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Title:	Report regarding a Study Session and Public Comments on the Draft Environmental Impact Report for a two-story 25,000 sq. ft. building at 400-450 East Jamie Court, a five-story 311,368 sq. ft. office/research and development building, and a five-level parking garage on an 18.2-acre site at 201 Haskins Way. (Ryan Wassum, Associate Planner)		
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Report regarding a Study Session and Public Comments on the Draft Environmental Impact Report for a two-story 25,000 sq. ft. building at 400-450 East Jamie Court, a five-story 311,368 sq. ft. office/research and development building, and a five-level parking garage on an 18.2-acre site at 201 Haskins Way. (Ryan Wassum, Associate Planner)

RECOMMENDATION

Staff recommends that the Planning Commission conduct a Study Session on the proposed project, review and take public testimony on the Draft Environmental Impact Report (DEIR), and provide any additional comments to staff.

PROJECT OVERVIEW AND BACKGROUND

Project Description

The proposed project site is located in the City of South San Francisco's "East of 101" planning area and is comprised of eight parcels encompassing approximately 18.2 acres of land. The project site bounded by East Grand Avenue to the north, Haskins Way to the west, San Francisco Bay to the south, and a recycling center and the Genentech campus to the east. Six of the parcels have trucking, warehouse, and distribution uses, one parcel is currently used for parking, and one parcel has existing office/research and development (R&D) use.

The proposed Haskins Biotech Campus project would re-zone eight parcels to a Business Technology Park (BTP) zoning district-seven of the parcels are currently in the Mixed Industrial (MI) zoning district and one parcel is in the Business Commercial (BC) zoning district. The project would allow development at 1.0 floor area ratio (FAR) or a total of approximately 677,600 gross sq. ft. (gsf) of new BTP office use. It is assumed that the additional office/R&D space would be built in two phases.

The applicant, Alexandria Real Estate Equities (ARE), is proposing a specific development application for the proposed Phase 1 area site plan; however, currently there is no site-specific development program proposed for

the Phase 2 area. For the purposes of analysis under the California Environmental Quality Act (CEQA), the DEIR assumes the project would be constructed in two phases with the proposed Phase 1 site plan and a conceptual Phase 2 development for buildout of the project site.

Under the development application, Phase 1 development would include:

1. Demolition of approximately 24,075 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 DEIR 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 DEIR includes a conceptual Phase 2 development plan, which would include the following:

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, and whether it would occur as a single redevelopment of all Phase 2 area parcels (as illustrated in the conceptual development plan) or as separate redevelopment of one or more Phase 2 area parcels. The DEIR presents separate analyses of the project impacts of Phase 1 development, and the project impacts of Phase 1 and 2 developments combined (referred to as "project buildout" in the DEIR).

DRAFT ENVIRONMENTAL IMPACT REPORT

A DEIR analyzing the potential environmental impacts of the project was prepared by SWCA. The DEIR was initially circulated on October 12, 2018 for a 45-day review period. This public hearing is intended to allow the public and the Planning Commission an opportunity to present oral comments on the DEIR. Further, written comments will be accepted until November 29, 2018.

Potentially Significant Impacts

The DEIR identifies a total of 41 potentially significant impacts, as summarized in the report (Attachment 1). As the lead agency, the City of South San Francisco may not approve a project that may result in significant impacts unless the City finds that changes or alterations that will avoid or substantially lessen the impacts have been required or incorporated into the project, that such changes or alterations are within the responsibility of another jurisdiction, or that specific considerations make mitigation of the impacts or alternatives to the project infeasible.

Of the 41 potentially significant impacts, 22 are capable of being reduced to less-than-significant levels through the implementation of mitigation measures. The following mitigation measures CEQA have been identified to reduce potentially significant impacts to less-than-significant levels:

