



# Parking Management and Monitoring Plan

FOR SSF PUC HOUSING DEVELOPMENT

AGI-KASA | June 20, 2019

## 1. Purpose

The Purpose of this Parking Management and Monitoring Plan (“PMMP”) is to document and ensure the effective operation and maintenance of the on-site parking facilities at the SSF PUC Housing Development (the “Project”) in order to properly accommodate the parking needs of both the multifamily residential and commercial uses at the Project. This PMMP further complies with Section 20.270.005 H(1), allowing the Project to unbundle up to 100% of the parking spaces designated for the residential units in the Project.

## 2. Project Description

The SSF PUC Housing Development will have 800 residential units across three buildings (“Buildings B, C1 and C2”) along with childcare, commercial space, and parking garages in all three buildings.

Building B will have 234 residential units across 8 stories, ~13,000 sf of commercial space on the ground floor, and three levels of parking garage with 289 total parking spaces. For the commercial space, 27 public guest parking spaces are provided in the ground floor of the garage, with a separate controlled garage entrance. 262 residential spaces will be spread across the basement, level 1 and level 2, and 207 of those 262 spaces will be in mechanized parking stacker systems. 234 secured bicycle parking spaces are also provided within Building B. Ingress and egress to these two garages occur off a driveway from the Oak Avenue shared plaza, which is accessed from the future Oak Avenue street extension to be built between Mission Road and Antoinette Lane. *See Exhibit B.*

Building C1 will have 408 residential units across 8 stories, an ~8,300 sf childcare facility on the ground floor, and two levels of parking with 475 total parking spaces. The childcare facility will have 7 designated parking spaces inside of the garage on the ground level near the childcare facility, and a child drop-off zone outside the childcare facility entrance that allows drivers to pull off Mission Road for short term parking. 468 residential parking spaces are spread across the ground level and basement level, and 423 of these spaces will be in mechanized parking stacker systems. Level 1 of the parking garage is designed to accommodate a later installation of an additional 25 mechanized parking stalls should the need for increased parking capacity arise. 408 secured bicycle parking spaces are also provided within Building C1. Ingress and egress to this garage will take place through one garage entrance located off Mission Road. *See Exhibit C*

Building C2 will have 158 residential units across 7 stories and a single level parking garage with 115 spaces on the ground floor. 113 of these parking spaces will be in mechanized parking stacker systems. 158 secured bicycle parking spaces are also provided within Building C2. Ingress and egress to this garage will take place through the new paseo between Buildings C1 and C2 that is accessible from Mission Road. *See Exhibit D.*

### 3. Parking Supply and Demand

#### **Parking Demand**

The parking demand was assessed based on the parking rates set forth in the City of South San Francisco Zoning Code. Section 20.270.005(H) states that “required parking for any use in ECR/C sub-districts shall be established by the Chief Planner based on the particular characteristics of the proposed use and any other relevant data regarding parking demand.” Because of the Project’s proximity to the South San Francisco BART Station and general constraints of the SSF PUC site, SSF Planning has advised to target providing one covered parking space per one residential unit across the three buildings.

For large family day care, an area for loading and unloading must be provided. Additionally, 1 parking space per employee is required. Depending upon the final profile of children to be served, the childcare could require 6 to 14 parking spaces.

The commercial space is intended to be a Market Hall type of space that supports both food and handicraft production/manufacturing as well as small retail and food and beverage sales. For food and beverage retail sale use, 1 parking space per 300 sf of floor area is required. For food preparation, 1 parking space per 1,500 sf of use area is required. For handicraft manufacturing, 1 parking space 2,000 square sf of floor area is required. As such the commercial space could require between 6 to 43 parking spaces, depending upon the final tenant profile and usage of the commercial space.

#### **Parking Inventory**

The Project would provide a total of 879 parking stalls including 845 unassigned stalls reserved for residents (and potentially to childcare or commercial), 7 stalls currently designated for childcare employees, off-street loading and unloading spaces designated for childcare only, and 27 dedicated unassigned stalls for guests and visitors to the commercial space. Furthermore, the shared Oak Avenue plaza to be built as a part of the Project provides an additional 40 on-street parking spaces for visitors and guests of both the Civic Campus and the commercial space in the Project to use. Finally, as noted above, Building C1’s garage is designed to allow for a later expansion of its mechanized parking stalls to increase parking capacity for residential use by 25 stalls, should the need for additional capacity arise, increasing the total parking capacity of the Project to 904 garage stalls and 40 on-street stalls on Oak Avenue. The total parking provided on site satisfies the minimum requirements set forth in the City’s Zoning Code.

