investigation of this parcel indicated several metals were present within the soils, the most recent soil samples collected were found to be within naturally occurring background concentration levels.²⁰ Groundwater sampling did not detect metals, VOCs, or petroleum hydrocarbons at or above any level of regulatory limit. It is assumed that any known environmental conditions from historic uses were handled appropriately in compliance with all applicable regulations when the parcel was developed with those uses.

¹⁹ Langan, 2017. *Preliminary Geotechnical Investigation, 201 Haskins Way, South San Francisco, California*.

²⁰ City of South San Francisco, 2002. *East Jamie Court Project Initial Study*, pp. 42-43; and Environ, 2001. *Report of Phase II Subsurface Investigation, East Jamie Court, South San Francisco, California*, p. 7.

Phase 2 Area

In addition to the existing subsurface conditions of the 400-450 East Jamie Court parcel as described above, five of the six additional parcels included in the Phase 2 area are currently occupied by five one- to two-story buildings constructed in the 1980s and occupied by light industrial uses, including a kiteboarding equipment distribution warehouse, a packaging manufacturer, a van rental service, audio and visual equipment rental services, and a janitorial equipment supplier. A portion of 451 East Jamie Court and APN 015-102-290 are developed with a surface parking lot containing 44 parking spaces. Most of these sites are north of the presumed fill line established on 201 Haskins Way and are assumed to have been constructed over Bay Mud, although historic land uses on these sites are unknown.

Since the existing buildings were largely constructed after 1980, after building materials such as asbestos, lead-based paint, and PCBs were banned, it is assumed that hazardous building materials are possible but not likely. Existing subsurface environmental conditions, such as USTs or groundwater VOCs, are unknown. However, it is assumed potential subsurface environmental concerns may be present on one or more of the six parcels, similar to conditions found on the 201 Haskins Way parcel, as described above.

3.3 Description of the Proposed Project

Under the proposed project, ARE and the City propose to rezone eight parcels in the East of 101 Area to a BTP district to allow for new development of office/R&D uses. The parcels are located at 101, 151, and 201 Haskins Way (APNs 015-102-210, 015-102-220, and 015-102-230); 410 and 430 East Grand Avenue (APNs 015-102-160 and 105-102-180); 400-450 and 451 East Jamie Court (APNs 015-102-250 and 015-102-240); and one parcel without an address east of 451 East Jamie Court (APN 105-102-290). The eight parcels encompass a total of approximately 18.2 acres of land.

New R&D uses up to 1.0 FAR are allowed under the CC General Plan land use designation of the existing combined CC/MI district on the project site; however, the existing zoning of most of the project site is MI, which only allows R&D uses up to 0.6 FAR.²¹ The proposed zoning text amendment would codify the permitted dual use under the General Plan, including the development potential of 1.0 FAR provided by the CC district, by including a footnote to Table 20.110.002, “Land Use Regulations – Employment Districts,” of the Municipal Code.

The EIR includes analysis of the maximum allowable development associated with the proposed rezoning of those affected parcels. It is assumed that the proposed project would be constructed in two development phases (Phase 1 and Phase 2). ARE is proposing a specific development plan for the proposed Phase 1 site. Currently, there is no site-specific development program proposed for Phase 2; development of Phase 2 would require subsequent project-level site design. Therefore, the EIR presents separate analyses of the project impacts of Phase 1, and the project impacts of Phase 1 and 2 combined (project buildout). The EIR includes analysis of the maximum potential development in Phase 2 associated with the proposed rezoning of those affected parcels.

²¹ The 400-450 East Jamie Court parcel is zoned Business Commercial (BC), which allows for R&D uses.

3.3.1 Proposed Project Buildout

The proposed project would rezone the following seven parcels from an MI district to a BTP district: 101, 151, and 201 Haskins Way; 410 and 430 East Grand Avenue; and 451 East Jamie Court and the parcel to its east (APN 105-102-290). The proposed project would also rezone the 400-450 East Jamie Court parcel from BC district to a BTP district.

The proposed newly rezoned BTP parcels would provide new BTP development potential of 0.5 FAR, or up to 1.0 FAR with development and implementation of a TDM Plan and design and green building standards, subject to approval of a CUP. Under the proposed new BTP districts, the proposed project would allow a total of approximately 634,796 sq. ft. of gross new BTP use by total floor area, as shown in **Table 3.3: Proposed BTP Development under the Proposed Project.**²²

The 400-450 East Jamie Court parcel contains two existing three-story buildings with a total of approximately 157,000 sq. ft. of office/R&D use. This parcel was previously permitted to an FAR of approximately 0.6 with implementation of an existing TDM Plan. However, the BC zoning designation allows for development up to a total of 1.0 FAR with implementation of TDM and design and green building standards.²³ The proposed rezoning would maintain the maximum FAR of the parcel (1.0). Under the proposed rezoning, the proposed project would allow for an additional 110,000 sq. ft. of BTP office/R&D use, of which approximately 25,000 sq. ft. of floor area would be built during Phase 1 development. The remaining development potential would be implemented during Phase 2, with 85,000 sq. ft. of floor area to be built on the 400-450 East Jamie Court parcel.

3.3.2 Proposed Site Plan

The proposed project involves removal of existing light industrial uses and associated parking on seven parcels (101, 151, and 201 Haskins Way; 410 and 430 East Grand Avenue; 451 East Jamie Court; and one parcel with no address [APN 015-102-290]), the construction of new office/R&D use on those seven parcels, and the expansion of existing office/R&D use on one parcel (400-450 East Jamie Court). It is assumed that the proposed project would be constructed in two development phases. Phase 1 development includes demolition of approximately 24,075 gsf of light industrial space and development of approximately 336,368 gsf of new office/R&D space. Phase 2 development includes demolition of approximately 157,995 gsf of light industrial space, and development of approximately 341,232 gsf of new office/R&D space, as shown in Table 3.3.²⁴

²² The floor area of a building is the sum of the gross horizontal areas of all floors of a building or other enclosed structure. Certain areas defined under Sections 20.040.008 and 20.040.009 of the zoning ordinance, such as mechanical and electrical equipment rooms, usable open space, parking areas, and basements, are excluded from calculating floor area. See Table 3.3, Notes 2 and 3.

²³ City of South San Francisco and Alexandria Real Estate Equities, Inc., 2006. *East Jamie Court Transportation Demand Management Plan*.

²⁴ Gross square feet (gsf) is calculated separately from floor area and FAR, which excludes areas defined under Sections 20.040.008 and 20.040.009 of the zoning ordinance.

