

ATTACHMENT E
MAY 24, 2022 STUDY SESSION QUESTIONS AND ANSWERS

During the May 24, 2022 Study Session, the City Council had a number of questions about the Southline development project within the City of South San Francisco and the Transportation and Improvement/Municipal Services Agreement being recommended for approval between the City of San Bruno and the developer of Southline, Lane Partners. The following are responses to the Council questions.

1. Traffic generation:

- a) How many vehicles are projected to enter/exit from the site?**
- b) Do the 2040 traffic projections include YouTube and other approved San Bruno projects?**
- c) Is the pavement section going to be redesigned for the new vehicular load?**

Response a): The Project's transportation and circulation impacts were evaluated under the Southline Environmental Impact Report ("EIR") (State Clearinghouse #2020050452) prepared by South San Francisco, which includes a Transportation Impact Analysis prepared by Fehr & Peers that studied Project vehicle trip generation. As described under the Transportation Impact Analysis, the project [Reduced Underground Parking Alternative] would generate up to approximately 3,500 net new daily vehicle trips at Phase 1 and up to approximately 16,400 net new trips at project buildout. These trips would occur over the course of the day, with approximately half arriving at the project site and approximately half exiting the project site.

For reference purposes, the Transportation Impact Analysis for the Bayhill Specific Plan project, which was prepared by the same consultant firm as the Transportation Impact Analysis for Southline, estimated that YouTube's Phase I development would generate up to approximately 4,000 daily trips, and buildout of the most impactful Maximum Office Scenario (approximately 2.5 million square feet) would generate up to approximately 41,500 daily vehicle trips, both without factoring in applicable Transportation Demand Management measures.

Response b): Yes, the Southline EIR cumulative transportation analysis included land use growth covered in Plan Bay Area 2040, and included the Bayhill Specific Plan project. Given the scale of the Bayhill Specific Plan project, and the potential for both projects to share certain overlapping local and regional transportation infrastructure, the Bayhill Specific Plan project was added to the traffic model used in the cumulative transportation analysis. Additionally, the cumulative analysis of mobile air emissions in the Southline EIR's Air Quality and of traffic-generated Noise chapters both incorporate cumulative traffic volumes.

Response c) Yes, the reconfigured intersection will be designed to achieve or exceed industry-standard engineering criteria to accommodate the anticipated vehicle load. South San Francisco's Conditions of Approval for the project requires that new roadways will be designed for a Traffic Index of 9.5, based on anticipated car, bus, and truck traffic, per the Transportation Impact Analysis and Caltrans highway design guidelines. This pavement section will be constructed as 6" of asphalt over 22" of aggregate base. This is a robust roadway section, typically reserved for major arterial roads in California.

2. Parking:

- a) **Will there be enough without spillover to San Bruno streets?**
- b) **Can San Bruno residents have rights to use the parking structure?**

Response a): The Southline campus will include adequate parking to accommodate future campus tenants and visitors. The Southline Specific Plan does not authorize parking on San Bruno streets. The Project is a transit-oriented development and will be required to implement a robust Transportation Demand Management Program, as described below, to reduce the number of employees and visitors driving to the project site and encourage usage of alternative transportation modes, based on the Project's unique location adjacent to the San Bruno BART station and SamTrans Transit Center. Project parking will be provided onsite at a maximum ratio of 1.65 striped spaces per 1,000 square feet of commercial uses, with an option to incorporate valet parking program(s) up to 2.0 spaces per 1,000 square feet of commercial use, subject to City of South San Francisco review and approval. Additional parking within the Southline amenities building will be provided for Specific Plan area visitors and Amenities Building customers, staff, and affiliates. The Phase 1 project component will include approximately 1,095 vehicle parking spaces, in addition to 218 bicycle parking spaces.

