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Title: Report regarding consideration of applications for a Specific Plan, General Plan Amendment, Zoning Map and Ordinance Amendments, Design Review, Transportation Demand Management Plan, Vesting Tentative Map, and Environmental Impact Report for the proposed Southline Project, to redevelop a 28.5-acre industrial site in the Lindenville sub-area with up to 2.8 million square feet of transit-oriented office / R&D and associated amenity uses. (Adena Friedman, Principal Planner)

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Report regarding consideration of applications for a Specific Plan, General Plan Amendment, Zoning Map and Ordinance Amendments, Design Review, Transportation Demand Management Plan, Vesting Tentative Map, and Environmental Impact Report for the proposed Southline Project, to redevelop a 28.5-acre industrial site in the Lindenville sub-area with up to 2.8 million square feet of transit-oriented office / R&D and associated amenity uses. (Adena Friedman, Principal Planner)

RECOMMENDATION

Staff recommends that the Planning Commission conduct a public hearing and take the following actions:

- 1. Adopt a resolution making findings and recommending that the City Council certify the EIR, including adoption of a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program.
2. Adopt a resolution making findings and recommending that the City Council approve the Southline Specific Plan and the related General Plan Amendments and adopt an ordinance amending the Zoning Ordinance and Zoning Map.
3. Adopt a resolution making findings and recommending that the City Council approve the entitlements requests for the Southline Project including Phase 1 Precise Plan, Design Review, Transportation Demand Management Program, Vesting Tentative Map and adopt an ordinance approving a Development Agreement.

MOTIONS FOR THE COMMISSION TO ADOPT STAFF RECOMMENDATION:

- Move to adopt the resolution recommending certification of the EIR
• Move to adopt the resolution recommending adoption of the Southline Specific Plan, General Plan Amendments, and Zoning Ordinance and Zoning Map Amendments.
• Move to adopt the resolution recommending approval of the entitlements requests.

BACKGROUND/DISCUSSION

Project Site

The project applicant, Lane Partners, has submitted an application (“project” or “Southline project”) to redevelop a 28.5-acre industrial site in the Lindenville sub-area at the intersection of South Maple Avenue and Tanforan Avenue, adjacent to San Bruno BART station. The Southline project site is on the border of South San Francisco and San Bruno. The project site currently contains a variety of industrial, warehouse and storage uses facilities, totally approximately 380,000 square feet (sq. ft.) of existing development, with approximately 380 surface parking spaces and outdoor storage areas interspersed throughout the site. The project site currently lacks internal circulation; there are no routes through the site from South Maple Avenue on the West to South Linden Avenue on the east.

Land uses surrounding the project site include commercial, industrial, and warehouse buildings to the north and east, and predominantly single-family residences in the neighborhood to the south, within the City of San Bruno. The San Bruno BART station, the Shops at Tanforan, and San Bruno Towne Center, all of which are located in the City of San Bruno are located west of the project site. The Centennial Way Trail, a Class I multi-use path, runs generally parallel to Maple Avenue west of the project site, in addition to bicycle lanes along Sneath Avenue.

The Southline site has excellent multi-modal transit access. In addition to being adjacent to the San Bruno BART station, which also contains the SamTrans Transit Center, the San Bruno Caltrain station is approximately 0.75 mile south of the project site, and the South San Francisco Caltrain station is approximately 1.5 miles to the north. The project site is also served by six freeway interchanges within a radius of 1.5 miles, and is located approximately 1.1 miles northwest of San Francisco International Airport (SFO). The Southline project site is on the border of South San Francisco and San Bruno.

Southline Project Overview

Lane Partners is proposing to create a transit-oriented campus by redeveloping underutilized light industrial and warehouse uses with up to 2.8 million sq. ft. of office and R&D uses (including life science uses) as well as limited supporting uses available to the public such as professional services and a restaurant, and tenant amenity spaces including a fitness center. All existing building on the site would be demolished as part of the proposed redevelopment. The project will employ between 5,000 - 11,000 people, depending on the eventual buildout mix of office and R&D uses on site.