Table 3.3: Proposed BTP Development under the Proposed Project

Parcel Address (APN)	Total Floor Area			Gross Square Feet		
	Phase 1 Development (sq. ft.)	Phase 2 Development (sq. ft.)	Project Buildout (sq. ft.)	Phase 1 Development (gsf)	Phase 2 Development (gsf)	Project Buildout (gsf)
201 Haskins Way (015-102-230)	280,765	-	280,765	311,368		311,368
400-450 East Jamie Court (015-102-250)	25,000	85,000 ^{1,2}	110,000 ^{1,2}	25,000	85,000 ¹	110,000 ³
101 Haskins Way (015-102-210)	-	24,535	24,535	-	25,762	25,762
151 Haskins Way (015-102-220)	-	28,602	28,602	-	30,032	30,032
410 East Grand Avenue (015-102-180)	-	40,384	40,384	-	42,403	42,403
430 East Grand Avenue (015-102-160)	-	72,076	72,076	-	75,680	75,680
451 East Jamie Court (015-102-240)	-	62,087	62,087	-	65,191	65,191
(015-102-290)	-	16,347	16,347	-	17,164	17,164
Total	305,765	329,031	634,796	336,368	341,232	677,600

Notes:

¹ The proposed rezoning would allow for an additional 110,000 sq. ft. of BTP office/R&D use to be constructed on 400-450 East Jamie Court at full buildout of the proposed project. The total floor area of the building addition proposed to be constructed during Phase 1 development on 400-450 East Jamie Court is approximately 25,000 sq. ft. Therefore, it is assumed that Phase 2 development would result in 85,000 sq. ft. total floor area of additional BTP use on 400-450 East Jamie Court. Site-specific, project-level design of Phase 2 would be subject to a separate plan review and discretionary approval process.

² Section 20.040.008 of the zoning ordinance specifies that floor area includes, but is not limited to, habitable (as defined in the California Building Code) basements and cellars that are below the roof and within the outer surface of the main walls of principal or accessory buildings or the centerlines of party walls separating such buildings or portions thereof or within lines drawn parallel to and two feet within the roof line of any building without walls. In the case of a multi-story building that has covered or enclosed stairways, stairwells or elevator shafts, the horizontal area of such features shall be counted only once at the floor level of their greatest area of horizontal extent. The ordinance specifies that floor area does not include mechanical, electrical, and communication equipment rooms that do not exceed two percent of the building's gross floor area; bay windows or other architectural projections where the vertical distance between the lowest surface of the projection and the finished floor is 30 inches or greater; areas that qualify as usable open space; and areas used for off-street parking spaces or loading spaces, driveways, ramps between floors of a multi-level parking garage, and maneuvering aisles that are located below the finish grade of the property. In addition, nonresidential gross floor area does not include arcades, porticoes, and similar open areas that are located at or near street level and are accessible to the general public but are not designed or used as sales, display, storage, service, or production areas.

³ Currently, there is no site-specific development program proposed for Phase 2; therefore, the conceptual Phase 2 design is not yet sufficiently detailed and gsf cannot be calculated. Therefore, the total floor area (sq. ft.) is used as an approximation of gsf for the conceptual Phase 2 development.

Source: ARE (2017)

The EIR presents separate analysis of the project impacts of Phase 1 development, and the project impacts of Phase 1 and 2 development combined (referred to as “project buildout” in this EIR). The EIR includes analysis of the maximum potential development in Phase 2 associated with the proposed rezoning of those affected parcels; at this time there is no specific development application for Phase 2 submitted or anticipated.

PHASE 1 DEVELOPMENT

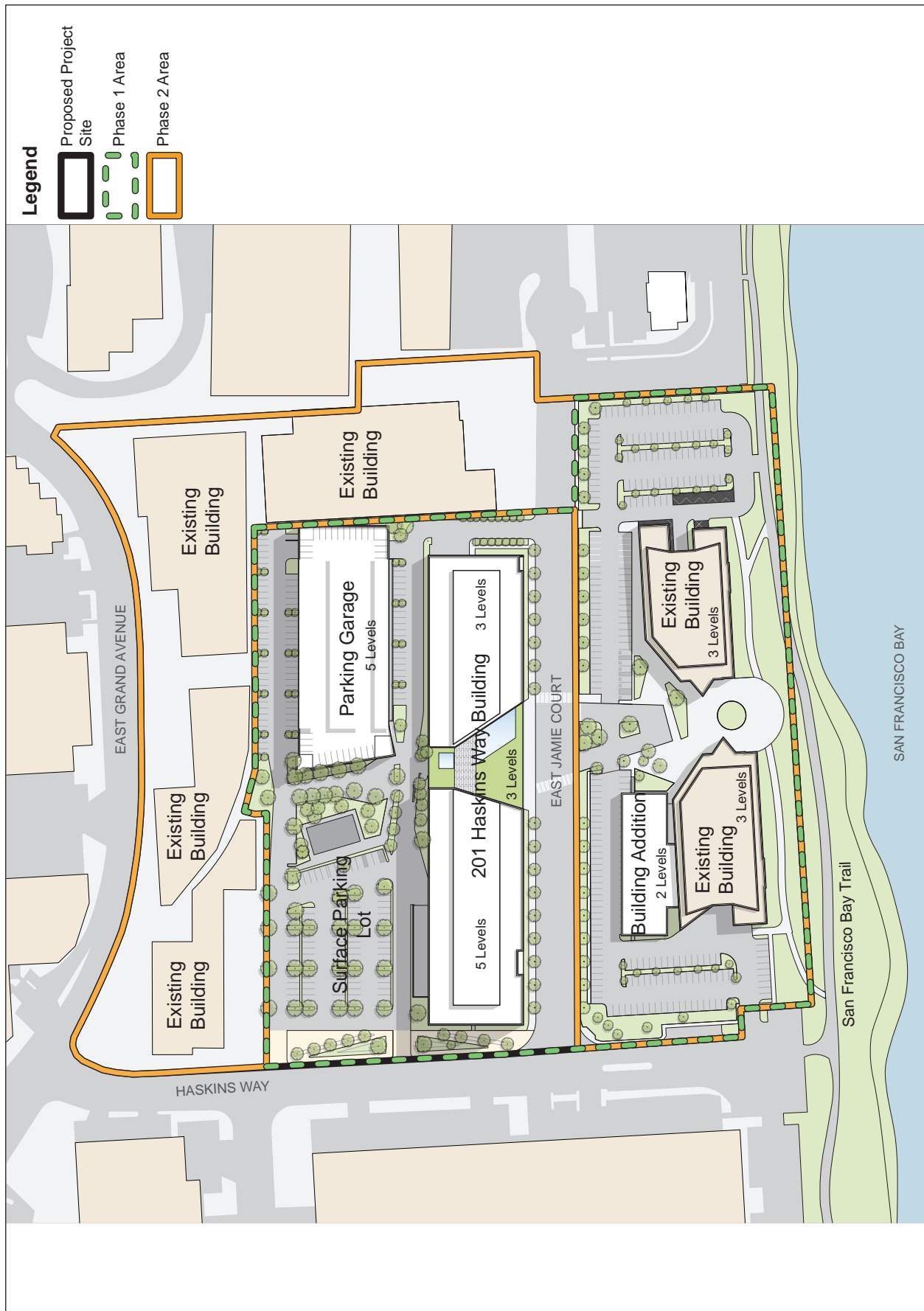
Phase 1 development encompasses the demolition of one one-story, 24,075-gsf former trucking terminal building at the 201 Haskins Way parcel and the development of approximately 336,368 gsf of space at this parcel (one three- and five-story, 311,368-gsf office/R&D building) and at the 400-450 East Jamie Court parcel (one two-story, approximately 25,000-sq.-ft. addition to an existing office/R&D building), as shown in Table 3.3, p. 3.19, and **Figure 3.4: Proposed Project Site Plan – Phase 1**.