Response b): The Southline parking structures will be available to project tenants, visitors and affiliates, and not available to the public. The City of South San Francisco zoning code does not allow for privately owned/operated parking facilities offered for public use in this area, and South San Francisco is proposing to carry through this restriction in the Southline Specific Plan. These regulations are similar to those adopted for the San Bruno Bayhill Specific Plan area, which does not permit commercial parking structures or lots available to the public. (See San Bruno Municipal Code, Chapter 12.290, Table 12.290-1: Permitted Land Uses – Bayhill Zoning Districts).

3. Construction Impacts:

- a) **What are the EIR mitigation measures that will be implemented to mitigate construction impacts (noise, vector control, dust, truck traffic, construction employee parking, etc.)?**
- b) **What mechanism will be established for San Bruno staff to communicate San Bruno construction complaints to South San Francisco staff and receive updates on South San Francisco staff's follow through?**

Response a): The project's construction impacts were evaluated throughout the Southline EIR prepared by South San Francisco. To the greatest extent feasible, construction related impacts will be reduced or avoided through implementation of the Mitigation Monitoring and Reporting Program (MMRP) prepared in connection with the EIR, in addition to compliance with other Phase 1 project Conditions of Approval. An overview of the applicable construction-related mitigation measures and Phase 1 project Conditions of Approval is provided below. Please refer to the Southline EIR, MMRP and Conditions of Approval for a complete list, and additional information regarding Mitigation Measures applicable to development of future phases.

Security and Noticing:

- Condition of Approval #9: Project is responsible for maintaining site security prior to, and throughout the construction process. This includes installation of appropriate fencing, lighting, remote monitors, or on-site security personnel as needed.
- Condition of Approval #10: Project is responsible for providing site signage during construction, which contains contact information for questions regarding the construction.

Construction Worker Parking:

- Condition of Approval #11: During construction, the Project must provide parking on-site, or shall arrange for off-site parking, for construction workers. It is anticipated that all construction parking will be provided onsite.

Noise and Dust:

- Condition of Approval #12: Construction activities must be conducted to reduce to a minimum any noise vibration or dust.
- Mitigation Measure AQ-1: Require Fugitive Dust Best Management Practices - All applicants proposing development of projects within the project site, including the Phase 1 applicant, shall require their contractors, as a condition of contract, to reduce construction-related fugitive dust by implementing BAAQMD's basic control measures at all construction and staging areas.
- Mitigation Measure NOI-1a: Applicant must develop a Construction Noise Control Plan, which includes a range of measures to reduce noise from construction activity and comply with municipal daytime and nighttime noise standards. Measures include identifying an on-site construction liaison, with information on name and telephone number through on-site signage and notices mailed/delivered to surrounding land uses. If construction noise is found to be intrusive to the community (i.e., if complaints are received), the construction liaison shall take reasonable efforts to investigate the source of the noise and require that reasonable measures be implemented to correct the problem.
- Mitigation Measure NOI-1b: Applicant must construct a temporary noise barrier along Tanforan Avenue in advance of project construction in order to reduce noise impacts outside of the Project boundary and along Tanforan Avenue.

Rodent/Vector Control:

- The applicant and project general contractor intend to implement a rodent and vector control program as part of its abatement and demolition activities, as well as through project construction. This program includes an evaluation of the project site and placement of devices and measures to control rodents on the project site and the surrounding areas.

Lane Partners and the project general contractor will hold a pre-construction meeting with adjacent San Bruno properties owners and members of the public prior to commencement of construction activity. Information regarding the time and location for this meeting will be provided separately.

Response b): As described above, the project applicant is required to provide site signage during construction, which must provide contact information for questions regarding the construction, and also must maintain a construction liaison who is responsible for responding to construction noise complaints. Complaints that are received by San Bruno staff will be forwarded to South San Francisco staff and San Bruno staff will make an initial response to the resident that the complaint has been forwarded to South San Francisco for action.