Proposed building heights in the Project area range from three to seven stories, and would be a maximum of approximately 120’, consistent with Federal Aviation Administration (FAA) and San Francisco Airport Land Use Consistency Plan (ALUCP) approved heights. An amenity building is proposed for the southwest corner of the project site, which will contain public retail and service uses, and tenant amenities. The Southline Project also contains a community center, which will be available for community groups and non-profits, and approximately seven acres of landscaping and open space. Building design within the Southline project will be modern, with industrial elements included and high-quality materials including glass, metals, and brick-like

finishes.

Circulation and Mobility

The Southline project includes circulation and mobility improvements, focused on realizing the vision of a transit-oriented campus. The project includes a new east-west roadway to be constructed in an east-west direction through the area between Huntington and South Linden Avenues. The construction of this new road is consistent with and furthers the General Plan policies calling for the extension of South Linden Avenue to the San Bruno BART station.

Given the project area's unique proximity to multi-modal public transit, implementation of the project will include improvements to pedestrian and bicycle facilities intended to promote the use of public transit and alternatives to single-occupancy vehicle trips. These improvements include new public and private streets, enhanced pedestrian and bicycle facilities, improved pedestrian access to the nearby San Bruno BART station and SamTrans Transit Center, and neighborhood traffic calming features. Bicycle circulation includes Class II (striped) bike lanes on both sides of the new east-west connecting road which will connect to the existing Centennial Way Trail to the west, and Class III (sharrows) bike routes on internal roadways.

Parking will be provided in a combination of underground and structured parking, with a maximum parking ratio of 1.65 physical parking spaces / 1,000 sq. ft of office / R&D development. Short- and long-term bicycle parking, bike paths and lanes, and bike amenities are also included within the campus. The applicant has also submitted a Draft Transportation Demand Management (TDM) Plan, designed to achieve a required 45% alternative mode share, taking advantage of the project's proximity to high-quality transit and reduce single-occupancy vehicle trips.

The project also includes circulation and infrastructure improvements within off-site areas surrounding the project site, some of which are located within the City of San Bruno and / or BART's jurisdiction and require approval and permits from these agencies. Major improvements include:

- New signalized intersection at Huntington Avenue / Sneath Avenue / Sneath Ave Extension (new east-west roadway) / Maple Avenue
- Roadway, bicycle, and pedestrian improvements along Huntington Avenue to create better connections to the BART garage intersection
- Reconfigure the west end of Tanforan Avenue to create a new cul-de-sac allowing for residential and emergency vehicle access only (i.e., no through access to Huntington Avenue)
- Realign and install synchronized signal at Dollar Avenue and South Linden Avenue intersection
- Reconfigure existing at-grade rail crossing at South Linden Avenue
- Widen South Maple Avenue and install streetfront improvements, to create and improve connections to Centennial Way Trail
- Upgrades and construction of new water, sewer, and stormwater infrastructure

Landscaping and Open Space

The Southline project provides a publicly accessible open space program throughout the site, with spaces and zones providing varying experiences and identity. Planting palettes will include local low-water use species, with a focus on creating a welcoming and inviting environment for employees, neighbors, and visitors.

- The Tanforan Community Parklet, located on the southern edge of the site, provides a publicly accessible outdoor amenity area for Southline employees and the community, and creates a transition between the project and the residential neighborhood to the south. The applicant has been engaged with the residential neighbors to the south to ensure that the amenities in the park serve the neighborhood. Preferred amenities include a vegetable garden, a children's play space, and seating and outdoor eating areas.
- Southline Commons is a 1.5-acre area in the northwest portion of the site, intended to provide an outdoor amenity area for employees and visitors. This area will include flexible seating areas, and may contain outdoor meeting spaces and recreational amenities.
- The amenities building includes an open space plaza (Southline Retail Plaza) on the northern side of the building, which will help to create a gateway into the Southline Campus. The Retail Plaza will include outdoor dining areas, flexible seating, plantings, and hardscape areas.
- Primary and secondary landscape gateways will provide transitions into the project site, will include monument signage and ornamental plant material.
- Landscape buffers will be provided around the edges of the project site, and internally to provide visual screening, including along the new east-west roadway.