- Air Quality
 - MM-AQ-1a: Off-road Equipment Standards and Construction Emissions Minimization Plan.
 - MM-AQ-1b: Implement Bay Area Air Quality Management District (BAAQMD) Basic Construction Mitigation Measures.
- Biological Resources
 - MM-BI-1a: Pre-construction Nesting Bird Surveys and Buffer Areas.
 - MM-BI-1b: Lighting Measures to Reduce Impacts on Birds.
 - MM-BI-1c: Building Design Measures to Minimize Bird Strike Risk.
 - MM-BI-1d: Pre-construction Bat Survey for Roosting Bats and Roosting Habitat Abatement (Phase 2).
- Cultural Resources
 - MM-CR-2a: Cultural Resources Worker Environmental Awareness Program (WEAP).
 - MM-CR-2b: Cultural Resources Monitoring During Ground Disturbing Activities.
 - MM-CR-2c: Halt Construction Activity, Evaluate Find and Implement Mitigation.
 - MM-CR-3: Halt Construction Activity, Evaluate Remains and Take Appropriate Action in Coordination with Native American Heritage Commission (NAHC).
- Noise and Vibration
 - MM-NO-2: Groundborne Vibration Minimization and Avoidance.
 - MM-NO-3: Mechanical Equipment Noise Requirements.
- Transportation and Circulation
 - MM-TR-1: Add a Northbound Right-Turn Lane at the Intersection of Littlefield Avenue and East Grand Avenue.
 - MM-TR-2: Add a Traffic Signal and a Southbound Right-Turn Lane at the Intersection of Allerton Avenue and East Grand Avenue.
 - MM-TR-3: Widen and Restripe the Southbound, Eastbound and Westbound Approaches at the Intersection of Gateway Boulevard/South Airport Boulevard/Mitchell Avenue.
 - MM-TR-5: Adjust Signal Timing at Gateway Boulevard and East Grand Avenue.
 - MM-TR-6: Adjust Signal Timing at the intersection of Airport Boulevard/San Mateo Avenue/Produce Avenue.
 - MM-TR-7: Adjust Signal Timing at Airport Boulevard and Grand Avenue.
 - MM-TR-9: Implement Transportation Demand Management measures listed in San Mateo County Congestion Management Program Appendix I.
 - MM-TR-13: Expand local shuttle services.
 - MM-TR-14: Provide shuttle stop amenities.

Significant and Unavoidable Impacts

For the remaining 19 potentially significant impacts, feasible mitigation measures either have not been

identified, have uncertain feasibility, or may not be effective in reducing the impacts to a less than significant level. These impacts relate specifically to the analysis for 2040 cumulative conditions for Transportation and Circulation, which assumes that the transportation improvements funded and implemented by the East of 101 Area Traffic Impact Fee (TIF) and Capital Improvement Program (CIP) are complete.

The cumulative traffic analysis determined whether there would be significant cumulative impacts in the year 2040, and if so, whether Phase 1 or full buildout of both Phase 1 and Phase 2 of the proposed project would contribute considerably to those significant impacts. The traffic analysis is based on the City's travel demand model and evaluated the level of service (LOS), or average delay per vehicle in seconds, at the following fourteen intersections:

- 1) Gateway Blvd/Oyster Point Blvd/US 101 SB Off-Ramp Flyover
- 2) Airport Blvd/Grand Ave
- 3) Dubuque Ave/Grand Ave Overcrossing
- 4) E Grand Ave/Grand Ave Overcrossing
- 5) Gateway Blvd/E Grand Ave
- 6) Forbes Blvd/Harbor Way/E Grand Ave
- 7) Littlefield Ave/E Grand Ave
- 8) Allerton Ave/E Grand Ave
- 9) Haskins Way/E Grand Ave
- 10) US 101 NB Off-Ramp/Poletti Way/Grand Ave
- 11) Airport Blvd/Produce Ave/San Mateo Ave
- 12) Gateway Blvd/S Airport Blvd/Mitchell Ave
- 13) S Airport Blvd/US 101 NB Hook Ramps/Wondercolor Ln
- 14) S Airport Blvd/Utah Ave.

In 2040 it is expected that the entire project site would be built out-both Phase 1 and Phase 2. To be conservative, in the event that Phase 2 is not completed, the traffic analysis presents results for Phase 1 and separately for buildout of both Phase 1 and Phase 2. The results are summarized in Table 4.9.15: Intersection Level of Service - Year 2040 AM Peak Hour Without and With Project (Draft EIR p. 4.9.53) and Table 4.9.16: Intersection Level of Service - Year 2040 PM Peak Hour Without and With Project (Draft EIR p. 4.9.54).

These cumulative impacts are designated as significant and unavoidable (See Chapter 2 or Section 4.9 of the DEIR). Generally, PM peak hour traffic is worse than AM peak hour traffic without and with the proposed project. In the year 2040, AM peak hour traffic with Phase 1 reduces the level of service at two intersections-Forbes Blvd/Harbor Way/E Grand Ave and Littlefield Ave/E Grand Ave. Without full buildout of both Phase 1 and Phase 2, the level of service during AM Peak hour traffic at three additional intersections is reduced: (1) Airport Blvd/Grand Ave; (2) S Airport Blvd/US 101 NB Hook Ramps/Wondercolor Ln; and (3) S Airport Blvd/Utah Ave.