201 Haskins Way

During Phase 1 development, the existing one-story, 24,075-gsf terminal building at 201 Haskins Way and all existing surface parking and truck lots on that parcel would be demolished. An approximately 311,368-gsf, office/R&D building (referred to in this EIR as the “201 Haskins Way Building”) would be constructed along the southern parcel boundary fronting East Jamie Court. The new building would be made up of three connected elements: a five-story, 99-foot-tall building to the west; a three-story, 66-foot-tall building to the east; and a center core building connector, as shown on Figure 3.4. Proposed building elevations are illustrated in **Figure 3.5: Proposed 201 Haskins Way Building Elevations (North and South)**. The main building entrance would be located on the north side of the center core building, adjacent to the surface parking lot and the Central Plaza. The center core building would also have a building entrance on the south side, off East Jamie Court.

The proposed 201 Haskins Way Building, which would contain office/R&D uses, would be situated along the southern property line so that it would be in close proximity to the existing office/R&D buildings across East Jamie Court. The proposed central atrium space would be in line with the proposed north-south visual and pedestrian connector between the 201 Haskins Way parcel and the break line between the two existing buildings on 400-450 East Jamie Court and through to the Bay. The proposed five-story building wing would extend west of the existing 400 East Jamie Court building to provide additional views of the Bay.

Phase 1 development also includes the construction of a five-level, 720-stall parking structure at the northeast corner of the site. Proposed garage elevations are illustrated in **Figure 3.6: Proposed Parking Structure Elevations – Phase 1 (South and West)**. The garage massing would be set back from Haskins Way and East Jamie Court. A new surface parking lot with an additional 183 parking stalls would be constructed on the northwestern portion of the parcel fronting Haskins Way and adjacent to the parking structure. A new Central Plaza would serve as a pedestrian connector between the surface parking lot, the parking garage, and the office/R&D building. An outdoor seating area and art display would be provided on the northwest corner of the parcel on Haskins Way.



Source: City of South San Francisco, SWCA (2018)

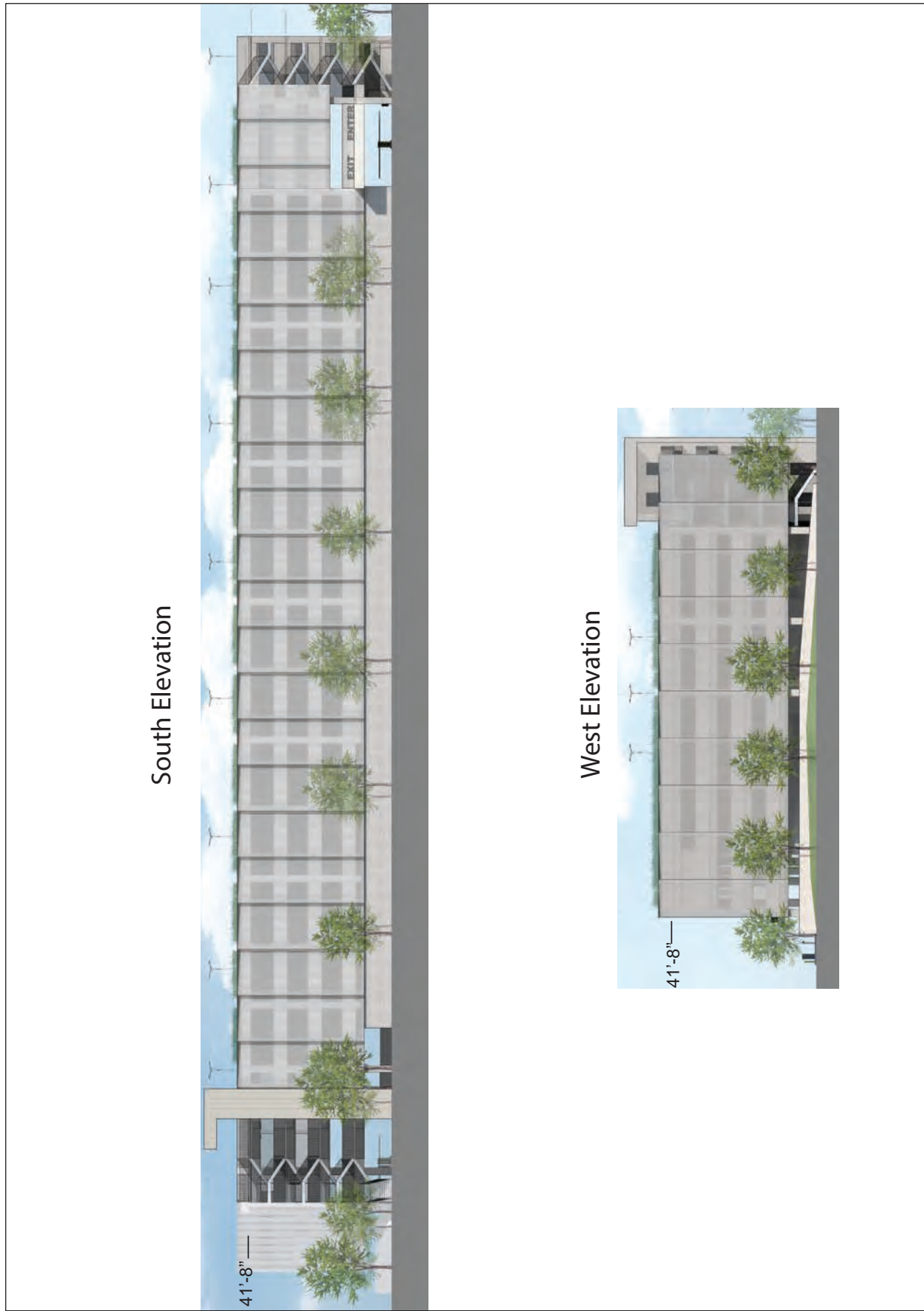
201 HASKINS WAY PROJECT

FIGURE 3.4: PROPOSED PROJECT SITE PLAN - PHASE 1



201 HASKINS WAY PROJECT

**FIGURE 3.5: PROPOSED 201 HASKINS WAY BUILDING ELEVATIONS
(NORTH AND SOUTH)**



201 HASKINS WAY PROJECT

**FIGURE 3.6: PROPOSED PARKING STRUCTURE ELEVATIONS - PHASE 1
(SOUTH AND WEST)**

Materials proposed for the 201 Haskins Way Building would consist of primarily limestone, precast concrete, aluminum, and glass. The ground-floor façade would consist of limestone and the upper floors of the building, constructed of precast concrete frame laid with grey solar glass, would contrast with the stone of the ground floor. The atrium space would be plated with smart-tinting glass that can change from clear (to highlight the visual spine) to black for privacy during conferences and meetings. The rooftop mechanical areas would be faced with painted corrugated metal screen on painted metal framing. The primary materials for the garage would consist of concrete, stainless steel mesh, and aluminum panels.