Sustainability

The Southline project will incorporate a range of sustainability features intended to reduce energy and greenhouse gas emissions, promote water conservation, minimize waste, and promote employee wellness. These features are consistent with goals, policies, and programs included in the City's Climate Action Plan (CAP). The project will achieve LEED Silver (v4) certification, purchase 100% carbon-free electricity for all electricity consumption, provide electric vehicle-ready charging connectivity for at least 10% of total parking, install approximately 6.5 acres of drought-tolerant landscaping and bioretention improvements, and plant approximately 631 new trees for a net gain of approximately 455 trees. Lane Partners has also committed to an all-electric building design for future phases of development (following Phase 1).

ENTITLEMENTS APPLICATION

The Southline project application is for the following entitlements, all discussed in detail in the following sections:

- Specific Plan Adoption
- General Plan Amendment
- Zoning Map and Text Amendments
- Phase 1 Precise Plan
- Design Review
- Transportation Demand Management Program
- Vesting Tentative Map
- Development Agreement
- Certification of an Environmental Impact Report (EIR)

These legislative actions, approval of entitlements and adoption of CEQA documents will be considered by the City Council. The Planning Commission is being asked to make a recommendation with respect to these items.

Specific Plan

Lane Partners has applied for the adoption of a Specific Plan for the Southline project area (Southline Specific Plan, attached as Exhibit A to the Associated Amendments Resolution) (“Specific Plan”). The Specific Plan outlines the vision for the project area “to develop a cutting-edge office/ R&D campus for innovation and inspiration with unmatched access to eco-friendly transportation options, in furtherance of the City’s General Plan and vision for the Specific Plan area. The Southline Specific Plan will allow for development of a thriving transit-oriented commercial campus located adjacent to the San Bruno BART station.”

The Specific Plan is consistent with the City’s 1999 General Plan, which designates the Plan area as Office, and is also consistent with the proposed 2040 General Plan, Shape SSF, which is currently undergoing public review. The public review draft of the 2040 General Plan retains the Business and Professional Office General Plan land use designation, consistent with the current designation (and the vision of the Southline Specific Plan).

The Specific Plan allows for a development of commercial buildings totaling up to approximately 2.8 million sq. ft., at a floor area ratio (FAR) of 2.4. This is consistent with the existing General Plan and Zoning development regulations, which permit a FAR of up to 2.5, with the approval of an FAR bonus. The buildings are envisioned to accommodate office and R&D uses, and may include amenity uses dedicated to tenant use, such as professional services, dining, and fitness uses. Currently, the maximum permitted height in the Southline project area is 80’; the Specific Plan proposes a maximum height consistent with Federal Aviation Administration (FAA) Part 77 regulations and SFO Airport Land Use Compatibility Plan (ALUCP) Critical Aeronautical Surfaces provisions, which is maximum of approximately 120’, in the northern portion of the site.

The Specific Plan will be implemented through the review and approval of Precise Plans, which will include detailed site plans, architectural design, and landscape plans for individual buildings and related improvements.