For PM peak hour traffic in the year 2040, Phase 1 reduces the level of service at four intersections: (1) E. Grand Ave/Grand Ave Overcrossing; (2) Gateway Blvd/E Grand Ave; (3) Forbes Blvd/Harbor Way/E Grand Ave; and (4) Allerton Ave/E Grand Ave. With full buildout, the levels of service are reduced at an additional three intersections: (1) Dubuque Ave/Grand Ave Overcrossing; (2) Airport Blvd/Produce Ave/San Mateo Ave; and (3) Gateway Blvd/S Airport Blvd/Mitchell Ave.

The Phase 1 and Phase 2 project sponsors will pay the applicable TIF in effect at the time the building permit is issued. The City is in the process of updating its East of 101 Area TIF and CIP, so the City has not finalized which mitigation measures will be adopted nor identified funding mechanism for potential mitigation measures.

Because the City cannot guarantee that potential mitigation measure will be implemented, proposed mitigation measures to reduce the traffic impact to a less-than-significant level cannot be finalized, so the overall impact would remain significant.

Of note, a transportation demand management (TDM) program would be required to be prepared and implemented pursuant South San Francisco Municipal Code Chapter 20.400. However, it cannot be guaranteed that the required TDM program would reduce intersection traffic by the amount necessary to reduce the Phase 1 or Phase 2 project's contribution to a significant cumulative impact to a less-than-cumulatively considerable level. Therefore, these impacts remain significant and unavoidable.

Alternatives Analysis

CEQA Guidelines section 15126.6(a) states that an EIR must describe and evaluate a reasonable range of alternatives to the proposed project which would feasibly attain most of the proposed project's basic objectives but would avoid or substantially lessen any identified significant adverse environmental impacts of the proposed project.

Two alternatives to the proposed project were evaluated within the project site, and are discussed in greater detail in Chapter 5 of the DEIR. The two alternatives include:

Alternative A - No Project Alternative. Under Alternative A, the existing land uses and site conditions at the project site would not change, and the project site would not be rezoned to BTP and the FAR would remain 0.4 or 1.0 for the various parcels.

Alternative B - Reduced Development Alternative. Under Alternative B, the reduced development alternative would comply with the existing City of South San Francisco (City) zoning code and regulations established for this site. Under this alternative, the project site would remain in a BC district on one parcel (APN 015-102-250), and a MI district on the remaining seven parcels (APNs 015-102-230, 015-102-210, 015-102-220, 015-102-180, 015-102-160, 015-102-240, and 015-102-290).

Alternatives Conclusion

As summarized in Table 5.3 of Chapter 5, "Ability of Alternatives to Meet Project Objectives", the No Project Alternative (Alternative A) would not meet any of the basic project objectives. The Reduced Development Intensity Alternative (Alternative B) would only attain several of the project sponsor's objectives to a lesser or partial extent. For example, this alternative would provide less office/ R&D development than the proposed project (459,514 gsf with the alternative, compared to 677,600 gsf with the proposed project), and would not maximize the opportunity to increase office/R&D uses in an area designated for the promotion of new biotechnology and research and development. Due to the reduced allowable development, Alternative B would not result in the degree of positive fiscal impact on the City through the creation of jobs, enhancement of property values, and generation of property tax and other development fees.

Next Steps

As stated above, the DEIR public comment period is open from October 12, 2018 to November 29, 2018. After the comment period closes, staff and the City's EIR consultant will prepare written responses to comments (if necessary) and circulate a Final EIR. The response to comments will be included in the Final EIR, which is anticipated to be presented to the Planning Commission together with the full project entitlements in February 2019. Together the DEIR and Final EIR will constitute the EIR for the project, which will be presented to the Planning Commission and City Council for certification prior to any formal action on the other project entitlements.

CONCLUSION

Staff requests that the Planning Commission take public comments on the DEIR and offer any other comments regarding the proposed office/ R&D campus.

Attachments

1. Draft EIR & Appendices (dated October 2018) - available for review at www.ssf.net/CEQAdocuments *<http://www.ssf.net/CEQAdocuments> (click on the 201 Haskins EIR folder)*
2. Project Plans by WRNS, dated September 28, 2018