



Legislation Text

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Report regarding the proposed mixed-use development (Use Permit, Design Review, Transportation Demand Management Plan, Vesting Tentative Map, Development Agreement, Density Bonus, Waivers and Modification Request, Parking Management Plan, Environmental Consistency Analysis, and General Plan Consistency Determination) on 5.9 acres of vacant land (PUC Site) at 1051 Mission Road. *(Mike Lappen, Economic Development Coordinator and Tony Rozzi, Principal Planner)*

RECOMMENDATION

Staff recommends that the Planning Commission consider adopting a resolution:

1. Making findings and recommending that the City Council approve a Use Permit, Design Review, Transportation Demand Management Plan, Waivers and Modifications Request, Parking Management and Monitoring Plan, Density Bonus, Vesting Tentative Tract Map, and Development Agreement to construct 800 residential units, an approximately 8,307 SF childcare facility, an approximately 12,992 SF commercial retail space, approximately one-acre public park, and related infrastructure at the 5.9-acre Former San Francisco Public Utilities Commission ("PUC") Opportunity Site, located at 1051 Mission Road;
2. Making a General Plan consistency determination in accordance with Government Code section 65402; and
3. Making a determination that the project is consistent with an adopted Program Environmental Impact Report for the El Camino Real/Chestnut Avenue Area Plan as updated by the Community Civic Campus Project Subsequent Environmental Impact Report and, based on the Environmental Consistency Analysis, would not necessitate the need for preparing a subsequent environmental document pursuant to the criteria of CEQA Guidelines Section 15162.

EXECUTIVE SUMMARY

The subject parcels are specifically called out in several guiding policy documents (e.g., 1999 General Plan, Transit Village Plan, El Camino Real/Chestnut Avenue Area Plan, and Former Redevelopment Plan) to be targeted for high-density residential development. Cumulatively, these policy and development decisions have positioned the subject site and its surrounding environs to become a development focal point close to transit and in the geographic center of South San Francisco. Regionally, there are very few parcels this large (5.9 acres) and located so close to transit and therefore adopted policies have consistently focused on the importance of high density housing production to comply with regional and state requirements.

The applicant has proposed a project that follows all adopted City standards, or has requested relief under the State Density Bonus Law, and includes the following elements:

- 20% of the proposed 800 units available for those making between 25% and 80% of San Mateo County's annual median income;

- On-site childcare;
- Approximately one acre of open space;
- New connections to the Centennial Trail and upgrades;
- Infrastructure and utility undergrounding;
- Bicycle and pedestrian connections between Antoinette Lane and El Camino Real; and
- A Market Hall retail and food production concept.

Review and comments on the proposed project have been provided by the Design Review Board, Housing Standing Committee, Bicycle and Pedestrian Committee, and analyzed by all City departments. Separately, the applicant has conducted a thorough public engagement process, as requested through the exclusive negotiation rights agreements.

BACKGROUND

On June 13, 2019, SSF Housing Partners, LLC (originally and as referred to herein as “AGI/KASA”, but with a recent name change now L37/KASA) submitted an application for a mixed-use development on a 5.9-acre site (APNs: 093312050 and 093312060), known generally as the “PUC Site” since it was acquired from the San Francisco Public Utilities Commission.

The following section provides historical background on the planning, policy and site planning that ultimately governs the subject site and any potential development.

Planning and Policy History

South San Francisco Transit Oriented Development Policies

In the 1990s, construction of the South San Francisco BART (“SSF BART”) created new opportunities for innovative planning along El Camino Real. With the adoption of the South San Francisco General Plan in 1999, the City Council recognized that the SSF BART Station area could be a new activity node that would serve local residents and revitalize the area. Specific to the El Camino Real Corridor, the City/former Redevelopment Agency has:

1. Adopted the SSF General Plan which encourages transit oriented development;
2. Implemented the SSF BART Transit Village Plan and Ordinance;
3. Prepared plans to extend Oak Avenue from Mission Road to El Camino Real;
4. Adopted the El Camino Real/Chestnut Avenue Area Plan and Ordinance;
5. Constructed the majority of Centennial Way over the BART-SFO right-of-way; and
6. Purchased 14 acres of vacant land from the San Francisco Public Utilities Commission and Ron Price Motors to ensure high quality mixed use development (former Redevelopment Agency).

Cumulatively, these policy and development decisions have positioned the PUC Site and its surrounding environs to become a development focal point close to transit and in the geographic center of South San Francisco.

SB 375 and AB 32 - Reducing Climate Change and Greenhouse Gas Emissions

The State of California’s two major initiatives for reducing climate change and greenhouse gas (GHG) emissions are the 2006 Global Warming Solutions Act (AB 32) and Greenhouse Gas Emissions Regulations (SB 375). The legislation aims to reduce GHG emissions by approximately 30% (i.e., to 1990 levels) by 2020, and then an 80% reduction below 1990 levels by 2050.

The Grand Boulevard Initiative

The City is a member of the “Grand Boulevard Initiative,” which is a collaboration of 19 cities, counties, local and regional agencies to improve El Camino Real. The Initiative has developed general planning principles that aim to help the El Camino corridor transition away from auto-intensive “suburban sprawl” uses and, instead, evolve into an area with better urban design, transit-oriented housing, and viable options for transit, walking and biking.

Recent Housing Legislation

In September 2017, the California Legislature passed a landmark housing package developed with the Governor’s office. This housing package included the enactment of 15 significant bills, many of which are intended to streamline local government approvals of housing projects. Two bills in particular (the amendments to the Housing Accountability Act and the so-called “No Net Loss” statute) hold cities accountable to their existing general plan, zoning designations relating to housing and land use policies. In so doing, these two bills significantly limit a city’s ability to deny a proposed residential project that is otherwise consistent with general plan and zoning standards.

Area and Site Planning History

In 2007, the former Redevelopment Agency of the City of South San Francisco (“Redevelopment Agency”) entered into an agreement with the City and County of San Francisco/San Francisco Public Utilities Commission to purchase 13.2 acres of land located in the vicinity of El Camino Real and Chestnut. The sale was completed and the property transferred to the Agency on January 31, 2008. Within this 13.2-acre property, the PUC Site consists of two vacant lots totaling approximately 5.9 acres, identified as a portion of APNs 093-312-050 and 093-312-060. The PUC Site, as envisioned in several policy documents, offers an opportunity for mixed-use development, due to its large contiguous land area, extensive frontage along Mission Road, and direct pedestrian access to SSF BART, El Camino Real shopping, Centennial Trail, and other amenities.