## 4. Parking and Circulation Plan

Exhibit A shows the Parking and Circulation Plan for the entire Project. Exhibits B-D provide garage plans for each of the three Buildings. The exhibits show proper vehicle circulation for commercial, guest and residential use, commercial loading, maintenance, trash, as well as pedestrian and bicycling paths.

### Vehicle Access

For Building B, vehicular traffic would access the two separate parking garages from the Oak Avenue extension and Oak Avenue right of way shared plaza. A shared driveway for both the commercial space garage entrance and the residential garage entrance is located on the west side of Building B just off of the Oak Avenue right of way. The slope of this driveway at the connection with Oak Avenue is 2.4% and flattens to a 0.35% slope by the midway point of the driveway. Cars will be able to turn left or right into and out of this driveway from Oak Avenue. Each garage entrance is at the grade of the driveway and contain no further sloping. Cars exiting each garage can only turn left out of the garage.

For Building C1, vehicular traffic would access the parking garage from Mission Road by turning right only onto a perpendicular ramp into the garage. This ramp slopes at an 8% grade into the garage. Once in the garage, cars can turn left or right, and signs will direct drivers through the garage to the ramp down to the basement level of parking. Parking for the childcare is immediately to the left upon entrance to the garage and will be demarcated with clear signage. All vehicles exiting the garage will only be able to turn right onto Mission Road.

For Building C2, vehicular traffic would access the parking garage from Mission Road by turning right only onto the paseo between Buildings C1 and C2. After driving approximately 200' west along the paseo, vehicles will turn right into the garage entrance for Building C2. The entrance slopes at an 8% grade into the garage. Once in the garage, cars can turn left or right. Cars will only be able to turn left out of the garage onto the paseo, and then only be able to turn right onto Mission Road when exiting the paseo.

### Pedestrian Access

Pedestrian access is provided by the sidewalks on Mission Road and Oak Avenue right of way, and walkways connect these sidewalks to the Building entrances. Furthermore, new walkways are provided for pedestrians and bicyclists through the Project at various identified locations, including north of Building C2, through the paseo between Buildings C1 and C2, across the existing footbridge over Colma Creek between Buildings C2 and B, along Centennial Trail, and along several new pathways through landscaped areas adjacent to the Centennial Trail.

### **Parking Garage Operations**

The parking garages will provide parking primarily for residents at the buildings, employees of the childcare facility and for guests and visitors of the commercial space in Building B.

All residential parking spaces will be unbundled from specific residential units, allowing residents to rent units without having to also rent a parking space. This encourages residents without cars to live at the Project and not feel compelled to pay increased rents unneeded parking spaces.

## 5. Parking Management Plan

The management of the parking spaces on-site will be addressed by the on-site property management team for each Building and/or the Building owner.

When a resident rents a parking space, there will be a parking agreement separate from the residential lease that allows for termination or amendments to the parking agreement that would not impact the residential lease. Upon leasing a space, the resident will receive a garage remote access and access to an identified parking stall only and will be provided the necessary mechanical key access to their stall if it is in one of the mechanical parking stalls.

Residential parking stalls will be available for rent to residents on a first-come/first-served basis. However, the property manager will restrict leasing more than one parking space to a new resident unless and until there are more residential units leased than parking spaces leased, or upon unique tenant situations necessitating leasing multiple parking spaces. This will help ensure that residents leasing later will have access to at least one parking stall at the time of their leasing a residential unit. When a tenant does rent more than one parking space, they will be charged a higher monthly rent for the second parking stall.

If a parking garage of one Building is fully leased out but other Buildings' garages have capacity, a resident will be allowed to lease a space in one of the neighboring Buildings in the Project.

No parking shortages are envisioned as the parking supply is ample for a Transit Oriented Development. However, if after full lease up of the residential units, all residential parking spaces across all three Buildings are leased up, and residential demand consistently exceeds 5% of the total residential parking capacity, the Property Manager will evaluate either the utilization of a parking attendant or the installation of additional mechanized parking stackers in Building C1.

Should there be additional parking spaces available upon reaching full lease up of the residential units, parking spaces will be made available to both the childcare and commercial tenants to lease on a temporary basis. If additional parking spaces remain unused after being offered to the childcare and commercial tenants, the Project will offer these spaces to the public for renting. These specific parking agreements with childcare, commercial or the public will allow for termination of the parking space lease upon short notice in the event these parking spaces become necessary to once again supply at least one parking space to new residential tenants that need parking.