The following table illustrates conceptual buildout by phase:

Use	Phase 1 Precise Plan (sq. ft.)	Future Phases	Total Buildout
Office / R&D	615,000	2,115,290	2,730,290
Public Amenity Uses	13,500	-	13,500
Tenant Amenity Uses	56,210	-	56,210
Total	684,710	2,120,330	2,800,000

General Plan Amendment

Lane Partners has applied for a General Plan Amendment to ensure consistency with the proposed Southline Specific Plan (detailed in Exhibit B of the Associated Amendments Resolution), for the following changes:

- Amend General Plan Figure 2-3: Special Area Height Limitations increase maximum building height in the project area from 80’ to approximately 120’, consistent with FAA and ALUCP Critical Aeronautical Surfaces provisions
- Amend General Plan Figure 2-7: Specific Plans to add the Southline Specific Plan
- Redesignation of an approximately .3-acre parcel from “Park and Recreation” to “Office”, consistent

with the Specific Plan designation. This parcel was historically a railroad spur and is currently being used for industrial and /or storage uses.

With these requested amendments, the project will be consistent with the current General Plan, and helps to implement several key General Plan goals and policies, including the high-level goals of encouraging high-quality transit-oriented development, and creating additional circulation linkages throughout the City, as well as specific policies related to redevelopment of the Lindenville sub-area.

Zoning Text and Map Amendments

The applicant has also applied for Zoning Text and Map amendments (detailed in Exhibit C of the Associated Amendments Resolution). The Zoning Text amendment would add a new section to the Zoning Ordinance (Section 20.290, Southline Campus (S-C) Specific Plan District), which includes the land use regulations and development standards for the project area. The Zoning Map amendment proposes to rezone the project area from Business and Professional Office (BPO) to Southline Campus Specific Plan District (S-C).

Phase 1 Precise Plan and Vesting Tentative Map

Lane Partners has submitted an application for entitlements for a Phase 1 Precise Plan (Plan Set by DES architects included as Exhibit B to the Associated Entitlements Resolution). The Phase 1 Precise Plan area is approximately 12 acres and includes construction of the new east-west connection road, and the new intersection at Huntington / Sneath / Maple. Phase 1 includes a three-story (53') amenity building at the southwest corner of the site (approximately 70,000 sq. ft.), and two six-story (113') office / R&D buildings in the southern portion of the site, totaling 615,000 sq. ft.

Parking for Phase 1 is provided in a six-level parking structure at the southeast corner of the site (973 stalls), 102 stalls within the amenity building, and 20 surface parking stalls throughout the Phase 1 site. Phase 1 also includes 218 long- and short-term bicycle parking spaces located throughout the site, including within the parking garages, plazas, and Tanforan Parklet. As part of the Phase 1 application, Lane Partners has submitted a Vesting Tentative Map (VTM) prepared by BKF Engineering (VTM included as Exhibit C to the Associated Entitlements Resolution). The VTM meets required development standards, and the Engineering Division has reviewed the application and has included relevant Conditions of Approval.

Design Review

Prominent landscape and open space features in Phase 1 include the Tanforan Parklet, which provides a buffer space between the residences on Tanforan Avenue and the proposed new development, and the Southline Plaza.

Building design for the Phase 1 buildings is modern, with industrial elements included and high-quality materials including glass, metals, and brick-like finishes. Buildings are finished with terra cotta tiles with a pattern of three different textures, to provide visual interest and warmth. Architectural features include metal panels and louvers, adding to the industrial design details. The amenities building includes an outdoor dining and terrace area on the north side of the building. The parking structure is designed to provide visual interest along the ground floor, with green screens and perforated metal panels that will screen the cars from view. Upper stories of the parking garage are screened with painted concrete, cable rail, and perforated metal panels

in different neutral colors. The parking garage south elevation includes large panels with locations for murals.

The Design Review Board (DRB) reviewed the proposed Southline Project in January 2020. The DRB supported the project, and recommended approval with several comments to be addressed regarding landscaping, managing parking so it is not overbuilt, and ensuring accessibility throughout the campus and to the BART station. The applicant resubmitted the Phase 1 Precise Plan in early 2022, with a reconfigured parking plan incorporating the proposed parking structure, and the DRB reviewed the revised application at its meetings in March and April, 2022. The applicant revised their application to address the DRB comments, and the DRB recommended approval of the project.