El Camino Real/Chestnut Avenue Area Plan

In late 2011, the City Council adopted the El Camino Real/Chestnut Avenue Area Plan (Area Plan) to help guide future development on the PUC Site and adjacent parcels. The subject site is zoned according to the Area Plan, with the designation High Density Residential. The area, in roughly the geographic center of the City and adjacent to SSF BART and SamTrans service, has largely been vacant or developed with old, outdated commercial buildings. In accordance with the Area Plan, during the past decade the City has focused on redeveloping the area to meet the city’s housing needs and associated services. In 2017, the Area Plan was updated to include the Community Civic Campus development, now largely designed and planned for a portion of the Area Plan, but otherwise remains unchanged.

Long Range Property Management Plan

In May 2015, the State Department of Finance approved the Long Range Property Management Plan (LRPMP), which governs and restricts all properties that were formerly owned by the Redevelopment Agency prior to the dissolution of redevelopment in California. The LRPMP requires the PUC Site to be redeveloped for Transit Oriented Development. The LRPMP states, “The former PUC properties are a perfect example of land suitable for transit oriented development. This proposed efficient use of land creates a pedestrian oriented, walkable area close to transit that is part of the City’s ongoing effort to promote integrated planning and development based on sustainability principles and practices. The vision for the Planning Area is one of ‘smart growth,’ enhanced by policies.”

Developer Selection Process and Community Engagement

To dispose of the PUC Site in a manner consistent with the LRPMP, on May 1, 2017 the City issued a Request for Qualifications (RFQ) for a well-qualified development team to create a high-quality, mixed-use, transit-oriented development on the PUC Site. Twelve development teams responded. A Review Panel of community members reviewed the statements of qualifications and narrowed the responding teams down to a short list of six developers, which it recommended to the Standing Committee for approval. On October 16, 2017, the Standing Committee reviewed and approved a draft Request for Proposals (RFP) and the Review Panel's recommended short list of developers. In late October 2017, staff sent the approved RFP to the short listed developer teams. The 90-day solicitation period concluded on February 5, 2018, with five developer teams responding: AGI/KASA, Blake Griggs, Republic Metropolitan, Sares Regis, and SummerHill Housing Group.

On March 12 and 13, 2018, during publicly noticed meetings, the Standing Committee interviewed the five developer teams that submitted responses to the RFP. Each team presented their project and answered specific questions related to project design, architecture, project management, financing methods, proposed community benefits, and construction phasing. The two-day interview period culminated in a closed session during which price and terms were presented to the Standing Committee. Needing more information from three of the developer teams, the Standing Committee invited AGI/KASA, Blake Griggs, and SummerHill Housing Group to provide answers to specific Committee-directed questions on March 20, 2018. Ultimately, the Standing Committee recommended AGI/KASA and Blake Griggs to the City Council/Successor Agency.

On March 28, 2018, in a joint meeting of the City Council and Successor Agency, it was determined after presentations by AGI/KASA and Blake Griggs, and hearing substantial public comment, that additional public input was required. The City held two public workshops on April 18, 2018 where the public was invited to meet the short listed developers, hear about their proposals, and talk with City staff about the site. Over 250 people attended the workshops and staff collected over 600 comments.

On May 2, 2018, in a second joint meeting of the City Council and Successor Agency, AGI/KASA was selected as the preferred developer of the PUC Site. The City Council/Successor Agency directed staff met to negotiate an Exclusive Negotiating Rights Agreement (ENRA) with the developer.

Exclusive Negotiating Rights Agreement (ENRA)

On July 11, 2018, the City Council approved the ENRA between the City and SSF PUC Housing Partners, LLC (AGI/KASA). The purpose of the ENRA is to establish procedures and standards for the negotiation between the City/Successor Agency and AGI/KASA in order to reach a Development and Disposition Agreement (DDA). Since the execution of the ENRA, staff has been negotiating the terms of the DDA with AGI/KASA.

Community Outreach by Applicant

As required by the ENRA, the developer submitted a comprehensive community outreach plan for approval by City staff. The approved Community Outreach Plan included a detailed Work Plan that covered a ten month period from Fall 2018 to Summer 2019. The Plan identified the goals and outcomes of planned community workshops and meetings. It was the developer's responsibility to undertake the community outreach effort, prepare the project for entitlements, and continue community outreach through the entitlement process. As such, AGI/KASA undertook the following activities:

- Community Workshop #1 - November 2018
- Community Workshop #2 - January 2019
- Community Workshop #3 - May 2019
- Project Website forum

- Signs installed onsite
- In person meetings with community members

From this outreach, the developer received comments from community members and interested individuals ranging from concerns that the development is too tall and dense, to the impacts from increased traffic. Specific comments included:

1. Reducing lanes would add congestion on Mission Road;
2. The development would impact parking in existing neighborhoods;
3. There is need for child care and infant care services;
4. There is a need for cafés and local-serving retail;
5. Extending Oak Avenue would increase traffic on Arroyo Avenue;
6. There should be more affordable housing; and
7. There is a need to create better connections between neighborhoods and Centennial Trail.

PROJECT DISCUSSION

On June 13, 2019, AGI/KASA submitted a project application for City review, detailed below. The project submittal represents the applicant's attempt to capture the requirements of the City's RFP, the community input from the three workshops and online outreach, and the requirements of the ECR/Chestnut Area Plan and associated zoning.

Project Description

The Project contains three vertical development structures on three parcels (with a companion subdivision map). Parcel 1 will have Building C2, Parcel 2 will have Building C1 and Parcel 3 will have Building B. All vertical development structures will be constructed with up to five stories of Type IIIA construction and up to three stories of Type IA construction, with stair and elevator penthouses extending 8 to 12 feet in height above the proposed 85-foot tall roofs. A complete plan set is included as Attachment 1. Any revisions to the plans that may be received after the writing of this staff report and prior to distribution of the agenda will also be provided to the Committee.