No Garages are anticipated to include a parking attendant; however, the Project reserves the right to utilize a parking attendant should the need arise later. All three Building Garages will be gated and accessible by residents with parking leases via remote garage opening devices. For those residents needing access to the garage without a leased parking space (such as for loading), they will need to coordinate access with the Property

Managers (loading zones are identified on the site plan, *see* Exhibit A). Access to these three garages will be available 24/7.

For the commercial garage in Building B, access will be permitted during specific hours of the day that correlate to the hours of operation of the commercial space tenants and the Civic Campus facility. During hours of operation, the garage will be open to public access. After hours, the garage will be closed and secured by a gate.

Code required ADA spaces are provided in all three residential parking garages as well as in the commercial space parking garage. Car charging stations will also be provided in each garage and will require users to pay for the charging used. Each garage will also be designed to accommodate future installation of additional car charging spaces in the mechanized parking stalls should future demand require it.

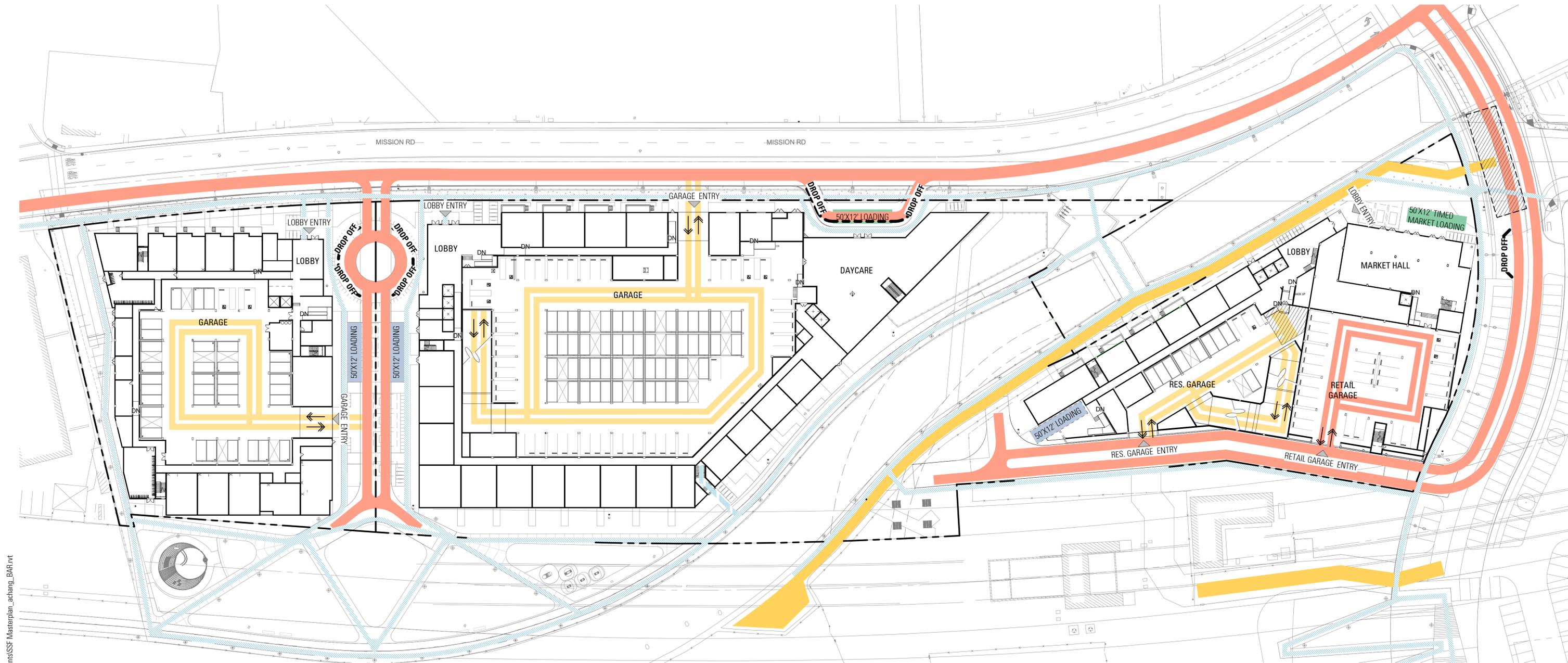
Residents of the Project are not allowed to park their vehicles in the nearby residential neighborhood streets. The Owner of the Buildings and/or the onsite property managers will work with the City of South San Francisco to enforce a City lead effort to restrict parking from residents of the Project in the nearby neighborhoods