4. What is the anticipated project/construction schedule?

Response: The Phase 1 schedule is planned as follows:

- Abatement/Demo Start: July 2022
- Phase 1 Foundation Work: October 2022
- Phase 1 Steel Erection: Q2 2023
- Phase 1 Completion: Q3 2024

Future phases of the project will be built out over time driven by market conditions.

5. What streets will be repaved around the site?

Response: The conditions of approval will require the following require the Applicant to reconstruct the following streets (curb to curb) to a Traffic Index of 9.5:

- a. Dollar Avenue from Tanforan Avenue to Southline Avenue
- b. South Linden Avenue along the Lot 5 property frontage
- c. South Linden Avenue from the at-grade railroad crossing to Dollar Avenue.
- d. Huntington Avenue from Tanforan Avenue to Sneath Avenue along the realigned Huntington Avenue right-of-way.
- e. South Maple Avenue approximately 125 feet north of Southline Avenue

In addition, the Applicant shall perform base repairs, and perform a 2-inch grind and AC overlay of the following streets (curb to curb):

- a. Tanforan Avenue from Huntington Avenue to Dollar Avenue.
- b. Huntington Avenue from the southern driveway of the BART parking lot to Tanforan Avenue.
- c. South Linden Avenue from the at-grade crossing to the eastern limits of the new concrete median island

6. How can San Bruno residents access the public amenities?

Response: San Bruno residents can access the public amenities by walking, biking, or driving to the campus. The public amenities consist of the following:

- 1-acre Tanforan Avenue parklet
- Outdoor plaza adjacent to the campus amenity building
- Restaurant, coffee shop, bike repair station

- Southline Commons, a large open space contemplated for the future phases

7. Who will oversee the proposed construction work? Who is doing the inspections?

Response: The project is within South San Francisco. All building and on-site construction will be inspected by South San Francisco staff. South San Francisco staff will also be responsible for inspecting the intersection construction, and San Bruno staff or consultants retained by San Bruno will assist for that portion of the intersection within San Bruno. A cost recovery agreement with the Developer will cover the City's expenses for any inspection or construction testing services within the City of San Bruno.

8. How will the current cost estimate account for future construction of traffic improvements and associated inflation?

Response: The \$10.6 million developer payment to the City of San Bruno includes a \$480,000 contingency for this purpose.

9. What will be the agreement between the two cities for new intersection and signal maintenance?

Response: A maintenance agreement between the two cities will be negotiated after the City Councils of both cities approve the project. It is not appropriate at this point to allocate staff time to these discussions until the project is approved. The agreement will include items such as mutual cooperation for determining signal timing and coordination with nearby San Bruno signals, maintenance and operation cost responsibility of future traffic signals, and pavement and striping maintenance.

10. Can San Bruno CityNet be used as the provider for cable or internet service for the project?

Response: Staff is evaluating the feasibility of use of San Bruno CityNet fiber optic services outside of the City boundary. Procedural and legal/regulatory requirements will need to be discussed between San Bruno and South San Francisco prior to determination of feasibility.

11. How will the funds for San Bruno Police Department Traffic Control Measures be used?

Response: The initial request from the Police Department is for funding for a traffic control officer as needed. The exact personnel commitment required cannot be determined until the project is built, occupied, and generating traffic. At that point the Police Department will have recommendations for police traffic control measures to supplement intersection signals if needed. In the meantime, the City will have funds from the \$10.6 million developer payment to offset these potential costs.