Building C1 will be over a single basement structure and three above grade levels of type IA construction for parking and up to five levels of type IIIA residential construction. The basement has three level stacker parking with pits and level one has two level stacker parking. Level one is laminated with a double height entry lobby and residential units and at the south end of the building is an approximately 8,307 SF childcare center. Level two will have two landscaped podium courtyards, a club room and residential units. Level three will have residential units. There will be five levels of type IIIA construction above level three with residential units with setbacks at various levels to conform to the zoning requirements.

Building C2 will consist of a 100% affordable housing development and will have two levels of type IA construction for parking and two to five levels of type IIIA residential construction. Level one will have stacker parking with pits and will be laminated with the entry lobby and residential units. Level two will have a podium courtyard, a community room/club room and residential units. Levels three to seven will have residential units with setbacks at various levels to conform to the zoning requirements.

Building B will be over a single basement structure and have three above grade levels of type IA construction for parking and five levels of type IIIA residential construction. The basement has three level stacker parking with pits. Level one has two level stacker parking for residential units and surface parking for a market hall.

Level one is laminated with the entry lobby and residential units and has a 12,992 SF double height market hall (with a mezzanine) facing an outdoor market plaza. Level two will have surface parking for the residential units and will be laminated with the residential units. Level three will have a landscaped podium courtyard, a club room and residential units. There will be five levels of type IIIA construction above level three with residential units.

Usable open space for the residential program, exceeding the 150 SF per dwelling unit requirement in the Municipal Code, will be provided on-site in a variety of ways including private terraces, balconies of the dwelling units and common area open space.

Building C1 will have a landscaped podium courtyard on level two; Building C2 will have two landscaped podium courtyards on level two and a roof deck on level six. Building B will have an outdoor market plaza, a landscaped podium courtyard on level three and a roof deck on level seven. Off-site landscaped areas and park programming will be included as part of the Project, which would increase open space available to both Project residents and the greater neighborhood.

Proposed Residential Use and Parking/Circulation Summary

The Project will provide 800 residential units (including 13 flex units), 158 of which will be affordable to low-income households (20% of total units), improved parks and landscaping, and active ground floor uses throughout the site, including a day care and a market hall. The Project would be approximately 1,100,089 SF, including non-ground floor open spaces.

The Project's residential units, including the affordable units, will include a mix of studio, one-bedroom, two-bedroom, and three-bedroom units. Flex units will also be provided in Building C1. Most of these flex units will open to the park and the Centennial Trail and provide an opportunity for home based retail or other commercial activity. Vehicular drop off for Building C1 and C2 is provided at the Paseo between the two Entry lobby with a round out and a drop off zone. The move in/move out and loading areas are in the Paseo and screened with trees. Drop off for the childcare is provided off Mission Road in an off street driveway/curb cut-out.

Residential Area (Including amenity areas)

- Building B - 243,328 SF
- Building C1 - 457,181 SF
- Building C2 - 184,507 SF

Commercial Area

12,992 SF (Building B, including Market Hall)

Day Care Area

8,307 SF (Building C1)

Vehicular Parking

879 spaces

- 845 spaces for residential units
- 7 spaces for childcare facility
- 27 spaces for retail uses

The ability to add additional stacker parking to the existing stall design could provide approximately 25 additional spaces if needed, for a total of 904 garage spaces. This requirement would be triggered as part of the reporting requirement for the proposed Transportation Demand Management program (TDM) if the diversion goal percentage is not met.

DESCRIPTION OF COMMUNITY BENEFITS

The RFP asked prospective developers to propose community benefits, which exceed the development standards required by the El Camino Real/Chestnut Avenue Area Plan and Zoning Code. The Developer has collaborated with City staff to arrive at the community benefits package described below:

Affordable Housing

As mentioned, 20% of the Project's overall units will be affordable and these units will be provided in Building C2 since it is the closest building to the SSF BART station and will likely qualify for additional funding sources. Bridge Housing, AGI/KASA's affordable housing partner, is targeting incomes for the affordable units at an average of 50% of the area median income (AMI) with units provided for a range of incomes from 25% to 80% AMI. The reason for targeting this low AMI range is two-fold: (1) the average household income in South San Francisco is 37% below the San Mateo County average, with the City's median income 15% below the County median; and (2) there is more State funding available for lower AMI levels. The exact income mix will continue to shift as funding for the project is secured. The current inclusionary housing ordinance requires that rental buildings provide 10% of the units at 80% AMI if deemed complete prior to November 1, 2019. This proposal exceeds the requirements and is therefore considered a community benefit.

Childcare

The developer has proposed an 8,307 SF childcare facility with capacity for up to 100 children and the developer's childcare partner has committed to seeking State grants to subsidize 25-33% of the childcare spaces. Additionally, the developer has agreed to provide subsidy for up to 10% of the children if state grants are not available to the childcare partner.

Market Hall

The 12,992 SF market hall, fronting a new public plaza and the Oak Avenue shared right of way, will accommodate two to five tenants. The commercial rents for these spaces have not been set yet, but are modeled at below market rate. The Developer is working with SFMade to ensure the rents charged are appropriate for the tenants they hope to attract: small local producers like microbreweries, bakeries, and cafés or coffee roasters.

Open Space/Recreational Uses

A one-acre Community Park will be provided between Buildings C1 and C2 and the Colma Creek, and approximately 0.2 acres of Market Hall Plaza and 0.2 acres of Picnic Area will be provided on the Building B Lot. In addition, approximately 38,850 SF of open space will be provided as common open space (landscaped podium courtyard) and approximately 10,600 SF will be provided for the residential units as private open space. Building upon the existing site amenities, the project will provide a series of linked public open space arrayed along the Centennial Trail. Multiple access points from Mission Road to the Community Park will be provided. The Community Park will include children's play area, sculpture lawn, adult fitness stations and seating. The Centennial Trail pedestrian/bike trail improvement will include better lighting, new interpretive signs, seating, and bike share stations along the trail. A Condition of Approval requiring a public access easement agreement with the City has been included to ensure the perpetual public use of these proposed facilities.