## 6. Implementation Provisions

The PMMP will be implemented as follows:

1. All provisions of the PMMP will be implemented by the onsite property management teams for each Building through lease agreements.
2. Maintenance of the parking spaces, their markings, and signage will be performed by the onsite property management teams for each Building and/or Building owner.
3. Parking enforcement procedures for each garage and any parking spaces along the paseo or Oak Avenue right of way, if needed, will be conducted by the onsite property management teams for each Building and/or Building owner.
4. Parking management measures for the garage spaces, if needed, will be conducted by the onsite property management teams for each Building and/or Building owner.
5. The PMMP will also be provided separately to residents when they move in. Likewise, employees of the childcare and commercial tenants will be provided the PMMP during orientation.

Exhibit A  
Site Circulation Map



**DIAGRAM - SITE CIRCULATION / ACTIVE USE**  
1" = 40'-0"

**CIRCULATION PLAN LEGEND**

- |   |  |   |                                  |  |                               |   |                  |
|---|--|---|----------------------------------|--|-------------------------------|---|------------------|
|  | VEHICULAR CIRCULATION - COMMERCIAL AND GUEST |  | PEDESTRIAN CIRCULATION - PRIVATE |  | COMMERCIAL LOADING            |  | MAINTENANCE ROAD |
|  | VEHICULAR CIRCULATION - RESIDENT ONLY        |  | PEDESTRIAN CIRCULATION - PUBLIC  |  | RESIDENTIAL AND TRASH LOADING |  | DROP OFF         |