Transportation Demand Management

The applicant has submitted a Draft Transportation Demand Management (TDM) Plan, designed to achieve a required 45% alternative mode share, taking advantage of the project's proximity to high-quality transit and reduce single-occupancy vehicle trips (attached as Exhibit D to the associated Entitlements Resolution). As previously described, the Southline project site is situated to take advantage of high-quality transit options, including BART, Caltrain, and multiple SamTrans routes, in order to meet the required mode shift.

In addition to physical location, the Southline TDM plan includes a range of program and physical measures to improve mobility:

- Mobility hubs located throughout the project site, which provide designated areas to accommodate shuttles, ride shares, taxis, and other alternative mobility options
- Direct, high-quality pedestrian and bicycle connections between building entrances, Centennial Trail, and the BART station
- Bicycle amenities throughout the site (parking, repair stations, showers and locker rooms)
- Shuttle service to Caltrain
- Carpool and vanpool parking
- On-site TDM coordinator(s)

The City has a requirement for annual reporting for TDM participants, beginning one year after tenant occupancy. The TDM coordinator will submit an annual report to the Planning Division, outlining compliance with the TDM Plan and required mode share. Leases for all tenants within the Southline Campus will include provisions regarding the mandatory TDM measures required of all tenants (included as a project Condition of Approval).

Development Agreement

Lane Partners is requesting to enter into a Development Agreement with the City, intended to clarify and obligate Project features and requirements. Key features of the Development Agreement include:

- Twelve year agreement term;
- Payment of applicable fees that were in place at the time the Vesting Tentative Map was deemed complete (July, 2020), including: commercial linkage, sewer capacity, childcare, parks and recreation,

bicycle and pedestrian, and public safety but excluding the recently adopted Citywide Transportation Impact Fee (total project fees estimated at approximately \$35 million);

- Community Benefits payment in the amount of \$25 million in unrestricted funds for the City's discretionary use;
- 1,500 sq. ft. community center, to be constructed in Phase 1; and
- Ongoing maintenance of Centennial Way Trail improvements adjacent to the Southline site. Staff notes that negotiation for this item is ongoing and expected to be finalized before the Development Agreement is presented to Council for final consideration.

The draft Development Agreement is included as Exhibit E to the associated Entitlements Resolution.

ENVIRONMENTAL REVIEW

Draft Environmental Impact Report

The City prepared, with assistance from the environmental consulting firm ICF, a Draft Environmental Impact Report (DEIR) analyzing the potential environmental impacts of the Southline project. The purpose of an EIR is to disclose information to the public and to decision makers about the potential environmental effects of a proposed project. An EIR does not recommend either approval or denial of a proposed project; rather, it is intended to provide a source of independent and impartial analysis of the foreseeable environmental impacts of a proposed course of action. Per the requirements of CEQA, the City circulated the DEIR from September 28, 2021 - November 21, 2021, for a 45-day public review period. The Planning Commission held a public hearing on November 4, 2021 to take comments on the DEIR during the public review period.

Pursuant to CEQA Guidelines Sections 15161 and 15168, the Southline DEIR is a combined program-level and project-level EIR. Specifically, the Southline DEIR provides a program-level analysis of the potential effects on the environment that could occur from implementation of the proposed project, which comprises buildout of the proposed Southline Project, and associated off-site improvements. In addition, this EIR provides a project-level analysis of the initial development phase of the project (Phase 1 Precise Plan). This DEIR serves as a single CEQA document that will provide environmental clearance for the proposed project. The program-level and project-level EIR is intended to provide the environmental review needed under CEQA to support all necessary approvals and entitlements for implementation of Phase 1, while also serving as a program-level document that is intended to be used for streamlined environmental review for future phases of development within the project area and the remainder of the off-site improvements. The DEIR is available [on the City's website <https://weblink.ssf.net/weblink/0/foi/474074/Row1.aspx>](https://weblink.ssf.net/weblink/0/foi/474074/Row1.aspx) and is also attached as Exhibit A to the associated CEQA resolution.