Oak Avenue Extension Concept

The applicant has proposed a phased concept, in tandem with City coordination, for Oak Avenue. In Phase I and constructed as part of the initial project, Oak Avenue extends over Colma Creek, connects to Antoinette Way and terminates into a shared street with a wide staircase and accessible switchback path that traverses up the bank to El Camino Real. The improved pedestrian and bicycle circulation of the site would integrate connections between the new housing, commercial zones, the new Civic Center, SSF BART and Orange Memorial Park to the south. Phase II, with preliminary designs included in the plan set, would construct a complete road linking Arroyo Drive with Oak Avenue through the PUC Site but is not proposed for initial construction.

Enhanced Pedestrian and Bicycle Connections

Two new pedestrian and bicycle connections in form of paseo and linear plaza will be provided to connect Mission Road and Centennial Trail. Pedestrian and bicycle access is provided to the Project Site. Long term bicycle parking is provided within the residential garage at a 1:1 ratio. Centennial Trail will be improved with better lighting, new seating, interpretive signs and bike share station along the trail. Oak Ave will also be extended across Colma Creek to Antoinette and leading to a shared street that ends with a staircase and accessible pedestrian and bike path up the bank to El Camino Real. Each building would contain short-term and long-term bicycle parking.

Transportation Demand Management Plan

Fehr & Peers has prepared a TDM Plan that reduces peak hour driving trips and promotes travel by alternative forms of transportation. AGI-KASA will develop a TDM Plan that reduces peak hour driving trips and promotes travel by alternative forms of transportation in order to meet a minimum alternative mode use of 35% or greater during peak periods, which is higher than the standard 28% requirement per City Council direction. The TDM Plan will be implemented by AGI-KASA and managed by the onsite property management staff, including annual monitoring and reporting of progress to the City of South San Francisco. (See Attachment D to the associated Resolution)

The Project's TDM intends to include:

- Parking Management and Monitoring Plan;
- Enhanced improvements to Centennial Trail, including creating additional paths of connection to the trail for the public and residents of the Project;
- Improved connections for pedestrian and bicyclists between Mission Road and El Camino Real;
- Potential expansion of City Shuttle routes as well as private company bus routes to encourage residents of the Project to utilize these alternative commutes;
- Installation of Real-Time Transit Displays in all lobbies and additional multi-modal wayfinding signage around the Project to encourage access and utilization of Centennial Trail and other connections between Mission Road, El Camino, Centennial Trail and the SSF BART Station. Introductory Clipper cards to new residents for use on BART, Caltrain, and Sam Trans;
- Incorporation of Bike Share programs into project designs for both residents of the Project as well as the greater community, 800 {1:1 ratio} secure resident bicycle parking spaces, and bicycle fix-it stations in each building;
- 93 visitor bicycle parking spaces near lobbies, along Oak Avenue and Centennial Trail;
- Onsite fitness centers, lounges and co-working spaces with free Wi-Fi to promote telecommuting;
- Onsite daycare facilities to reduce commuting for childcare services;

- Electric vehicle parking stalls and charging stations, with additional capacity designed for expansion of charging stations in the future;
- Welcome transit information packages for residents and employees; and
- Online Transportation Coordinator and online web portals to facilitate carpooling.

Submittal of the TDM Plan satisfies the density increase requested by the applicant and discussed in detail in the next section.

ZONING AND AREA PLAN CONSISTENCY ANALYSIS

The PUC Site is zoned according to the El Camino Real/Chestnut Avenue Area Plan, with designation of High Density Residential. The minimum density permitted on the property is 80 units per acre, with a maximum of 120 units per acre. The project is eligible for an increased density of up to 180 units per acre if a Transportation Demand Management program is provided, and high quality, innovative design, or maximum pedestrian and bicycle use infrastructure is included. The developer must incorporate development and design standards into the overall project site planning and design and has included an Applicant Support Statement for Waivers and bonuses. The Plan's density, open space, height, and FAR standards are summarized as follows and submitted analysis of the zoning consistency is included as part of the Project Plans attachment showing compliance on each of these items below:

Heights and Building Stepbacks

ECR/C-RH - 120'-0" without discretionary review; project proposes buildings no taller than 85'-0"

Ground Floor Height. The minimum ground floor height for buildings with nonresidential uses at the ground level is a minimum of 15 feet, with a minimum 12-foot clearance from floor to ceiling. In the ECR/C-MXH and ECR/C-MXM sub-districts, the minimum ground floor height shall be 12 feet for buildings containing ground floor residential uses.

Finished Floor Height for Residential Uses. The maximum finished floor height for ground floor residential uses is five feet above grade.

Street Wall Height. The minimum height of the street wall is 25 feet and the maximum height of the street wall is 35 feet. Along Chestnut Avenue and the BART right-of-way, south of Oak Avenue, the minimum height of the street wall is 40 feet and the maximum height of the street wall is 50 feet.

Front Building Stepback. A minimum of 50% of the street facing building frontage shall be stepped back within the area defined by a 75 degree angle originating from the top of the street wall to a point 80 feet from the average level of the highest and lowest point of the property along the public street. The Chief Planner may approve a reduced stepback percentage of 45% provided that a public plaza with a minimum depth of 25 feet, landscaping and seating amenities is provided on the ground level at grade, or other comparable public amenities are provided. Exceptions beyond the above are subject to Planning Commission approval.

Maximum Floor Area Ratio

ECR/C-RH - No requirement is included as the project is governed by height limits and a 90% lot coverage only.

Maximum Density

ECR/C-RH - 120 units per acre; 150 units per acre with incorporation of a TDM program, and 180 units per

acre with the complete Incentive Program, including high quality architecture, off-site improvements, and sustainable features. The project proposes 136 units per acre across the 5.9 acre site, well within the 150 units per acre permitted with approval of a TDM plan. A breakdown of the individual densities proposed is included below:

- Proposed Parcel 1 (Building C2) is 107 du/ac (158 units/1.48 ac);
- Proposed Parcel 2 (Building C1) is 119 du/ac (408 units/3.43 ac); and
- Proposed Parcel 3 (Building B) is 138 du/ac (234 units/1.7 ac).

The applicant has requested the State Density Bonus Law (SDBL) to permit the higher density for Building B on proposed Parcel 3 as discussed further below.