400-450 EAST JAMIE COURT

During Phase 1 development, an approximately 25,000-sq.-ft., two-story, 32-foot-tall addition would be added to the northern face of the existing west building (400 East Jamie Court) for office/R&D use, as illustrated on Figure 3.4, p. 3.21. The building addition would be situated directly north of the existing building and would be generally bounded by the existing extent of the building's east-west massing. Its location was designed to maintain the central visual and pedestrian line between the 201 Haskins Way parcel and the Bay. The building addition materials would include glass, bronze anodized aluminum, board-formed concrete, and wood panels.

Amenities within the addition are conceptual at this time, but it would include a dedicated space that would be used as a café for employees. Dedicated employee-serving retail/amenity space would be excluded from FAR-determined square footage calculations provided that such development includes adequate parking and does not exceed 10 percent of the building square footage.^{25,26,27}

During Phase 1 development, the existing surface parking lot would be partially reconfigured, with the removal of approximately 40 parking spaces and some existing landscaping and approximately 16 trees to make room for a wider two-way driveway and planter area. Additional parking spaces, to replace the removed parking spaces, would be provided in the proposed new 201 Haskins Way parking garage. The new planter would include new landscaping and trees. A new mid-block crosswalk on East Jamie Court, between the southern entrance of the proposed 201 Haskins Way Building and the existing 400-450 East Jamie Court buildings, would provide a pedestrian connection between these office/R&D buildings.

PHASE 2 DEVELOPMENT

Beyond construction of the 25,000-sq.-ft. building addition at 400-450 East Jamie Court during Phase 1 development, no specific Phase 2 development is proposed at 400-450 East Jamie Court or the six additional Phase 2 Parcels, and it is uncertain when or if such development would occur. If Phase 2

²⁵ Municipal Code Section 20.110.004(J)(1) provides that business, technology, and office parks containing 80,000 sq. ft. or more of floor area shall provide retail and service commercial uses, where feasible, that will serve employees of the park. Such commercial uses may occupy up to 10 percent of the total floor area within any project area.

²⁶ Municipal Code Section 20.400.004(B)(6) provides that projects subject to TDM requirements may implement onsite amenities including day care, cafeteria, limited food service establishment, dry cleaners, exercise facilities, and convenience retail as chosen by the applicant and determined appropriate by the Chief Planner.

²⁷ The 400-450 East Jamie Court parcel is located within a combined CC/Light Industrial land use category under the *East of 101 Area Plan*. Policy LU-24 of the plan states that dedicated retail space may be included in a development without being applied to the allowed FAR, provided that such development includes adequate parking and does not exceed 10 percent of the building square footage for Light Industrial and Planned Industrial Categories.

development occurs, it is uncertain whether it would occur as a single redevelopment of all Phase 2 area parcels (such as illustrated in the conceptual development plan discussed below) or as separate specific redevelopment of one or more Phase 2 area parcels. The proposed rezoning of the six additional Phase 2 area parcels would allow the existing light industrial uses to continue indefinitely, and alternatively would allow redevelopment at 1.0 FAR in accordance with the BTP rezoning.

The proposed Phase 2 development's uses, buildings, and facilities discussed below are conceptual and reflect potential development that could be constructed as a result of rezoning the Phase 2 area parcels.

Under the conceptual Phase 2 development plan, the proposed Phase 2 project would involve construction of a second new office/R&D building north of 201 Haskins Way along East Grand Avenue (referred to as the "East Grand Building" in this EIR), as shown in **Figure 3.7: Conceptual Project Site Plan – Project Buildout**. In the conceptual plan, the East Grand Building would contain approximately 256,232 gsf of office/R&D use. The remaining balance of FAR-defined square footage on the 400-450 East Jamie Court parcel would also be developed in Phase 2. It is assumed that, under the rezoning proposed by the project, the Phase 2 BTP development on the 400-450 East Jamie Court parcel would result in development of up to 85,000 sq. ft. of floor area.²⁸

400-450 East Jamie Court

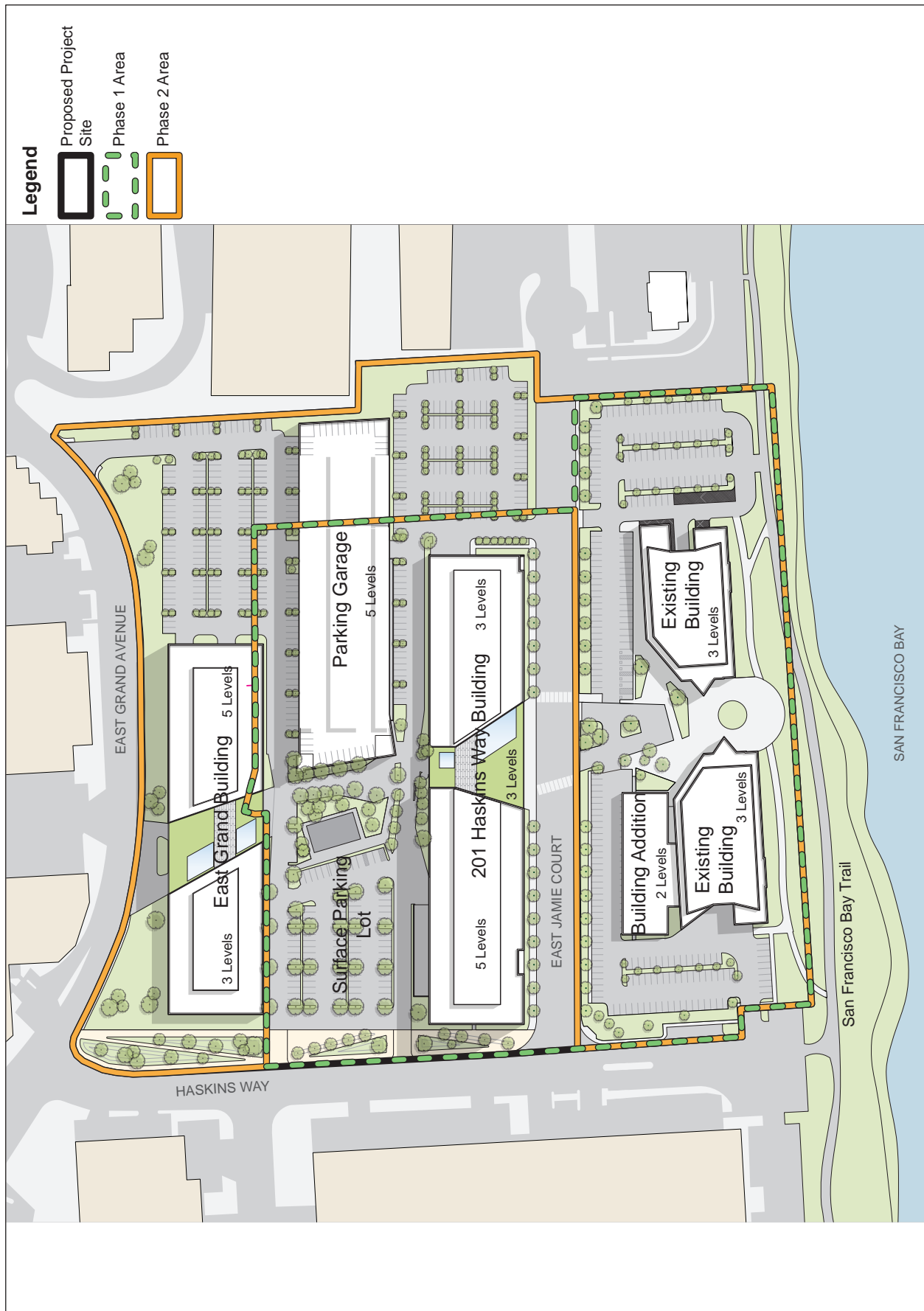
Under the proposed rezoning, the proposed project would allow for an additional 110,000 sq. ft. of BTP office/R&D use to be constructed on site. After development of the approximately 25,000 sq. ft. of floor area for the building addition during Phase 1, the remaining 85,000 sq. ft. of floor area on the 400-450 East Jamie Court parcel would be implemented in Phase 2. The Phase 2 development on this parcel is conceptual at this time. Site-specific, project-level design of Phase 2 would be subject to a separate plan review and discretionary approval process.²⁹

