



Legislation Details (With Text)

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Title:	Resolution making findings and recommending that the City Council approve entitlements for the proposed hotel project including Design Review (DR22-0005), Use Permit (UP22-0001), and Transportation Demand Management Plan (TDM22-0006) and adopt an ordinance approving Development Agreement (DA22-0001) to construct a new 12-story, 165 foot tall, 350 room, 261,000 square foot hotel building, with 232 surface parking spaces and site improvements, located at 367 Marina Boulevard in the Oyster Point Specific Plan zone district		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	1. Exhibit A - Conditions of Approval OP Hotel, 2. Exhibit B - Project Plans OP Hotel, 3. Exhibit C - TDM Plan OP Hotel, 4. Exhibit D - Parking Management Plan OP Hotel, 5. Exhibit E - Transportation Assessment Memo OP Hotel, 6. Exhibit F - Draft Development Agreement, 7. Exhibit G - Design Review Board Letter OP Hotel		

Date	Ver.	Action By	Action	Result
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Resolution making findings and recommending that the City Council approve entitlements for the proposed hotel project including Design Review (DR22-0005), Use Permit (UP22-0001), and Transportation Demand Management Plan (TDM22-0006) and adopt an ordinance approving Development Agreement (DA22-0001) to construct a new 12-story, 165 foot tall, 350 room, 261,000 square foot hotel building, with 232 surface parking spaces and site improvements, located at 367 Marina Boulevard in the Oyster Point Specific Plan zone district

WHEREAS, Oyster Point Holdco, LLC (“Applicant”) has proposed to construct an approximately 261,00 square foot hotel. An additional 14,200 square feet of building space is anticipated as a future expansion phase to include an event ballroom and additional meeting space for a total square footage of 275,200 at 367 Marina Boulevard (“Project Site”); and,

WHEREAS, the proposed Project is located within the Oyster Point Specific Plan area; and,

WHEREAS, the Applicant seeks approval of the following entitlements for the project: Development Agreement, Use Permit, Design Review, Transportation Demand Management Plan; and,

WHEREAS, approval of the applicant’s proposal is considered a “project” for purposes of the California Environmental Quality Act, Pub. Resources Code §21000, et seq. (“CEQA”); and,

WHEREAS, an environmental checklist was prepared for the project pursuant to CEQA Guidelines section 15168, which concluded that per CEQA Guidelines sections 15168 and 15162, the project is within the scope of the certified the Oyster Point Specific Plan Environmental Impact Report (“EIR”) (State Clearinghouse number

2010022070) and no further environmental review is required. The environmental checklist also concluded the proposed project qualifies for streamlining under CEQA Guidelines Section 15183, as there are no project-specific significant effects which are peculiar to the Project or its site; and

WHEREAS, the Planning Commission reviewed and carefully considered the information in the environmental checklist, and by separate resolution, recommended that the City Council approve the environmental checklist as the appropriate environmental document for the project; and

WHEREAS, the Design Review Board reviewed the project at its meeting of May 17, 2022, and recommended approval of the project; and,

WHEREAS, on November 3, 2022 the Planning Commission for the City of South San Francisco held a lawfully noticed public hearing to solicit public comment and consider the proposed entitlements, take public testimony, and make a recommendation to the City Council on the project; and,

NOW, THEREFORE, BE IT RESOLVED that based on the entirety of the record before it, which includes without limitation, the California Environmental Quality Act, Public Resources Code §21000, et seq. (“CEQA”) and the CEQA Guidelines, 14 California Code of Regulations §15000, et seq.; the South San Francisco General Plan and General Plan EIR; the South San Francisco Municipal Code; the Project applications; the Oyster Point Hotel Project Plan set, prepared by SB Architects, dated September 28, 2022, the Transportation Demand Management Plan, as prepared by Fehr & Peers, dated October 19, 2022, the Oyster Point Specific Plan, the Oyster Point Specific Plan EIR, including the Draft and Final EIR and all appendices thereto; the Environmental Checklist; all site plans; and any other evidence (within the meaning of Public Resources Code §21080(e) and §21082.2), the Planning Commission of the City of South San Francisco hereby finds as follows:

SECTION 1 FINDINGS

A. General Findings

1. The foregoing recitals are true and correct and made a part of this Resolution.
2. The Exhibits attached to this Resolution, including Conditions of Project Approval (**Exhibit A**), Oyster Point Hotel Project Plan Set (**Exhibit B**), and the Transportation Demand Management Plan (**Exhibit C**), and Development Agreement (**Exhibit F**) are each incorporated by reference and made a part of this Resolution, as if set forth fully herein.
3. The documents and other material constituting the record for these proceedings are located at the Planning Division for the City of South San Francisco, 315 Maple Avenue, South San Francisco, CA 94080, and in the custody of the Planning Manager, Tony Rozzi.

By a separate resolution, the Planning Commission, exercising its independent judgment and analysis made the findings contained in that Resolution and recommended that the City Council make a determination

that the environmental effects of the proposed Project were sufficiently analyzed under the 2011 Oyster Point Specific Plan EIR (EIR) pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15168 and no additional environmental review is required. The Planning Commission also recommended that the City Council make a determination that the environmental checklist also demonstrates that the proposed project qualifies for streamlining under CEQA Guidelines Section 15183, as there are no project-specific significant effects which are peculiar to the project or its site.

4. The proposed Project is consistent and compatible with all elements in the City of South San Francisco General Plan, as it will help the City implement several broad General Plan goals, including but not limited to: maintaining a balanced land use program that provides opportunities for continued economic growth, and building intensities that reflect South San Francisco's prominent inner bay location and excellent regional access.
5. The proposed Project is consistent with the standards and requirements of the City's Zoning Ordinance. The development of the Project Site would result in the construction of new 350 room hotel as anticipated in the Oyster Point Specific Plan.
6. The site is physically suitable for the type of development and density proposed, as an existing vacant underutilized site will be developed as a 350 room hotel that meets the City's land use and zoning standards, and the Oyster Point Specific Plan.

B. Design Review

1. The project is consistent with the applicable standards and requirements of the Zoning Ordinance because, as conditioned, the project meets all of the development standards of the Oyster Point Specific Plan District in the South San Francisco Municipal Code including but not limited to floor area, height, lot coverage, and land use.
2. The proposed project is consistent with the General Plan and the Oyster Point Specific Plan District, including the goals, policies, and implementation measures and will minimize the effects of traffic, parking, storm water run-off, and construction dust and emissions on adjacent land uses and properties in the project vicinity.
 - Allow parking reductions for projects that have agreed to implement trip reduction methods (4.3-I-18, Transportation Element);
 - Require new development pay a fair share of the cost of street and other traffic and transportation improvements (4.2-I-7, Transportation Element);
 - Adopt the standard construction dust abatement measures included in BAAQMD's CEQA Guidelines. These measures would reduce particulate emissions from construction and grading activities. (7.3-I-3, Conservation and Open Space Element); and