Minimum Usable Open Space (SF, per residential unit)

150 SF for all zoning districts and project proposes 120,390 SF to meet the 120,000 SF requirement.

El Camino Real/Chestnut Area Plan Design Standards

The Area Plan includes development and design standards that were adopted by the City Council in 2011. The Zoning Ordinance implements the General Plan policies and design guidelines. The Area Plan incorporates the Plan's design standards into the General Plan's Guiding and Implementing policies. The key elements within the Plan's design standards are listed as follows and submitted analysis of the zoning consistency is included as part of the Project Plans attachment showing compliance:

Building Bulk

The maximum lot coverage of the portion of a building above 45 feet to 80 feet from finished grade shall not exceed 80% of the lot area. Exceptions and modifications to dimensional standards of up to 10% may be granted by the Chief Planner, based on the finding that adequate design features have been incorporated to create visual variety and void a large-scale, bulky or monolithic appearance. Exceptions beyond 10% are subject to Planning Commission approval. Staff has reviewed the proposal and finds that the proposed development is generally consistent with the Plan.

Required Active Frontage

Active uses shall be located along the building frontage along primary streets, or facing public open space or plazas, and should incorporate ground-floor retail, civic uses, cultural uses, or other amenities with direct sidewalk access and some sidewalk visibility through use of transparent fenestration. The project, cumulatively, provides active frontages along Mission Road with street level apartment access, along the proposed Oak Avenue Phase I extension via the Market Hall retail space, and along Centennial Trail by proposing live-work housing that can include ground floor retail or service space. Staff has reviewed the proposal and finds that the proposed development is generally consistent with the Plan's requirements for ground floor commercial.

Blank Walls

No wall facing streets and the BART right-of-way may run in a continuous plane for more than 20 feet without an opening. Openings fulfilling this requirement shall have transparent glazing and provide views into work areas, display areas, sales areas, lobbies, or similar active spaces, or into window displays that are at least three feet deep. Staff has reviewed the proposal and finds that the proposed development is generally consistent with the Plan.

Exterior Building Materials and Colors

A unified palette of materials shall be used on all sides of buildings and structured parking. Exterior materials shall be stone, brick, stucco, concrete block, painted wood clap-board, painted metal clapboard or other quality, and durable materials approved by the City as part of the project review. Staff has reviewed the proposal and finds that the proposed development is generally consistent with the Plan.

Building Orientation and Entrances

Buildings shall be oriented to face public streets and the BART right-of-way. Residential development adjacent to public spaces or connections shall be oriented facing onto the public space. Building entrances shall be emphasized with small entry plazas, vertical massing, and architectural elements such as awnings, arcades, or porticos. Staff has reviewed the proposal and finds that the proposed development is generally consistent with the Plan.

Required Parking

Generally, parking shall not exceed two spaces per unit for residential uses and one space per 300 SF of commercial use. Staff has reviewed the proposal and finds that the proposed development is generally consistent with the Plan given the proximity to mass transit and investment in alternative modes of travel via the Centennial Trail. The proposed TDM Plan would seek a 35% diversion rate of single occupant drivers during peak hours per a Condition of Approval, 28% at all other times, and utilize a Parking Management and Monitoring Plan to attract and retain residents with fewer vehicles than single family residents. The project Development Agreement also includes a trigger for neighborhood parking enforcement to prevent future project residents from relying on on-street parking in the surrounding lower-density neighborhoods.

Parking Management and Monitoring Plan

Additionally, the applicant is requesting 100% unbundled parking to ensure compliance with TDM and not pass on the high cost of parking space construction to renters without a vehicle. Approval of a Parking Management and Monitoring Plan (included with associated Resolution as Exhibit D) by the Planning Commission is required. The Parking Management and Monitoring Plan identifies procedures for leasing, separate agreements for parking, and preservation of parking availability for future residents. If residential demand exceeds 5% of 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. A Condition of Approval is included to require compliance with the proposed Parking Management and Monitoring Plan.

Please note that the Development Agreement specifies that the applicant shall utilize bundled parking and the developer retains the right to reduce rental rates for those residents who decline a parking space. Triggers in the Development Agreement will monitor off-site parking in surrounding non-project streets and at the direction of the City Manager, a residential parking permit program could be implemented to protect surrounding residential areas (Sunshine Gardens neighborhood in particular). Therefore, the Parking Management and Monitoring Plan for consideration provides long-term flexibility to the applicant to utilize best-practice pricing policy for renters without a vehicle but the Development Agreement has superseding provisions for parking management. Both approaches should provide flexibility and enforcement tools for the City, depending on the success of TDM for project residents.

Pedestrian Access

On-site pedestrian circulation and access must be provided according to the specific standards. Staff has reviewed the proposal and finds that the proposed development is generally consistent with the Plan.

Truck Docks, Loading, and Service Areas

Truck docks, loading areas, and service areas must be located at the rear or interior side of buildings and be screened so as not to be visible from public streets. Staff has reviewed the proposal and finds that the proposed development is generally consistent with the Plan.

WAIVERS AND MODIFICATIONS REQUEST

Chapter 20.270 Zoning Waivers at Discretion of City

There are several provisions within the El Camino Real/Chestnut Avenue Area Plan zoning district that can relax strict zoning provisions with approval by either the Chief Planner, Planning Commission, or City Council. The following requests by the applicant are supported by staff and recommended for approval.

1. Per 20.270.004.A, an additional 30 units per acre can be granted for the incorporation of TDM measures or as deemed appropriate by the Chief Planner.

A TDM plan has been submitted and meets the requirements set forth in the TDM Chapter (20.400) to satisfy this request.

2. Per 20.270.004.C, Build-To Line. Buildings shall be constructed at the required setback for at least 65% of linear street frontage. The area between the building and property line shall be paved so that it functions as a wider public sidewalk. This requirement may be modified or waived by the Planning Commission if:
 - a. The established street wall along El Camino Real and Chestnut Avenue is not interrupted;
 - b. Substantial landscaping is located between the build-to line and ground floor residential units to soften visual impact of buildings;
 - c. Entry courtyards, plazas, entries, or outdoor eating and display areas are located between the build-to line and building, provided that the buildings are built to the edge of the courtyard, plaza, or dining area; or
 - d. The building incorporates an alternative entrance design that creates a welcoming entry feature facing the street.