East Grand Building and Parking Garage

Five of the parcels in the Phase 2 area (101 and 151 Haskins Way, 410 and 430 East Grand Avenue, and 451 East Jamie Court) are occupied by a one- to two-story building containing light industrial uses, including a kiteboarding equipment distribution warehouse, a packaging manufacturer, a van rental service, audio and visual equipment rental services, and a janitorial equipment supplier. A small surface parking lot serves each building. The parcel at APN 015-102-290 contains only a parking lot. Existing site lot sizes, land uses, parking, and heights are shown in Table 3.1, p. 3.8. During Phase 2 development, the five existing buildings would be demolished and the existing surface parking areas on these six parcels would be removed.

²⁸ FAR-defined square footage excludes areas defined under Sections 20.040.008 and 20.040.009. Floor area does not include areas such as mechanical, electrical, and communication equipment rooms; bay windows or other architectural projections; usable open space; and areas used for off-street parking spaces or loading spaces, driveways, or ramps.

²⁹ The final gross square footage of BTP use under Phase 2 would be determined by future design. Future development may also include FAR-excluded accessory uses such as dedicated retail space or child care, to be determined in coordination with the City and upon completion of final design.



Source: City of South San Francisco, SWCA (2018)

201 HASKINS WAY PROJECT

FIGURE 3.7: CONCEPTUAL PROJECT SITE PLAN - PROJECT BUILDOUT

In the conceptual plan for Phase 2 development, a new, approximately 256,232-gsf office/R&D building (the East Grand Building) would be constructed facing East Grand Avenue. The East Grand Building would have a three-story, 63-foot-tall wing to the west, a five-story, 95-foot-tall wing to the east, and center core building connector, as shown in **Figure 3.8: Conceptual East Grand Building Elevations (North and South)**.

The main building entrance would be on the north side of the center core building, adjacent to the surface parking lot and the Central Plaza. Under the conceptual plan, the center core building would also have a building entrance on the south side, off East Jamie Court.

Under the conceptual Phase 2 development plan, the smaller parking structure (the garage that would be constructed during Phase 1 development) would be expanded into parcels to the east to accommodate a total of 1,060 parking stalls at project buildout. Conceptual expanded garage elevations are illustrated in **Figure 3.9: Conceptual Parking Structure Elevations – Full Buildout (South and West)**. In the conceptual plan for Phase 2 development, an additional 243 parking stalls would also be provided in a new surface parking lot on the northeastern portion of the parcel fronting East Grand Avenue and adjacent to the parking structure, and east of the 201 Haskins Way Building.

The Phase 2 conceptual development plan would strengthen and complete the central visual spine and the pedestrian link from East Grand Avenue to the East Grand Building, the 201 Haskins Way Building, the 400-450 East Jamie Court buildings, and the Bay. Under the conceptual site plan, the proposed three-story central atrium building connector in the East Grand Building would provide a visual link and a pedestrian path directly into the Central Plaza and central atrium of the proposed 201 Haskins Way office/R&D building. Development of new sidewalks along East Grand Avenue and south from the corner of East Grand Avenue and Haskins Way would provide further pedestrian links between the project site and adjacent uses.

CIRCULATION AND PARKING

The proposed project would remove existing driveways and off-street parking and construct new driveways, off-street parking, and bicycle and pedestrian amenities. The Phase 1 and conceptual Phase 2 development plans are designed to provide a unified campus where new amenities such as sidewalks would interconnect the proposed uses. Similarly, the project parking plan calls for a shared parking resource that would serve all eight parcels, and the quantity and location of parking stalls is designed in consideration of the balance between each of the proposed uses and parking requirements. This section describes the circulation and parking elements associated with the conceptual Phase 2 development plan, but actual details regarding circulation and parking for Phase 2 would be determined during the subsequent project-specific design review process.

Vehicle Circulation and Access

At project buildout, including the conceptual Phase 2 development plan, a total of six driveways would be removed: three driveways on Haskins Way, two driveways on East Grand Avenue, and one driveway on



201 HASKINS WAY PROJECT

FIGURE 3.8: CONCEPTUAL EAST GRAND BUILDING ELEVATIONS
(NORTH AND SOUTH)

South Elevation



North Elevation



Source: WRNS (2018)

201 HASKINS WAY PROJECT

FIGURE 3.9: CONCEPTUAL PARKING STRUCTURE ELEVATIONS - PROJECT BUILDOUT
(SOUTH AND NORTH)

East Jamie Court. Four new driveways would be constructed at project buildout: two new driveways on Haskins Way, one new driveway on East Jamie Court, and one new driveway on East Grand Avenue, as shown on Figure 3.7, p. 3.26.

During Phase 1 development, the driveway on Haskins Way fronting the 201 Haskins Way parcel would be removed. Two new driveways would be constructed on Haskins Way fronting 201 Haskins Way, and one driveway would be constructed on the easternmost side of the parcel on East Jamie Court. The new driveways would provide vehicle access to the parking garage and surface parking lot. A new passenger loading roundabout (or “porte cochère”) would be constructed in the center of the parcel from East Jamie Court. New sidewalks would be added along the southern parcel boundary at East Jamie Court Haskins Way along the parcel boundary.

During Phase 2 development, as illustrated in the conceptual plan in Figure 3.7, p. 3.26, the two existing driveways fronting 101 and 151 Haskins Way, and the two existing driveways fronting 410 and 430 East Grand Avenue would be removed, and a new driveway would be constructed on the easternmost boundary of the project site on East Grand Avenue. A passenger loading zone serving the East Grand Building would be constructed. New sidewalks would be constructed along East Grand Avenue, Haskins Way, and East Jamie Court.