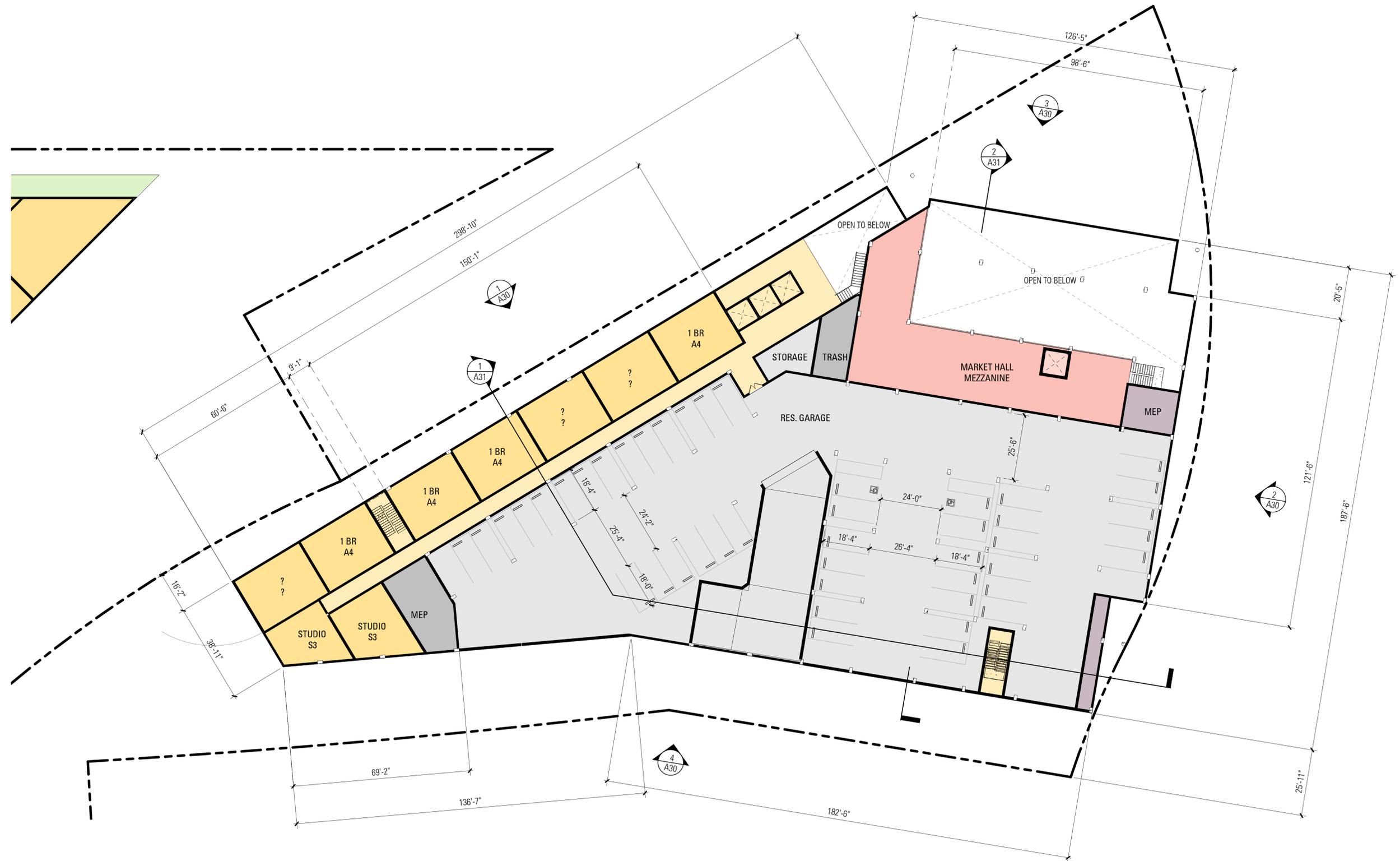
## Exhibit B

### Building B – Parking Count and Garage Plan









## Exhibit C

### Building C<sub>1</sub> - Parking Count and Garage Plan

**PRELIMINARY UNIT MIX\***

LEVEL	STUDIO S1 15' x 30' 445 GSF	1 BR A1 24' x 30' 715 GSF	1 BR A2 33' x 20' 655 GSF TYP	1 BR A3 36' x 21'6" 705 GSF TYP	1 BR A4 30' x 25'6" 760 GSF TYP	1 BR A5 36'4" x 30' 650 GSF	1 BR A6 38'8" x 30' 930 GSF	2 BR B1 35' x 30' 1,045 GSF	2 BR B2 25' x 40' 990 GSF TYP	2 BR B3 51' x 25' 1,230 GSF	2 BR B4 29' x 36'4" 1,055 GSF TYP	2 BR B5 43'6" x 20' 875 GSF TYP	2 BR B6 58' x 30' 1,605 GSF TYP	2 BR B7 37'8" x 25' 945 GSF TYP	2 BR B8 60'4" x 25' 1,205 GSF	3 BR C1 48'4" x 30' 1,370 GSF	3 BR C2 36' x 35'4" 1,245 GSF	3 BR C3 39'4" x 30'6" 1,060 GSF	3 BR C4 56'2" x 31'8" 1,300 GSF	3 BR C5 65'4" x 21'6" 1,385 GSF	LIVEWORK LW 1-6 various sizes -	UNIT TOTAL
8	10	12		2	6		1	3			3	1	1	1	1	1	1		1	1		45
7	11	13		2	7		1	4			3	1	1	1	1	1	1		1	1		48
6	7	15		4	9	1	1	4		1	4	2	1	3	1	1	1		1	1		54
5	7	16	1	4	9	1	1	10	1	1	4	4	1	1	1	1	1		1	1		63
4	7	16	1	4	9	1	1	10	1	1	4	4	1	1	1	1	1		1	1		63
3	6	15	1	4	8	1	1	11	1	1	7	1	1	1	2	2	1	1	1	1		62
2	5	13		4	8	1	1	11		1	7	1	1		2	2			1	1		56
1								4													13	17
B1																						0
<b>TOTAL</b>	<b>53</b>	<b>100</b>	<b>3</b>	<b>24</b>	<b>56</b>	<b>5</b>	<b>7</b>	<b>57</b>	<b>3</b>	<b>5</b>	<b>32</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>13</b>	<b>408</b>
	53						195							127					20	13		408
%	13%						48%							31%					5%	3%		100%
AVERAGE UNIT SIZE																					Residential GSF**	349,544
																					Average Unit Size (GSF)	857

\* Unit GSF includes exterior, corridor and party walls  
 \*\* As calculated in the Preliminary Building Area Tabulation

**PRELIMINARY BUILDING AREA TABULATIONS**

6/19/2019

Level	Residential Net Rentable GSF*	Residential Amenity GSF**	Residential Core GSF***	Residential Total GSF	Day Care Total GSF	Garage Total GSF****	Grand Total GSF
8	36,304		7,058	43,362			43,362
7	39,078	1,005	7,384	47,467			47,467
6	44,482	2,355	9,548	56,385			56,385
5	53,177		11,081	64,258			64,258
4	53,177		11,081	64,258			64,258
3	54,724		11,890	66,614			66,614
2	50,905	2,834	11,613	65,352			65,352
1	17,697	3,941	11,797	33,435	8,307	43,194	84,936
B1			16,050	16,050		44,936	60,986
<b>Total</b>	<b>349,544</b>	<b>10,135</b>	<b>97,502</b>	<b>457,181</b>	<b>8,307</b>	<b>88,130</b>	<b>553,618</b>