The applicant requests a waiver of the build-to line requirement for the Oak Avenue extension constructed at grade from Antoinette Lane since this is a shared space plaza, walkway and surface parking lot rather than a right-of-way road similar to El Camino Real, Chestnut Avenue and Mission Road. Requiring a 10'-0" setback from the property line along the Oak Avenue frontage eliminates efficient use of Site B since it is irregularly shaped and would reduce the sizing of the proposed Market Hall. The intent of the requirement is to create an inviting pedestrian experience and the proposed landscaping, outdoor seating and entry to the Market Hall Plaza is an appropriate alternative entrance design.

3. Per 20.270.005.B(3), Required Active Frontage for Oak Avenue - A minimum of 65% of the frontage of a site along Oak Avenue shall be devoted to active uses.
 - a. Exceptions. The Chief Planner may approve a reduced frontage of 50% to allow for fire access,

driveways, and for efficient site layout and site configuration. Exceptions beyond that are subject to Planning Commission approval.

The project has been designed to meet the 50% requirement to preserve the ability to complete Oak Avenue Phase 2 that will require an elevated roadway across a portion of the proposed Building B that fronts Oak Avenue Phase 1. This design and active requirement satisfies the zoning requirements.

State Density Bonus Law Request and Waiver Letter

The applicant has submitted a state density bonus law request and waiver letter for relief of certain zoning standards and to add allowable density where the General Plan and adopted El Camino Real/Chestnut Avenue Area Plan zoning district. A summary of the requests and staff's comment are included below:

1. As noted in the zoning analysis:
 - Proposed Parcel 1 (Building C2) is 107 du/ac (158 units/1.48 ac) where 120 du/ac is allowed by the General Plan and ECR/Ch Area Plan;
 - Proposed Parcel 2 (Building C1) is 119 du/ac (408 units/3.43 ac) where 120 du/ac is allowed by the General Plan and ECR/Ch Area Plan; and
 - Proposed Parcel 3 (Building B) is 138 du/ac (234 units/1.7 ac) - Exceeds 110 du/ac density for proposed parcel in vesting tentative tract map. A density bonus is requested for this building.

The General and Area Plans indicate Parcel B has an allowed base maximum density of 80 du/ac with up to 110 du/ac with a TDM or quality design bonus. In addition to qualifying for the TDM and quality design bonuses for the reasons stated in the previous section, the Applicant requests the California State Density Bonus Law (SDBL) for Building B/Parcel 3 to bring the allowable density under the General and Area Plans up to 149 du/ac (110 du/ac x 35% density bonus) to ensure consistency between the General and Area Plans and the associated zoning that allows a higher density.

Under SDBL, the project would be entitled to a 35% density bonus on top of the allowable density under the City's General Plan as the project is proposing to set aside 20% of affordable units for Low Income residents. Given the noted density for the adopted General Plan and Area Plan of 110 du/ac and the following proposed density of 138 du/ac for the proposed Building B on Parcel 3 that is a constrained, irregular shaped parcel, the State Density Bonus ensures consistency and compliance with the General Plan, El Camino Real/Chestnut Avenue Area Plan, and associated zoning standards. Staff recommends acceptance of the density bonus request since the proposal falls well within the 180 du/ac allowed by the adopted zoning for the parcels (ECR/C-RH) and the parcels were consistently envisioned as dense opportunity sites. Furthermore, the request is to use SDBL to allow a density on Parcel 3 to comply with General and Area Plan density.

2. The Applicant requests a development standard waiver from the floor area ratio (FAR) standard in the General Plan and Area Plan, consistent with the density bonus requested above. The General Plan and Area Plan set a maximum FAR of 3.0 for Parcel B (based on the El Camino Real Mixed Use North, High Intensity designation). The proposed FAR for Parcel B is approximately 3.3 or a 10% increase for the permitted FAR. If the Applicant were required to comply with the FAR of 3.0, it would physically preclude construction of the project at the density permitted by the SDBL. Further, adherence with this standard would result in the loss of units in the proposed project.

Staff recommends acceptance of this waiver request for the reasons stated above in Applicant's support

statement. The ECR/C-RH zoning designation has no FAR standard and the adopted zoning was intended to implement the goals of the General Plan and El Camino Real/Chestnut Avenue Area Plan for high density development.

3. The Applicant also requests a development standard waiver from rear yard setback requirements set forth in SSF Code Section 20.270.004(D)(1-4) for Buildings Parcels B, C1 and C2 fronting BART and Colma Creek. If the Applicant were required to comply with this rear yard setback requirement, it would physically preclude the construction of the project at the density permitted by the SDBL. Further, adherence with this standard would result in the loss of units in the proposed project. Although it is not relevant to the SDBL, it is noted that the intent of the Code section is to provide light and air and that intent is still achieved with the proposed design. The rear yards face BART property with its tunnel directly below this property. Elsewhere, side and rear yards of Buildings B and C1 face Colma Creek. There will not be a building built above the BART tunnel nor atop the Colma Creek in the future given it would be infeasible, thereby preserving the light and air for all of our residential units.

Staff recommends acceptance of this waiver request for the reasons stated above in Applicant's support statement. Applicant is entitled to receive waivers and concessions pursuant to SDBL if they qualify for the additional density units, and as explained above, the project is entitled to receive state density bonus units and therefore the mandated waivers and modifications.

CITY COMMITTEE REVIEWS

Design Review Board, First Meeting on July 16, 2019

The Design Review Board (DRB) held two publicly noticed meetings - on July 16 and August 20, 2019 - to review the proposed architecture, massing, design and landscaping elements of the project architecture and landscaping plans. Both meetings were held in the Police Department Training Room at 33 Arroyo Boulevard, with approximately 10 interested residents and two City Council members attending the first meeting and approximately 10 residents attending the second meeting.

At the first meeting, AGI/KASA presented the proposed project and the Board members provided detailed comments on all aspects of the project and asked for additional information for the second meeting. Please see Attachment 1 for complete comments and a summary is included below:

- Conduct a massing study to incorporate the adjacent buildings and show how the proposed development fits into the greater neighborhood context, including the Kaiser Building and the new residential development at 988 El Camino Real, SM County future medical center and potential development (Pacific Market) along the El Camino Real corridor under current zoning regulations;
- Buildings are too uniformly flat - horizontal line along the buildings is a little overwhelming and needs more differentiation. Show details that emphasize existing or proposed articulation on the elevations;
- Focus on roof height variation; and
- The DRB recommends using larger trees for maximum impact to scale the building and provide useable outdoor space.