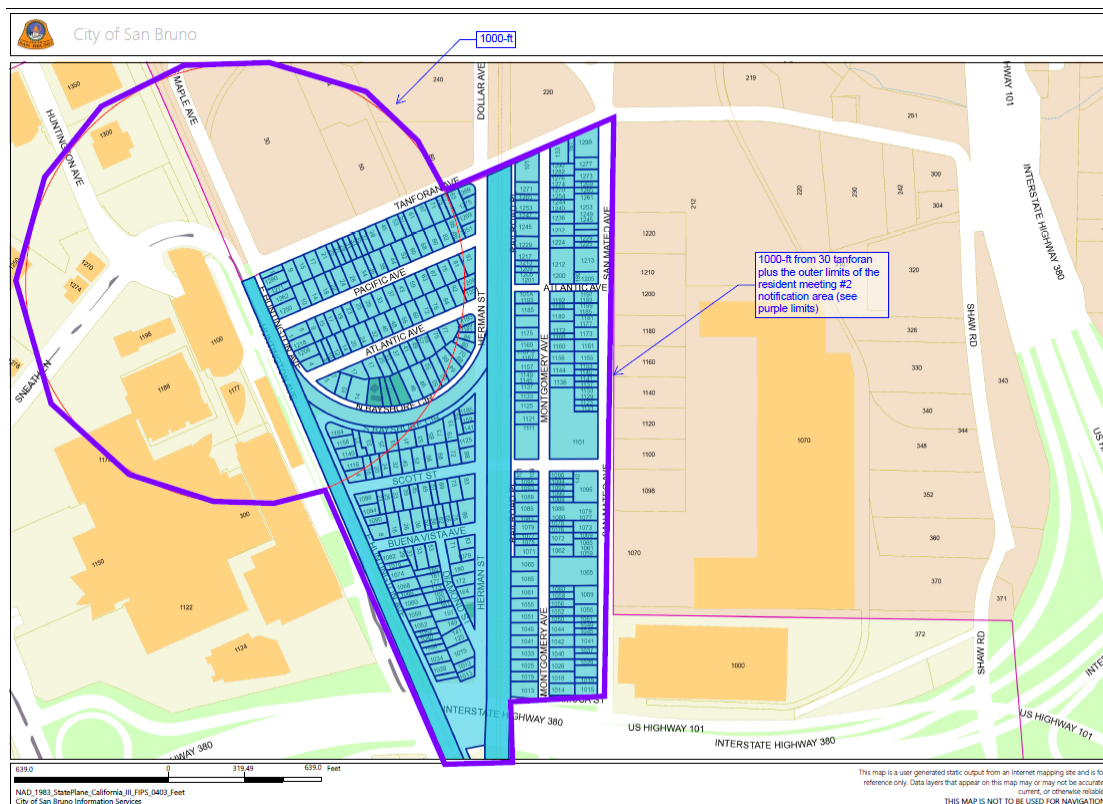
12. Is the project going to the Traffic, Safety and Parking Committee (TSPC) for review?

Response: The intersection and cycle track improvements will be reviewed by the TSPC following the City Council June meeting. This will be for information only as the TSPC does not have authority over a development project in SSF, and the San Bruno intersection impacts and mitigations have been developed jointly between the two cities using three traffic engineering consultants to develop proposed traffic mitigations. When the intersection modifications are designed in detail, there will be a further opportunity for TSPC input prior to the Developer constructing.

13. Public notice:

- a) What notice will be given to residents for the June Council meeting and how large of an area?
- b) Will the notice be multilingual?
- c) What other forms of notification are used besides a mailer?

Response a): The June 14 City Council Special Meeting notice was mailed to a total of 363 businesses and residences that are either located within a 1000-ft radius from the intersection plus the outer limits of the resident meeting #2 notification area, which included all of the properties located between Tanforan Ave. on the north, San Mateo Ave. on the east, Highway 380 to the south, and Huntington Ave. on the west. (See mailing notice exhibit below for notification boundary.)



June 14th City Council Special Meeting Mailer Notice Radius Map

Response b): There were multiple outreach efforts during the public outreach meetings in English and Spanish, and the back of the June 14th Special City Council meeting includes information in English, Spanish, Chinese, Japanese, Tagalog, Hindi, Arabic, and Russian in effort to reach as many people as possible.

Response c): In addition to the mailed notices, the Developer walked door-to-door to all the residences on Tanforan Avenue, Atlantic Avenue, Pacific Avenue, and Bayshore Circle and Herman Street and Huntington Avenue East north of Bayshore Circle to hand out mailers for the June 14 meeting.