**NOTES:**

- \* Residential Net Rentable GSF calculation includes exterior, corridor and party walls
- \*\* Residential Amenity GSF includes entry lobby, leasing office, club room, fitness room, etc
- \*\*\* Residential Core GSF include corridors, residential level lobbies, stairs, elevators, res. level utility spaces, etc
- \*\*\*\* Garage Total GSF includes all spaces inside garage footprint, such as mechanical/utility spaces, etc

**PARKING**

ON-SITE STALL DISTRIBUTION						
PARKING STALLS						
Level	Day Care	Day Care Acc	Residential	Residential...	Stacker	Total
	-	9' x 18' MIN.	8.5' x 18' MIN.	9' x 18' MIN.		
1	5	2	35	2	118	162
B1	0	0	0	8	305	313
						0
<b>Total</b>	<b>5</b>	<b>2</b>	<b>35</b>	<b>10</b>	<b>423</b>	<b>475</b>
DAYCARE PARKING:		7		TOTAL RES:		468
				PARKING RATIO:		1.15

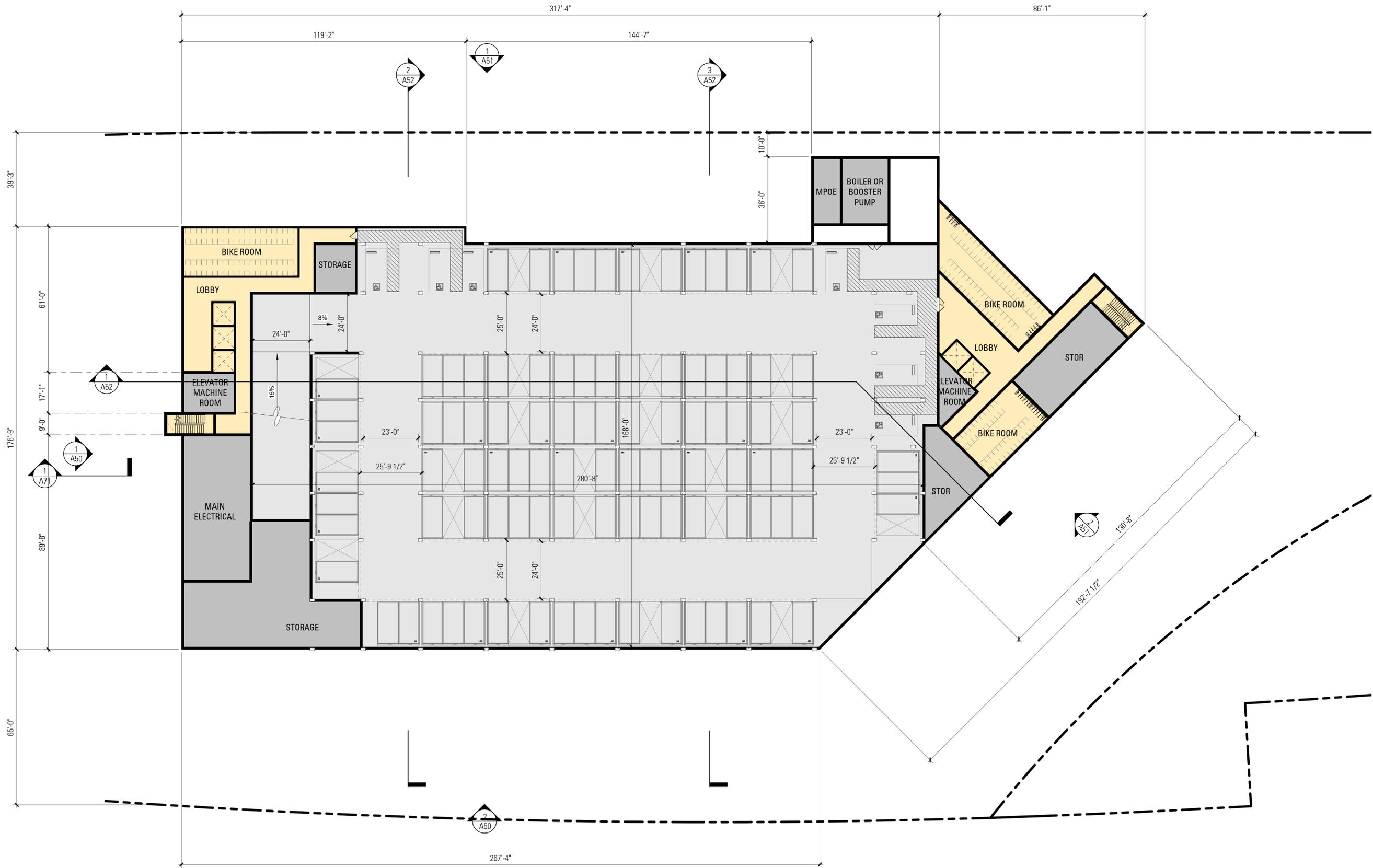
ACCESSIBLE PARKING CALCULATION*			
PARKING STALLS			
	Stall count	Percent	Accessible Total
Residential Parking at 2% of stalls	468	2%	9
Daycare Parking (at 1:25 stalls)	5	1:25	1
Total Accessible Parking Required			10
Total Accessible Parking Provided			12