Two speakers made public comments about concerns about building color, building heights, and overflow traffic between the PUC site and proposed Civic Campus.

Housing Standing Committee on August 19, 2019

Between the two scheduled Design Reviewed Board public meetings, City staff held one public meeting with the Housing Standing Committee to review the project. For this meeting, the staff report summarized the proposed project, project area history, relevant legislation, community outreach process, and the preliminary architecture analysis and project level environmental review.

The Committee provided feedback to the developer and staff over a wide range of issues, summarized in Attachment 2 as meeting minutes. The Committee also requested that Staff prepare a memorandum clarifying several items, including architecture, setbacks, height, housing legislation, childcare fees, affordable housing, and open space.

Design Review Board, Second Meeting on August 20, 2019

The development team met with the DRB a second time to respond to the questions and feedback from their first meeting. Please see Attachment 3 for the detailed comments from the second meeting. The board Comments are summarized below:

- The front elevation needs some articulation; consider pushing out the front windows or provide landscaping;
- Consider using the rooftop too gain some additional open space for the site;
- As a community benefit, consider replacing the trees along the adjacent City parking lot to help soften the development and provide more landscaping;
- Consider adding some SSF features to the proposed mural design on the west elevation (facing the City parking lot); and
- Make sure the building is solar-ready (for roof panels).

Bicycle and Pedestrian Advisory Committee Meeting

On September 4, 2019, the Bicycle and Pedestrian Advisory Committee (BPAC) reviewed the proposed project. City staff summarized the proposed project, the project area history, focused on bicycle and pedestrian circulation, Oak Avenue circulation, parking, and the TDM program. The Committee's comments included:

- Suggested the addition of a bicycle connection to side of building C2;
- Expressed concerns about the shared bicycle, pedestrian, and vehicle path along Oak Avenue extension;
- Suggestion to remove the north lane of parking on Oak Avenue and create a dedicated bicycle path and a dedicated pedestrian path;
- Consider subsidized transit for all tenants, not just affordable unit residents;
- Integrate bicycle parking into the facility for visitors- up to 75 spaces outdoors; and
- Include uniform bicycle wayfinding signs on project.

DEVELOPMENT AGREEMENT (DA)

The purpose of a Development Agreement (DA) is to establish the terms and procedures for conveying and developing the property. The full DA is found as Exhibit G in the associated resolution. The DA between the City of South San Francisco and the Developer reflects the business terms of the sale and project development. The major business terms that were negotiated are summarized below.

Development Fees: Developer shall pay those processing, building permit, inspection and plan checking fees and charges required by the City for processing applications and requests for Subsequent Approvals under the applicable non-discriminatory regulations in effect at the time such applications and requests are submitted to the City.

Prevailing Wage: Developer agrees to require prevailing wage for the contractor and sub-contractors working on the Project.

Mitigation Measures: Developer shall comply with the Mitigation Measures identified and approved in the EIR and SEIR for the Project, in accordance with the California Environmental Quality Act ("CEQA") or other law.

Oak Avenue Extension: Developer shall undertake design of Phase 1 of Oak Avenue and continue to advance design and approval (with BART, Caltrans, etc.) of Oak Avenue Phase 2 concurrent with relevant design progress, only so far as necessary that reviewing

departments can ensure a future design for Phase 2 is feasible. Developer is obligated to construct Phase 1 of the Oak Avenue Extension and is obligated to pay a minimum of \$10,350,000 towards the actual reasonable design and construction costs (excluding any Developer mark-up or project management fee) of Oak Avenue Phase One and is also required to reimburse the City for up to \$500,000 for costs related to property acquisition. For reasonable design and construction costs (excluding any Developer mark-up or project management fee) of the Oak Avenue Phase One project in excess of \$10,350,000, the City will reimburse the Developer for such excess costs up to a maximum amount of \$5,500,000.

BART/Kaiser/PUC Property Improvements: Developer shall improve the City BART/Kaiser/PUC property leading up to El Camino Real, west of the Creek, so that it is safe and inviting in accordance the approved plans for the Project.

Project Maintenance: Developer shall maintain all onsite and offsite improvements that they construct to the extent they have, or the City provides (or obtains for the Developer) the right to construct and/or maintain such off-site improvements.

Affordable Housing Agreement: Developer acknowledges and agrees that Building C2 will be subject to recorded covenants that will restrict use of Building C2 for the Affordable Units for a term of not less than fifty-five (55) years, commencing upon the issuance of a final certificate of occupancy for Building C2, set forth in the Affordable Housing Agreement.

Market Hall: The Market Hall shall be designed and constructed consistent with the Project Approvals, and the Developer shall complete the "Basic Improvements" to the Market Hall prior to issuance of certificate of occupancy for the residential units in Building B.

Public Art Commitment: Developer shall install public art, with a minimum value of \$50,000, as part of the Project. Such public art shall be installed prior to issuance of the certificate of occupancy for the first of Building B and C1.

Neighborhood Playground: Developer shall design the Project to include a playground feature sized to support the neighborhood and shall construct the neighborhood playground prior to the certificate of occupancy for the first of Buildings B and C1.

Utility Relocation and Replacement: Developer, at its sole cost, shall be responsible for all on-site work to relocate and upgrade required utilities and infrastructure on the Property.

TDM Plan and Parking Enforcement: The Developer is also obligated to implement the approved TDM plan for the project including paying for the enforcement mechanisms set forth therein.

Prior to City Council consideration, the Planning Commission shall make findings that the Development Agreement is in conformance with the policies specified in the General Plan, ECR/Chestnut Area Plan; compatible with the proposed uses, conforming with public convenience, general welfare, and good land use practice; will not be detrimental to health safety and general welfare; and will not adversely affect surrounding development or property values. These findings are included in the associated Resolution.

TENTATIVE SUBDIVISION MAP

The proposed vesting tentative map, prepared by Sandis and dated June 10, 2019, would subdivide the existing single parcel into three separate development parcels to accommodate the affordable units, the market-rate units, and the market hall building. A smaller fourth parcel would encompass the Oak Avenue Extension between Mission Road and El Camino Real. The property is located in a developed, urban setting, and is not subject to a Williamson Act contract, on open space easement, a conservation easement, or an agricultural conservation easement. The surrounding land uses and resulting parcels would not support agricultural uses; the resulting parcels would result in mixed-use development not incidental to commercial agricultural use of the land.