- Encourage land use and transportation strategies that promote use of alternatives to the automobile for transportation, including bicycling, bus transit, and carpooling (7.3-G-4, Conservation and Open Space Element)
3. The Project is consistent with the applicable design guidelines adopted by the City Council; because the proposed Hotel building includes adequate design features to create architectural interest and avoid a large-scale, bulky and “box-like” appearance. Long facades are broken up into smaller visual components through variations in form and texture. Wall planes are varied and exterior building walls vary in depth and/or direction. Building walls exhibit offsets, recesses, or projections with significant depth, or a repeated pattern of offsets, recesses, or projections of smaller depth. There is variety in height and roof forms. Building height is varied so that portions of the building have a change in height and are varied over different portions of the building through changes in the roof parapets, elevators and stairway projections. The building façade incorporates details such as window recesses and changes in material. The use of materials, textures, and colors enhance architectural interest and emphasize details and changes in plane. Some of the architectural features of the main façade are incorporated into the rear and side elevations.
4. The Project is consistent with Findings for Approval for the other entitlements the project requires including use permit and a transportation demand management (TDM) program as detailed in the staff report and findings. In summary:
- a) The hotel land use is a permitted use in the Oyster Point Specific Plan District and the hotel use supports the Oyster Point Specific Plan vision for a hotel at this site that serves airport clientele and visitor serving uses, as well as, reduced trips and parking.
 - b) The project satisfies the Use Permit Findings for reduced parking for airport oriented hotels.
 - c) The project is consistent with TDM Findings by offering numerous trip reduction measures to employees and guests that will reduce trips.
5. The Project is consistent with the applicable design review criteria in South San Francisco Municipal Code Section 20.480.006 (“Design Review Criteria”) because the project has been reviewed and recommended for approval by the Design Review Board on May 17, 2022 because it was found to be consistent with each of the following eight design review criteria included in the “Design Review Criteria” section of the Ordinance.
- 1. The site subject to design review shall be graded and developed with due regard for the natural terrain, aesthetic quality, and landscaping so as not to impair the environmental quality, value, or stability of the site or the environmental quality or value of improved or unimproved property in the area.
 - 2. A building, structure, or sign shall:
 - a) Reasonably relate to its site and property in the immediate and adjacent areas;

- b) Not be of such poor quality of design as to adversely affect the environmental quality or desirability of the immediate areas or neighboring areas; and
 - c) Not unreasonably interfere with the occupancy, environmental quality, or the stability and value of improved or unimproved real property or have an unreasonable detrimental effect on the health, safety, and general welfare of the community.
3. New additions to existing residential dwellings shall be architecturally compatible with the primary residential unit, with respect to style, massing, roof pitch, color and materials.
4. A site shall be developed to achieve a harmonious relationship with the area in which it is located and adjacent areas, allowing a reasonable similarity of style or originality, which does not impair the environmental quality or value of improved or unimproved property or prevent appropriate development and use of such areas or produce degeneration of properties in such areas with attendant deterioration of conditions affecting the health, safety, and general welfare of the City.
5. Parking areas shall be designed and developed to buffer surrounding land uses; compliment pedestrian-oriented development; enhance the environmental quality of the site, including minimizing stormwater run-off and the heat-island effect; and achieve a safe, efficient, and harmonious development.
6. Open space, pedestrian walks, signs, illumination, and landscaping (including irrigation) shall be designed and developed to enhance the environmental quality of the site, achieve a safe, efficient, and harmonious development, and accomplish the objectives set forth in the precise plan of design and design criteria.
7. Electrical and mechanical equipment or works and fixtures and trash storage areas shall be designed and constructed so as not to detract from the environmental quality of the site. Electrical and mechanical equipment or works and fixtures and trash storage areas shall be concealed by an appropriate architectural structure which uses colors and materials harmonious with the principal structure, unless a reasonable alternative is identified.
8. Components considered in design review shall include but not be limited to exterior design, materials, textures, colors, means of illumination, landscaping, irrigation, height, shadow patterns, parking, access, security, safety, and other usual on-site development elements. (Ord. 1544 § 2, 2017; Ord. 1432 § 2, 2010)

C. Transportation Demand Management Plan

1. The proposed trip reduction measures are feasible and appropriate for the project, considering the proposed use or mix of uses and the project's location, size, and hours of operation based on a detailed review of the Transportation Demand Management plan for the proposed hotel which outlines numerous trip reduction measures applicable to both guests and employees including but not limited to subsidized transit passes for employees encouraging uses of Caltrain, BART, SF Bay Ferry and SamTrans services, bicycle storage showers and lockers and repair, and strategies to reduce employee commutes such as

carpool/vanpool ridematching, guaranteed ride home programs, and free parking for carpool/vanpools just to name a few. All of these and more trip reduction measures discussed in the project TDM plan are feasible and relevant to the operation of the proposed hotel land use and its guests and employees.