Off-Street Parking

At project buildout (including the conceptual Phase 2 development plan), the project site would contain a total of approximately 1,930 parking stalls to serve the Phase 1 and conceptual Phase 2 areas of the project and the existing office buildings at 400-450 East Jamie Court:³⁰ 446 new parking stalls in three surface parking lots (a northeast lot, a southeast lot, and a west lot), 1,060 new parking stalls in a new, five-level, parking structure at the northeast corner of the site, and 424 existing parking stalls at 400-450 East Jamie Court (140 stalls in basement garage and 284 stalls in surface parking lot), as shown on Figure 3.7, p. 3.26, and Figure 3.6, p. 3.23.

During Phase 1 development, a total of 903 new parking stalls would be constructed on the 201 Haskins Way parcel. A new five-level parking structure with 720 parking stalls would be constructed at the northeast corner of the site, as shown on Figure 3.4, p. 3.21, and Figure 3.6, p. 3.23. A new surface parking lot would be constructed on the northwestern portion of 201 Haskins Way parcel, and some additional stalls would be constructed adjacent to the parking structure, totaling 183 spaces. One hundred and sixty spaces, or 12 percent of spaces provided during Phase 1 development, would be provided for electric vehicles, carpool, van pool, and other shared vehicles. These spaces would be located closest to building entrances for maximum convenience for those who carpool.

The existing 400-450 East Jamie Court parcel contains 324 surface parking stalls and a 140-stall basement parking garage. To construct the approximately 25,000-sq.-ft. building addition on 400-450

³⁰ Required off-street vehicle parking is calculated at a rate of one stall per 350 sq. ft. of office and R&D uses. The Planning Commission may approve a conditional use permit (CUP) to reduce onsite parking requirements if it finds that special conditions exist that will reduce parking demand at the project site, including: (1) proximity to frequent transit service; (2) transportation characteristics of persons residing, working, or visiting the site; or (3) or because the applicant has undertaken a TDM Plan.

East Jamie Court during Phase 1 development and reconfigure the East Jamie Court driveway on the 400-450 East Jamie Court parcel, approximately 40 existing surface parking spaces on that parcel would be removed (for a proposed total of 284 surface parking stalls in addition to the 140-stall basement parking garage on 400-450 East Jamie Court). The proposed 201 Haskins Way parking structure is designed to accommodate replacement spaces to serve the existing 400-450 East Jamie Court uses.

During Phase 2 development, as depicted in the conceptual plan, 603 additional stalls would be constructed in the six additional parcels in the Phase 2 area: 243 additional surface parking stalls in the Phase 2 portion of the project site and 360 additional stalls within the existing Phase 1 parking garage on the 201 Haskins Way parcel, which would be expanded east into the parcels located at 451 East Jamie Court and APN 015-102-290, as illustrated in Figure 3.9, p. 3.29.

On-Street Parking

At project buildout (as illustrated in the conceptual Phase 2 development plan on Figure 3.7, p. 3.26) the existing driveways on Haskins Way would be removed and the on-street parking area on Haskins Way would be increased by approximately 280 feet (one driveway during Phase 1 development and two driveways during conceptual Phase 2 development), for a total of approximately 580 feet of unmarked on-street parking area on Haskins Way. There is no existing on-street parking on East Jamie Court, and no new on-street parking on East Jamie Court would be made available during Phase 1 development or at project buildout. There are no existing marked parking spaces along East Grand Avenue, and no new on-street parking would be made available on East Grand Avenue.

Pedestrian Access

As shown on Figure 3.4, p. 3.21, new sidewalks with street trees and landscaping buffers would be constructed along East Jamie Court, Haskins Way, and East Grand Avenue at project buildout (portions of Haskins Way and East Jamie Court during Phase 1 development, and the remaining areas during Phase 2 development, as depicted in the conceptual plan). New entryways connecting the office/R&D buildings and sidewalks would be constructed on East Jamie Court and on East Grand Avenue (one entryway on East Jamie Court during Phase 1 and one entryway on East Grand Avenue, as illustrated in the conceptual plan). An outdoor eating area located along Haskins Way would also be used as pedestrian access through the northwest frontage of the 201 Haskins Way parcel.

Bicycle Facilities

Both of the proposed office/R&D buildings (the 201 Haskins Way Building and the conceptual East Grand Building) would include showers and clothes locker facilities, and short-term and long-term bicycle parking spaces. The proposed project would include bicycle parking in accordance with the state's Title 24 Green Building Standards (CALGreen) Section 5.106.4.1.2, and would meet Leadership in Energy and Environmental Design Version 4 (LEED v4) bicycle parking standards.³¹ Approximately 150

³¹ CALGreen Section 5.106.4.1.2 requires new nonresidential buildings to include long-term bicycle parking equal to 5 percent of vehicle spaces. LEED v4 indicates that long-term bicycle parking should be equal to 5 percent of building occupants. Per

short-term bicycle parking spaces would be provided within 50 feet of the main entrance to the office/R&D buildings (80 spaces at the 201 Haskins Way Building, and 70 spaces at the conceptual East Grand Building).³² The proposed project would also include approximately 81 long-term secured bicycle parking spaces (45 spaces at the 201 Haskins Way Building during Phase 1 development and 36 spaces at the East Grand Building during conceptual Phase 2 development). At least 31 spaces would be provided as covered parking (17 spaces at the 201 Haskins Way Building and 14 spaces at the conceptual East Grand Building).³³ The final location, design, and number of bicycle parking spaces would be informed by the final TDM Plan and plan review process.

Site Landscaping and Open Space

The proposed project (including the conceptual Phase 2 development plan) would involve the removal of existing landscaping and a total of approximately 121 existing trees on the project site. During Phase 1 development, approximately 30 trees on the 201 Haskins Way parcel and 16 trees on 400-450 East Jamie Court would be removed; during conceptual Phase 2 development, approximately existing 75 trees on the six remaining parcels in the Phase 2 area would be removed, as illustrated in the conceptual plan on Figure 3.7, p. 3.26. At project buildout, the parcel boundaries fronting East Grand Avenue, Haskins Way, and East Jamie Court would be landscaped with street trees 30 feet apart and the interior of the site would be landscaped. In total, approximately 263 new trees would be planted. The Phase 1 and project buildout, as illustrated in the conceptual plan, include at least 15 percent lot coverage for landscaping.

In addition, a new Central Plaza would be constructed on the 201 Haskins Way parcel during Phase 1 development, serving as a pedestrian connector between the surface parking lot, the parking garage, and the office/R&D building. This plaza would include landscaping, seating areas, and a basketball court.

INFRASTRUCTURE

The project site is serviced by existing potable water, stormwater, sanitary sewer, natural gas, electric, and trash and recycling services. New on-site facilities would be connected to existing services along East Grand Avenue, Haskins Way, and East Jamie Court. No expansion or increased capacity of off-site infrastructure would occur. Detailed descriptions of existing utility infrastructure are provided below.

Potable Water

Each new building would be connected to the existing potable water system and would have water-efficient plumbing fixtures and appliances to reduce the use of potable drinking water. Firefighting water would be provided from the existing fire hydrants on East Grand Avenue, Haskins Way, and East Jamie

Municipal Code Section 20.330.008, non-residential uses require a ratio of one long-term bicycle parking space per 25 vehicle spaces.