The Southline DEIR identifies all of the mitigation measures that will be implemented to reduce the environmental impacts associated with the proposed project. ICF has prepared a Mitigation and Monitoring Plan (MMRP) to ensure that mitigation measures will be properly implemented. The MMRP is attached to the Associated CEQA Resolution (Exhibit D). The MMRP is organized to correspond to environmental issues and significant impacts discussed in the EIR, and the City will use it to track mitigation measures, timing for implementation, responsible party, the action, and ongoing monitoring responsibility.

Reduced Underground Parking Alternative (Alternative D)

As discussed in Chapter 5, Alternatives, of the DEIR, the City considered nine alternatives during the scoping process for the draft EIR. Six were rejected from further consideration based on their infeasibility, inability to meet the basic project objectives, and/or inability to reduce or avoid the significant impacts of the project. Three were selected for evaluation in the draft EIR alternatives analysis: the No Project Alternative (Alternative A), as required by CEQA, the No Intersection Alternative (Alternative B), and the Reduced Project Alternative (Alternative C). Initially, the draft EIR identified Alternative C as the environmentally superior alternative.

However, after the Draft Environmental Impact Report (DEIR) was released for public review in September, 2021, the applicant was able to purchase an additional parcel contiguous to the Specific Plan Area (80 Tanforan Avenue). The applicant has since updated the application to revise the site plan to include 80 Tanforan Avenue. A new surface parking structure is being proposed for 80 Tanforan Avenue, in lieu of the subterranean parking that was originally proposed south of the new east-west connection road. Additionally, the amenities building on the southwest portion of the site has been reduced in height and total square footage, and the updated site plan contains minor landscaping and circulation changes. An analysis of this updated site plan (i.e., the current proposed project) has been included in the Final EIR (FEIR) as a new alternative, entitled Reduced Underground Parking Alternative (Alternative D). The revisions include a description of the Reduced Underground Parking Alternative, an analysis of the potential impacts that would result from the Reduced Underground Parking Alternative, and a comparison of the alternative's impacts to those of the project considered in the DEIR (discussed in detail below).

As discussed in detail in the FEIR, *Specific Draft EIR Revisions* (see revisions to Chapter 5, *Alternatives*), the Reduced Underground Parking Alternative would not result in new significant environmental impacts or impacts of increased severity that were not already disclosed in the draft EIR. In fact, the Reduced Underground Parking Alternative would avoid and / or reduce many of the original project's significant and unavoidable impacts, discussed in detail in the next section of this staff report. ***Accordingly, the Reduced Underground Parking Alternative has been identified as the environmentally superior alternative and as the Recommended Alternative proposed for adoption.*** Therefore, recirculation of the EIR pursuant to CEQA Guidelines Section 15088.5 is not required.

Response to Comments (RTC)

Following the public review period, the City prepared, with assistance from ICF, a Response to Comments (RTC) document to respond in writing to comments on environmental issues, and revise the DEIR as necessary to provide additional clarity. The RTC document also provides limited responses, for informational purposes, to general comments on the draft EIR received during the public review period that were not related to environmental issues. The RTC document also includes EIR text changes made in response to the comments or at the initiation of the City, such as the inclusion of Reduced Underground Parking Alternative (discussed above). The RTC document, together with the DEIR, comprise the Final EIR (FEIR), which can be found at this [link on the City's website <https://weblink.ssf.net/weblink/0,0/fol/474075/Row1.aspx>](https://weblink.ssf.net/weblink/0,0/fol/474075/Row1.aspx) and attached to the Associated CEQA Resolution (Exhibit B).