\* Accessible stalls included in "required" and "provided" parking calculations

BICYCLE PARKING CALCULATIONS*			
BIKE PARKING*			Bike Total
Required	Unit	Ratio Provided	
One space per four Dwelling Units	408	1:1	408
Total Bike Parking Required			102
Total Bike Parking Provided			408

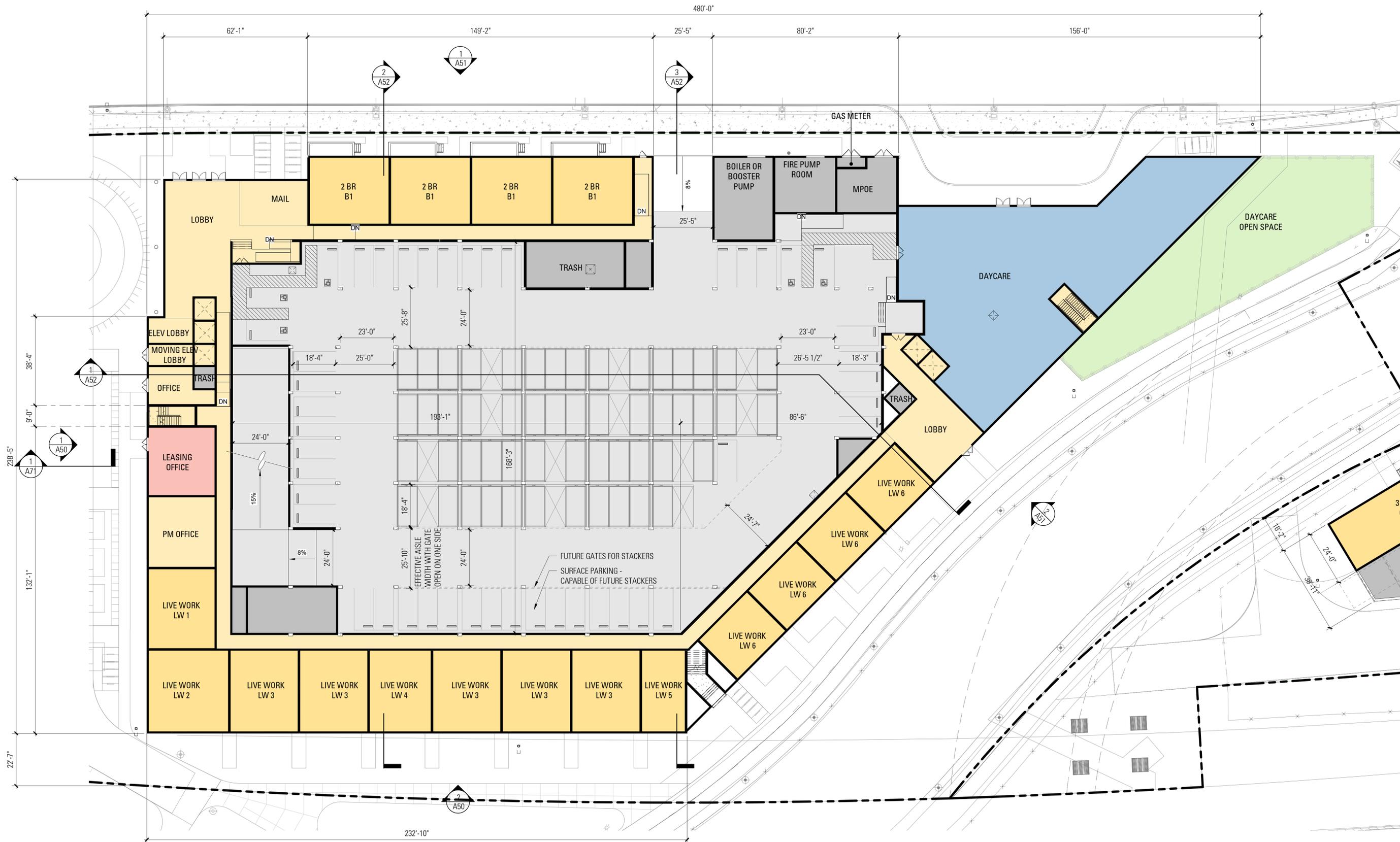
\* Secured Class I spaces.