³² Per Municipal Code Section 20.330.008, projects in Commercial land use classifications must include short-term bicycle parking spaces at a rate of 10 percent of the number of required automobile parking spaces.

³³ Per Municipal Code Section 20.330.008, all long-term bicycle parking must be secured in an enclosed bicycle locker; a fenced, covered, locked or guarded storage area; or a rack or stand inside a building within view of an attendant or visible from employee work areas. Over 50 percent of long-term bicycle parking spaces must be covered. Covered parking can be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures.

Court, described in Existing Utility Infrastructure, p. 3.14, as well as from new fire hydrants that would be constructed on site. The new hydrants would connect with existing firefighting water supplies.

Stormwater

The proposed project would change the configuration of pervious and impervious surfaces on site, but would not generate any substantial increase or decrease in peak stormwater flow compared to existing conditions during Phase 1 development or at project buildout as depicted in the conceptual plan. The project site would continue to be served by existing storm drains on Haskins Way, East Jamie Court, and East Grand Avenue. Each of these drains flows to Haskins Way and the Bay outfall south of the project site. No expansions of existing off-site stormwater infrastructure are anticipated to be required.

During Phase 1 development, new on-site storm drains would be constructed on the 201 Haskins Way parcel, with one 24-inch connection to the existing 48-inch-diameter Haskins Way drain and two secondary storm drain connections to the existing 24-inch-diameter storm drain in East Jamie Court. On site, two new storm drains would flow to the new 24-inch Haskins Way connector: one 18-inch line constructed along the center of the site from east to west, and one 18-inch line constructed along the northern portion of the site running east and south to the same connection. One 12-inch storm drain connection would be constructed from the southern portion of the 201 Haskins Way Building to meet the 24-inch East Jamie court stormwater line. On the 400-450 East Jamie Court parcel, existing-onsite 12-inch storm drains would be reconfigured to accommodate the new 25,000-gsf building addition using the existing 15-inch connector to the 48-inch Haskins Way storm drain.

During Phase 2 development, it is anticipated that a similar on-site storm drain system would be constructed, generally flowing west and south to Haskins Way. Additional connections to the existing storm drain on East Grand Avenue may also be required for drainages fronting the northern project site boundary.

Under both phases of development (including the conceptual Phase 2 development plan), the proposed project would be designed to conserve resources and protect water quality through the management of stormwater runoff as part of green infrastructure through low-impact development (LID). This approach implements engineered controls to allow stormwater filtering, storage, and flood control. The proposed project (including the conceptual Phase 2 plan) involves minor grading to allow controlled stormwater flows through paved areas into designated bioretention areas or storm drains. Portions of roof areas would also be designed as green roofs that would provide filtration. Stormwater received through all proposed roof areas would be routed to the ground level through downspouts and conveyed to bioretention areas. The bioretention areas would be designed to allow water to evaporate, and provide pre-treatment of pollutants such as trash, debris, and larger sediments, as well as filtration of other pollutants. After collection, filtered stormwater would be allowed to infiltrate into groundwater or to storm drainage conveyances. The proposed new office/R&D uses would adhere to LEED, City, and National Pollutant Discharge Elimination System conservation measures applicable to water conservation, LID, and landscaping requirements.

Sanitary Sewer

New on-site sanitary sewer lines would connect to the existing 15-inch-diameter sewer line that runs along the northern parcel boundary of 201 Haskins Way, or to the existing 8-inch-diameter sanitary sewer lines beneath East Grand Avenue, Haskins Way and East Jamie Court that feed into the 15-inch-diameter sewer line. During Phase 1, new on-site sewer lines would be constructed in an east-west direction near the new 201 Haskins Way Building on the southern portion of the site, connecting to the existing 8-inch sewer line on Haskins Way. On the 400-450 East Jamie Court parcel, existing on-site sewer lines would be reconfigured to accommodate the new 25,000-gsf building addition using the existing connection to the 8-inch East Jamie Court sewer line. During Phase 2, new on-site sewer lines would be constructed with connection to the existing 15-inch-diameter sewer line that runs along the northern parcel boundary of 201 Haskins Way.

Natural Gas and Electric

Electrical and natural gas service to the project site would be provided by PG&E from a joint dry utility conduit containing electric and telecommunication distribution lines and existing natural gas lines under East Grand Avenue, Haskins Way and East Jamie Court.^{34,35} The new 201 Haskins Way Building, conceptual East Grand Building, and 400-450 East Jamie Court additions would connect to the PG&E grid. The joint trench would tie in to the existing electric lines on East Grand Avenue at the intersection of East Grand Avenue and Haskins Way, and the conduit would continue south on Haskins Way. The proposed tie-in to the electric and gas lines would be located on Haskins Way near the northwest corner of the proposed 201 Haskins Way Building. New tie-in facilities, including conduits, underground transformers, and splice boxes, would be constructed using temporary pot holes, bell holes or trenches in the street right-of-way.³⁶ Similar tie-ins would be conducted serving the conceptual East Grand Building and the proposed building addition and future buildout of the 400-450 East Jamie Court parcel. The proposed project would comply with CALGreen requirements for energy efficiency in new buildings and would also be designed to meet LEED v4 standards.

Refuse and Recycling

The project site is served by the South San Francisco Scavenger Company and Blue Line Transfer, Inc. located immediately east of the project site. In the proposed Haskins Way Building and conceptual East Grand Building, trash processing and loading areas would be located in the west wing and in the east wing of each building. Loading docks would be on-site and away from street circulation.

³⁴ Pacific Gas and Electric Company, 2018. 201 Haskins Way Will-Serve Letter from Tosin Ladeinde, Industrial Power Engineer, September 5, 2018.

³⁵ RGA Design and WRNS Studio, 2018. Haskins Biotech Campus – South San Francisco – Joint Trench Intent, August 10, 2018.

³⁶ A bell hole is dug over and along the side of buried pipelines or in a trench to allow room for persons to perform maintenance-related work on the pipeline (i.e., coating repairs, welding, connections, or pipe replacement). Smaller holes are called pot holes.

SUSTAINABILITY

The proposed project would be designed to enhance resource efficiency and ensure good indoor environmental quality, as well as reduce energy consumption, water consumption, and waste. Proposed design elements, including shuttle connectivity and bicycle facilities, would encourage alternative transportation modes. The project would be designed to meet the standards of the Municipal Code and CALGreen building requirements and CALGreen Tier 2 energy efficiency requirements, as well as LEED v4 “Gold” design standards. The project would also be designed to meet International WELL and FITWELL Building Institute Standards and may also be certified thereto.³⁷ The proposed project would include construction of rooftop solar photovoltaic panel-ready connectivity located on the proposed parking garage.

CONSTRUCTION

Construction Schedule

It is assumed the proposed project would be constructed in two development phases. For the purposes of evaluation under this EIR, project build-out is assumed to occur over two phases and approximately 4 years after project entitlements, if executed from start to finish. Construction would not commence until the existing uses within each phase area have vacated.