Significant and Unavoidable Impacts

A significant and unavoidable impact is an impact that cannot be mitigated to a less than significant level if the project is implemented, because no feasible mitigation has been identified. The Southline EIR identifies several

impacts related to Air Quality, Noise, and Transportation that would be significant and unavoidable even with mitigation that would result if the project (in this case, the recommended alternative) were implemented. *However, the CEQA analysis shows Reduced Underground Parking Alternative removes two significant unavoidable Air Quality impacts that were associated with Phase 1 in the original project and reduces all but two of the remaining significant and unavoidable impacts.* A full discussion of the impact analysis is included in the DEIR and in the updated alternatives discussion in the FEIR. It is important to note that it is likely that many of the significant and unavoidable impacts may be mitigated (such as with air quality offsets, or by the City of San Bruno installing a new traffic signal), but since the implementation of these mitigations cannot be guaranteed, they remain as significant and unavoidable for the purpose of the CEQA analysis.

Mitigation and Monitoring Program and Statement of Overriding Considerations

A Statement of Overriding Considerations (SOC) has been prepared for the Southline project pursuant to Public Resources Code Section 21081. The SOC is proposed to be adopted with the required CEQA Findings and attached to the Associated CEQA Resolution as Exhibit C. The City Council must adopt the Statement of Overriding Considerations for those impacts identified as significant and unavoidable in the Southline Project EIR and the project cannot be approved unless a SOC is adopted which balances the benefits of the proposed project against the unavoidable impacts.

Staff supports adoption of the SOC because the Southline project will provide economic, social, technological, and other benefits that balance the significant and unavoidable impacts of the project. Project benefits that balance the impacts include:

- **Transit-Oriented Development.** The Southline project supports the City's goals to provide high-quality employment uses in a transit-accessible setting by providing a state-of-the-art campus in the immediate vicinity of BART, SamTrans, and Caltrain services. The Southline project would locate new employment opportunities in South San Francisco, an existing regional employment center, immediately adjacent to public transit, consistent with numerous regional and local plans and policy directives that promote high-density, infill development near transit in an effort to reduce vehicle miles travelled (VMT) and resulting GHG emissions.
- **Remediation of Hazardous Materials.** The project site has historically been occupied by industrial uses. Prior releases of hazardous materials have occurred within various portions of the site, and contaminated soils are known to occur on-site. Implementation of the project would remove or remediate existing hazards in accordance with applicable regulatory requirements.
- **Sustainability.** The project will incorporate sustainable and environmentally sensitive design and equipment, energy conservation features, water conservation measures and drought-tolerant or equivalent landscaping, and sustainable stormwater management features throughout the project area.
- **Economic Development.** The Southline project will provide a positive impact on the local and regional economy by redeveloping an underutilized, transit-accessible location for R&D and office uses, creating a substantial number of new jobs across diverse set of skills and experience levels during project construction and operations.
- **Fiscal Health.** The Southline project will promote the City's fiscal health by enhancing property values, and generating increased property taxes, development impact fees, and other general fund revenues

for the City. As previously discussed in this staff report, the project's Development Agreement establishes a \$25M community benefits payment to the City, and the applicant will contribute approximately \$35M in development fees.

- **Circulation Improvements & Public Transit Connectivity.** The project will substantially enhance vehicular, bicycle, and pedestrian circulation and access within and surrounding the project area, through completion of the multimodal circulation improvements set forth in the Southline Specific Plan.
- **Provision of Open Space.** The project will over 7 acres of new open space, privately owned and maintained, and accessible to the public.
- **Infrastructure Improvements.** The project will upsize, improve and/or reconfigure a wide range of wet and dry utilities and services in the project area to increase capacity and also to modernize existing facilities by replacing, improving and/or undergrounding facilities, to serve off-site users as well as the project itself.