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# SOUTH SAN FRANCISCO PUC DEVELOPMENT

SOUTH SAN FRANCISCO, CA

1051 MISSION ROAD, SOUTH SAN FRANCISCO, CA 94080

06/20/19

17057

**BAR**architects

# FLOOR PLAN - BUILDING C1 - LEVEL 1

**AGI**  
AVANT GROUP, INC.

**KASAPARTNERS**



**A41**



## Exhibit D

### Building C2 - Parking Count and Garage Plan

**PRELIMINARY UNIT MIX\***

LEVEL	STUDIO AF S1 15' x 27'6" 405 GSF TYP	1 BR AF A1 24' x 27'6" 655 GSF	2 BR AF B1 34' x 27'6" 895 GSF	2 BR AF B2 26'4" x 36' 935 GSF	2 BR AF B3 36'2" x 32'6" 1,065 GSF TYP	2 BR AF B4 62'4" x 21'6" 1,210 GSF	3 BR AF C1 46' x 27'6" 1,220 GSF TYP	3 BR AF C2 36' x 39'4" 1,205 GSF	UNIT TOTAL	
7	1	3	1	3		1	4		0	
6	1	3	7	3		1	5		13	
5	5	8	7	3	1		6		20	
4	5	8	4	3	1		6		30	
3	4	9	4	3	1		7	1	27	
2	3	10	2	3	1		6	1	29	
1		4	2	3			3	1	26	
<b>TOTAL</b>	<b>19</b>	<b>45</b>	<b>27</b>	<b>21</b>	<b>4</b>	<b>2</b>	<b>37</b>	<b>3</b>	<b>158</b>	
	19	45				54		40	158	
%	12%	28%				34%		25%	100%	
AVERAGE UNIT SIZE									Residential GSF** Average Unit Size (GSF)	141,227 894

\* Unit GSF includes exterior, corridor and party walls  
 \*\* As calculated in the Preliminary Building Area Tabulation

**PARKING**

ON-SITE STALL DISTRIBUTION					
PARKING STALLS					
Level		Residential 8.5' x 18' MIN.	Residential Acc 9' x 18' MIN.	Stacker	Total
1		0	2	113	0
<b>Total</b>		0	2	113	<b>115</b>

PARKING RATIO 0.73

ACCESSIBLE PARKING CALCULATION*			
PARKING STALLS			
	Stall count	Percent	Accessible Total
Residential Parking at 2% of stalls	115	2%	2
Total Accessible Parking Required			2
Total Accessible Parking Provided			2

\* Accessible stalls included in "required" and "provided" parking calculations

**PRELIMINARY BUILDING AREA TABULATIONS**

6/19/2019

Level	Residential Net Rentable GSF*	Residential Amenity GSF**	Residential Core GSF***	Residential Total GSF	Garage Total GSF****	Grand Total GSF
7	15,599		3,267	18,866		18,866
6	15,599		3,267	18,866		18,866
5	21,654		4,751	26,405		26,405
4	21,654		4,751	26,405		26,405
3	29,666		5,944	35,610		35,610
2	27,394	2,294	5,982	35,670		35,670
1	9,661	850	12,174	22,685	19,515	42,200
<b>Total</b>	<b>141,227</b>	<b>3,144</b>	<b>40,136</b>	<b>184,507</b>	<b>19,515</b>	<b>204,022</b>

**NOTES:**  
 \* Residential Net Rentable GSF calculation includes exterior, corridor and party walls  
 \*\* Residential Amenity GSF includes entry lobby, leasing office, club room, fitness room, etc  
 \*\*\* Residential Core GSF include corridors, residential level lobbies, stairs, elevators, res. level utility spaces, etc  
 \*\*\*\* Garage Total GSF includes all spaces inside garage footprint, such as mechanical/utility spaces, etc

BICYCLE PARKING CALCULATIONS*			
BIKE PARKING*			Bike Total
Required	Unit	Ratio Provided	
One space per four Dwelling Units	158	1:1	158
Total Bike Parking Required			40
Total Bike Parking Provided			158

\* Secured Class I spaces.

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