Phase 1 development encompasses the construction of the 201 Haskins Way parcel (the 201 Haskins Way Building, the parking garage, and surface parking lot) and the building addition on 400-450 East Jamie Court. Construction is anticipated to take approximately 18 months after project entitlements. The preliminary construction schedule assumes 2019 as the start of construction and 2021 as the end of construction.

The proposed rezoning of the Phase 2 area parcels would allow the existing uses to continue³⁸ or alternatively, would allow redevelopment at 1.0 FAR in accordance with the BTP rezoning. At this time, no specific Phase 2 development is proposed, and it is uncertain when or if such development would occur. Nonetheless, in order to provide a conservative (worst-case) analysis of construction impacts for CEQA purposes, it is assumed for purposes of this EIR that Phase 2 construction would commence in 2021 (immediately after completion of Phase 1 construction) and would occur over an 18-month period. Although it is unlikely that Phase 2 development would occur both this soon and this quickly, these assumptions provide for a conservative analysis because they assume continuous construction over a shorter time period (i.e., more concentrated). Development during Phase 2 as depicted in the conceptual development plan would include the expansion of the parking garage built in Phase 1, and construction of the new East Grand Building and surface parking lots. Construction would not commence until the existing uses have vacated.

³⁷ The proposed project would be designed to meet WELL standards, but may not formally certify. The WELL Standards were developed by a public benefit corporation through the integration of scientific and medical research and literature on environmental health, behavioral factors, health outcomes and demographic risk factors that affect health with leading practices in building design and management. WELL also references existing standards and best practice guidelines set by governmental and professional organizations.

³⁸ Pursuant to City of South San Francisco Municipal Code Section 20.110.002.

Construction-related activities would typically occur Monday through Friday, between 8 a.m. and 8 p.m., although some work is anticipated to occur on Saturdays between 9 a.m. and 8 p.m. or on Sundays between 10 a.m. and 6 p.m. The hours of construction would be stipulated by the Building Division, and the contractor would be required to comply with the South San Francisco Noise Ordinance. Nighttime construction work is not anticipated, nor is construction anticipated to occur on major legal holidays.

Demolition, Site Grading, and Preparation

The proposed project (including the conceptual Phase 2 plan) would result in the generation of approximately 9,000 tons of demolition debris (2,000 tons of debris during Phase 1 development, and 7,000 tons of debris during conceptual Phase 2 development) and 10,000 cubic yards of concrete and asphalt debris (5,000 cubic yards in Phase 1, and 5,000 cubic yards in conceptual Phase 2 development). Excavation below existing grade would result in a total of approximately 19,000 cubic yards of soils off-haul generated during the construction period (11,000 cubic yards of soil during Phase 1 development, and 8,000 cubic yards of soil during conceptual Phase 2 development), and construction would result in a total of approximately 25,000 cubic yards of imported soils (15,000 cubic yards during Phase 1 development, and 11,000 cubic yards during conceptual Phase 2 development). All construction materials would be stored on the project site; no off-site staging areas would be needed. Construction workers would park on the project site or use existing on-street parking on Haskins Way.

During Phase 1 development, to address existing environmental issues on the 201 Haskins Way site described above in Existing Subsurface Conditions, soil excavation would generally occur to a depth of approximately 2 feet beneath the proposed future building footprints. Excavation may also include removal of the former UST hot spot area to a depth of 13 feet below ground surface.

A Phase I Environmental Site Assessment of the additional six Phase 2 area parcels has not been conducted. However, it is assumed that similar environmental conditions related to subsurface contaminated soils may be present.

Based on the results of a preliminary geotechnical evaluation, the 201 Haskins Way parcel contains highly variable subsurface conditions including undocumented fill, varying thickness of compressible soil, and varying depth to bedrock; potential for seismic hazards; the presence of groundwater at shallow depths; and settlement.³⁹ A geotechnical evaluation of the additional six Phase 2 area parcels has not been conducted. The proposed project would be designed based on site-specific conditions, and may include deep foundations consisting of augured-cast-in-place piles, or drilled shafts. To limit the amount of spoils produced, drilled displacement piles, a type of cast-in-place pile that uses a displacement tool during installation, may be used. A detailed geotechnical investigation would be performed prior to development of final plans.

On the project site, groundwater depths ranging from approximately 8 to 15 feet below ground surface have been encountered, generally shallowest in the southern areas of the site. Based on the results of the preliminary geotechnical evaluation completed for the 201 Haskins Way parcel, deep foundations may be

³⁹ Langan, 2017. *Preliminary Geotechnical Evaluation, 201 Haskins Way, South San Francisco, California*, September 22, 2017.

required and dewatering may be needed. A detailed geotechnical investigation would be performed prior to development of final plans. It is assumed that excavation during Phase 2 development may also encounter groundwater and require dewatering.

3.3.3 *Transportation Demand Management Plan*

Both Phase 1 and conceptual Phase 2 development would require submittal of a TDM Plan to the Planning Division for review and approval. The proposed TDM Plan may be refined during the planning review process for project entitlements. The plan would be designed to achieve three basic goals: (1) convert single-occupant vehicle trips to an alternative mode of transportation (e.g., transit, carpools or vanpools, bicycling); (2) provide technological solutions (e.g., compressed natural gas, electric/hybrid vehicles, or other zero emission vehicles); and (3) eliminate trips (e.g., compressed work weeks, telecommute), consistent with the requirements of the zoning ordinance. Efficacy of the TDM Plan is subject to monitoring and enforcement through an annual commuter survey, annual summary report, and a triennial report. If the required alternative mode use is still not achieved after the second triennial report, the City may assess a penalty established by City Council resolution on the basis of the project size and actual percentage alternative mode use as compared to the percent alternative mode use established in the TDM Plan.

3.3.4 *Lead Agency Approvals*

CITY OF SOUTH SAN FRANCISCO

Planning Division

- Zoning Map Amendments
- Design Review
- Transportation Demand Management (TDM) Plan Approval
- Conditional Use Permit(s) (CUP)
- Subdivision Map(s)
- CEQA Document Approval

Engineering Division

- Grading Permits
- Encroachment Permits
- Plan Check

Building Division

- Building Permits
- Certificate of Occupancy

Parks and Recreation Department

- Protected Tree Removal Application

Other

- Fire Code Compliance

OTHER AGENCY AUTHORITIES

- Bay Area Regional Water Quality Control Board – Issuance of a National Pollution Discharge Elimination System Permit with Storm Water Pollution Prevention Plan
- Bay Area Air Quality Management District – Ensure all applicable federal and state air quality standards are achieved and maintained
- San Mateo County Department of Environmental Health – Ensure compliance with regulations related to site cleanup and Hazardous Materials Business Plans
- Federal Aviation Administration – Notice of Proposed Construction and Alteration and FAA Determination per CFR Title 14, Part 77.9
- Airport Land Use Commission – Referral to ALUC regarding rezoning of the Property to ensure consistency with the relevant policies of the 2012 SFO Comprehensive Airport Land Use Compatibility Plan
- San Francisco Bay Conservation and Development Commission (BCDC) – Ensure compliance with the San Francisco Bay Plan and BCDC Permit issued for 400-450 East Jamie Court