AIRPORT LAND USE COMMISSION

On May 12, 2022, the Southline Project was approved with conditions by the City/County Association of Governments of San Mateo County (C/CAG) Airport Land Use Commission (ALUC). The ALUC included conditions of approval requiring that the City include references to the Noise / Land Use Compatibility Criteria and consistency with the Critical Aeronautical Surfaces Map within the Specific Plan and General Plan Amendments, as relevant. The City has updated these draft documents to address these conditions.

The Phase 1 Conditions of Approval also include the following conditions, to address ALUC comments (these Conditions will also be applied to future development phases):

- Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of South San Francisco an FAA "Determination of No Hazard".
- Prior to issuance of building permits, the applicant must demonstrate that the project heights are consistent with SFO ALUCP Exhibit IV-17 (SFO Critical Aeronautical Surfaces map) and SFO ALUCP Policy AP-3, Maximum Compatible Building Height).
- The project sponsor shall comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.

COMMUNITY OUTREACH

Lane Partners has conducted community outreach for both project commercial neighbors surrounding the project in South San Francisco, as well as for the residential neighborhood south of the project site in San Bruno. Lane Partners initially held a series of meetings (via Zoom) in May 2020 to present the project and gather feedback from surrounding neighbors and stakeholders. More recently, the applicant hosted another set of meetings in April and May 2022 (one in person, and one via Zoom) and invited neighbors to attend and ask questions about the project, and specifically to provide input to the design of the Tanforan Parklet.

In addition to the DRB and Planning Commission meetings previously discussed in this staff report, the City's Bicycle and Pedestrian Advisory Committee (BPAC) also reviewed the project at their meeting in December 2020, and provided feedback on bicycle and pedestrian connections within the project site, as well as connections to nearby trail and transit facilities.

CONCLUSION

The Southline project, as designed, will redevelop 28 acres of underutilized industrial property with a high-quality, transit-oriented commercial development adjacent to the San Bruno BART station. The project will create a new east-west connection through the City, and will significantly improve pedestrian and bicycle accessibility to help support alternative transportation modes and improve the public realm within the project site, and within the surrounding area. The project will also contribute significant financial community benefits to the City, through implementation of the Development Agreement. Thus, staff recommends that the Planning Commission take the following actions:

1. Adopt a resolution making findings and recommending that the City Council certify the EIR, including adoption of a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program.
2. Adopt a resolution making finding and recommending that the City Council approve the Southline Specific Plan and the related General Plan Amendments and adopt an ordinance amending the Zoning Ordinance and Zoning Map.
3. Adopt a resolution making findings and recommending that the City Council approve the entitlements request for the Southline Project including Phase 1 Precise Plan, Design Review, Transportation Demand Management Program, Vesting Tentative Map and adopt an ordinance approving a Development Agreement.

Associated Files and Exhibits

1. CEQA Resolution (22-433)
 - a. Exhibit A: Southline DEIR
 - i. Exhibit A-1: DEIR Appendices (available [online](https://weblink.ssf.net/weblink/0/fol/474074/Row1.aspx) [<https://weblink.ssf.net/weblink/0/fol/474074/Row1.aspx>](https://weblink.ssf.net/weblink/0/fol/474074/Row1.aspx))
 - b. Exhibit B: Southline FEIR
 - c. Exhibit C: Statement of Overriding Considerations
 - d. Exhibit D: Mitigation and Monitoring Program
2. Specific Plan, General Plan Amendment, and Zoning Amendment Resolution (22-434)
 - a. Exhibit A: Southline Specific Plan
 - b. Exhibit B: General Plan Amendments
 - c. Exhibit C: Draft Zoning Ordinance and Map Amendment
3. Entitlements Resolution (22-435)
 - a. Exhibit A: Phase 1 Conditions of Approval
 - b. Exhibit B: Phase 1 Precise Plan Set
 - c. Exhibit C: Preliminary Transportation Demand Management Plan
 - d. Exhibit D: Vesting Tentative Map
 - e. Exhibit E: Draft Development Agreement