2. The proposed performance guarantees will ensure that the target alternative mode use established for the project by this chapter will be achieved and maintained because the project TDM program demonstrates that trip reduction is feasible with the implementation of the proposed measure outlined in the TDM program for hotel occupants, visitors, guests and employees which will be monitored on a yearly basis as part of the annual reporting requirements.

D. Conditional Use Permit for Reduced Parking for Airport-Oriented Hotels and Motels

1. Distance the hotel or motel is located from the airport. Airport-oriented hotels and motels are usually located no further than three miles from the San Francisco International Airport. *The proposed Hotel would be located within three miles of the San Francisco International (SFO) Airport's border.*
2. Availability of airport bus and/or limousine service. *The location of this hotel will be served by various airport shuttle, bus and limousine services*
3. Proximity of auto rental agencies to the site. Additional parking may be required for rental facilities on the site. *Since San Francisco International Airport is located in close proximity to the hotel there are many rental car services nearby. There are approximately 6-8 car rental facilities all within less than 3 miles of the proposed hotel.*
4. Availability of parking facilities adjoining the site which have peak use hours different from peak hours of the hotel or motel. *In the project vicinity there is a combination of several large scale public and private surface parking lots which would have alternate parking peaks from the hotel.*
5. Documentation of actual use of parking spaces at an existing and comparable facility for an extended period of time. *Parking demand estimated using standard rates published by ITE in Parking Generation, 5th Edition is expected to be 259 parking spaces, a deficit of 27 spaces. However, with the implementation of the TDM plan measures, discussed further in the following section, the proposed parking supply is expected to be adequate.*
6. Availability of on-site meeting rooms and conference facilities. *The project as proposed would provide approximately 14,300 square feet of on-site meeting rooms and conference facilities.*

7. Designation of additional parking spaces to allow for extended parking for guests using the airport. *As proposed, the Hotel would not be providing extended parking (e.g., for long-term airport parking). As proposed, the parking stalls would be solely for overnight guests and employees.*
8. In determining the required number of off-street parking spaces needed for an airport-oriented hotel or motel, the Planning Commission shall include provisions for additional off-street parking spaces to serve employee needs at the rate of one-half space per employee and for related uses such as restaurants and conference/meeting rooms. *As calculated the provided parking includes parking spaces to serve employee needs and any ancillary uses.*

E. Development Agreement

1. The Development Agreement is consistent with the objectives, policies, general land uses and programs specified in the General Plan and the Oyster Point Specific Plan because the Development Agreement will permit the development of a project that furthers the General Plan's goals, policies, and implementation measures and would facilitate the construction of a hotel at the location that the Specific Plan designates for a hotel;
2. The Development Agreement is compatible with the uses authorized in, and the regulations prescribed for the land use district in which the real property is located because Oyster Point Specific Plan designates the project site for a hotel land use;
3. The Development Agreement is in conformity with public convenience, general welfare and good land use practice because the Development Agreement will permit the development of a hotel that will provide high quality amenities and event space available to the public, support travel and tourism in the City, as well as provide a resource for surrounding businesses to accommodate travelers and hold meetings;
4. The Development Agreement is not detrimental to the health, safety and general welfare because the Development Agreement will permit the development of a high quality hotel on a vacant, underutilized site and will provide for ongoing maintenance and monitoring of conditions on a former landfill site;
5. The Development Agreement will not adversely affect the orderly development of property or the preservation of property valued because the Development Agreement will permit the development of a hotel on a site that was identified for such development in the Specific Plan and the hotel will support surrounding uses.

SECTION 2 DETERMINATION

NOW, THEREFORE, BE IT FURTHER RESOLVED that subject to the Conditions of Approval, attached as

Exhibit A to this Resolution, the Planning Commission of the City of South San Francisco hereby makes the findings contained in this Resolution, and recommends that the City Council approves the entitlements request for the Project and adopt an ordinance to enter into a Development Agreement.

BE IT FURTHER RESOLVED that this Resolution shall become effective immediately upon its passage and adoption.