In addition to the mailer, the applicant has been using the Southline coUrbanize webpage as a forum to provide updates and receive feedback. Information about the project has also been posted on both the San Bruno and South San Francisco Development Activity webpages, the City has posted information about the Southline Development Community Meeting on the City's social media outlets (Instagram, Facebook, Twitter, Nextdoor), and finally, the Development team has targeted outreach to both San Bruno residents and South San Francisco industrial tenants.

14. How will Transportation Demand Management (TDM) goals be enforced and what happens if TDM metrics are not met?

Response:

Overview: The project is subject to the South San Francisco Transportation Demand Management (TDM) Ordinance, as set forth under SSF Municipal Code Chapter 20.400. The project will be required to achieve a 45% alternative mode usage, meaning that no more than 55% of trips to the project site may be single-occupancy vehicle trips. Lane Partners has prepared and submitted a Preliminary TDM Plan to the City of South San Francisco for approval that includes a variety of services, incentives, and facilities to achieve the 45% alternative mode usage requirements. This is the highest trip reduction requirement South San Francisco has imposed on any development project.

Compliance and Enforcement: The efficacy of Southline's Final TDM Plan(s) will be monitored based on the requirements in the South San Francisco TDM Ordinance, and additional TDM measures will be imposed in the event that the 45% mode shift goal is not achieved.

- **Annual Surveys:** The project must comply with on-going monitoring, including annual surveys, which will be managed by project specific TDM Coordinator(s). The initial annual survey will be submitted one year after a certificate of occupancy is granted. If the applicable portion of the project has not achieved the minimum 45% alternative mode usage, the developer must provide an explanation of why the goal has not been reached, and a description of additional measures that will be adopted in the coming year to attain the TDM goal.
- **Triennial Surveys:** After the initial survey, the TDM Coordinator(s) will work with South San Francisco's Planning Division to document the effectiveness of the TDM program by measuring and reporting on the commute mode distribution at Southline every three years.

- **Lease Provisions:** Leases for all tenants within the Southline Campus will include provisions regarding mandatory TDM measures, appointment of a TDM Coordinator(s), and a requirement for ongoing communications and cooperation between property managers and the TDM Coordinator(s). Leases will also identify the City of South San Francisco's potential penalties for noncompliance based on failure to submit reports or to achieve the 45% alternative mode use. Tenants are obligated to ensure these requirements are met and to communicate proactively with property managers and the TDM Coordinator(s).

Penalties for Non-Compliance: After the initial triennial report, if the subsequent triennial report indicates that the required alternative mode use is still not being achieved, or if an applicant fails to submit a triennial report at the times described above, the City of South San Francisco may assess a monetary penalty against the applicant. The penalty shall be established by South San Francisco City Council resolution on the basis of project size and actual percentage alternative mode use as compared to the percent alternative mode use established in the trip reduction plan. Any penalties that are assessed will be used to fund implementation of additional trip reduction measures.

15. What is the landscaping plan for Huntington Avenue?

Response: The conceptual plan for landscaping was presented to the City Council at the Study Session and includes the area adjacent to BART as well as the new Cycle Track. Detailed landscape plans will be developed as part of the construction drawings for both the new intersection and the Cycle Track projects.

16. Can the streets be renamed to extend Sneath Lane to the west leg of the new intersection?

Response: Staff will confer with our surveyor and other stakeholders about best practices for street naming for the street alignment.

Conclusion

Many of the questions answered in this memorandum involve project design issues that are not within the jurisdiction of the City of San Bruno. The information above is provided to respond to San Bruno City Council questions, but San Bruno City Council approval authority will be limited to the Transportation/Municipal Services Agreement, which sets forth the developer payment to mitigate intersection impacts and provide funding for other transportation improvements such as the Cycle Track.