The proposed vesting tentative map, including the proposed designs and improvements, is consistent with the City's General Plan and ECR/ Chestnut Area Plan because the tentative map would facilitate the infill and development of a mixed-use residential project which would create additional residential units and retail uses in the geographic center of South San Francisco as highlighted by the ECR/ Chestnut Area Plan policies and goals.

GENERAL PLAN CONSISTENCY ANALYSIS

The South San Francisco General Plan establishes land use designations for the area within the El Camino Real/Chestnut Area Plan boundaries. The Area Plan includes the following General Plan land use classifications:

- The General Plan High Density Residential land use classifications allow densities ranging from 80-120 units per acre within portions of the Planning Area designated High Density Residential.
- El Camino Real Mixed-Use North, High Intensity
 - Intended to accommodate high-intensity active uses and mixed-use development.
 - Retail and department stores; eating and drinking establishments; hotels; commercial recreation; financial, business, and personal services; residential; educational and social services; and office uses are permitted.
- The minimum FAR for all uses, exclusive of structured parking, is 0.6, of which a minimum 0.3 FAR must be active uses.
- The maximum FAR for all uses, inclusive of residential but exclusive of structured parking, is 2.0, with increases to a maximum total FAR of 3.0 for development meeting specified criteria.
- Residential density ranges from 80 -110 units per acre.
- Policies in the Transportation and Parks, Public Facilities, and Services elements incorporate transportation improvements and additional parkland policies included in the Area Plan.

As described in the Project Description and zoning analysis, the proposed project is consistent with the vision of the 1999 General Plan.

As the City, acting on behalf of the Successor Agency to the former Redevelopment Agency, will be selling the property to SSF Housing Partners, LLC, Government Code Section 65402 requires that the Planning Commission make a finding that the proposed conveyance is consistent with the General Plan.

As noted above, the General Plan and the Area Plan both identify the property as appropriate for High Intensity Mixed Use Residential development. The proposed project density, as authorized by the State Density Bonus law, is consistent with the General Plan and Area Plan in that the noted density for the adopted General Plan and Area Plan of 110 du/ac and the following proposed density of 138 du/ac for the proposed building on Parcel B is a result of a constrained, irregular shaped parcel. The Project is entitled to receive a state density bonus based on the number of affordable units and income level that are set aside, and thus utilizing the additional units granted under state density bonus law makes the project consistent and compliant with the General Plan, Area Plan, and associated zoning standards since the adopted zoning for the parcels permits up to 180 du/ac and these parcels were consistently envisioned as dense opportunity sites.

Furthermore, the project's proposed Oak Avenue extension is consistent with the Area Plan and the General Plan. The Area Plan recommended, but did not mandate, certain phases of improvements. Specifically, the Area Plan provides:

- Phase 1 - Grocery Store and Residential (Block E north of Chestnut)
- Phase 2 - Residential and Retail (Blocks H, I J south of Chestnut)
- Phase 3 - Civic Uses and Mixed Use Development (Blocks F, D, G (the present Civic Campus project but without mixed uses))
- Phase 4 - Residential (Blocks B and C - PUC site)
- Phase 5 - Residential (Block A - PUC site)

These phasing improvements will be based on "development costs, market factors, available financing and infrastructure improvement. A recommended phasing strategy outlined below is based on an analysis of estimated development costs, project values, and feasibility under market conditions. As market conditions may change in the future, actual phasing strategy may differ." (Area Plan p. 106; see also p. 83) The Area Plan further intended the Oak Avenue extension to relieve traffic congestion.

In practice, market and other factors have resulted in development of the Area Plan in a modified order. Phases 1 and 2 have not yet occurred and Phase 3, the Civic Campus project, has been entitled but may not be constructed before the PUC site. Phase I improvements of the project's proposed Oak Avenue extension concept would make a pedestrian and bicyclist connection and allow vehicle access and parking to both the subject properties and the adjacent Community Civic Campus project sponsored by the City. Phase II conceptual improvements would be designed and submitted prior to Building Permit issuance to provide a roadway connection from Oak Avenue to El Camino Real/Arroyo Drive as a future improvement. The traffic analysis provided by Kimley Horn analyzed the project with the proposed Oak Avenue extension and determined there was no new significant impact. Based on the foregoing, there is sufficient information in the record for the Planning Commission to determine that the project is consistent with the General Plan pursuant to section 65402.

ENVIRONMENTAL REVIEW

The City Council adopted an Environmental Impact Report and Statement of Overriding Considerations in 2011 that cleared the El Camino Real/Chestnut Avenue Area Plan and companion zoning at a program level. In 2017, City staff prepared an amendment to the Program EIR that incorporates changes to the plan created by the future Community Civic Campus. The Subsequent EIR for the Community Civic Campus provided further guidance for traffic and land use assumptions. This Project must conduct a project-specific level analysis to ensure that the proposed development is consistent with the Area Plan and environmental assumptions conducted in 2011 and updated in 2017.

For this Project, the applicant has prepared an Environmental Consistency Analysis pursuant to CEQA Guidelines § 15158(c)(2) for the City's consideration that finds that the Project would not result in new or substantially more severe significant environmental effects than what was analyzed in the El Camino Real/Chestnut Avenue Area Plan Program EIR ("ECR/C EIR") as updated by the Community Civic Campus Project Subsequent EIR ("Civic Project SEIR"). The ECR/C EIR and Civic Project SEIR are collectively referred to as the ECR/C EIRs. This document includes a description of the Project and a comparison of the potential impacts of the Project to those identified in the ECR/C EIR and Civic Campus SEIR. No new impacts were identified and the project complies with the assumptions and findings of the ECR/C EIR, Civic Campus SEIR and associated Mitigation Monitoring and Reporting Program, and supplemental analysis as referenced and evaluated in the Environmental Consistency Analysis.

The City hired Kimley Horn, Planning and Design Engineering Consultants, to evaluate the project proposal and ensure that in the existing condition plus project, and in the cumulative 2030 condition plus project that the traffic impacts were no greater than what was evaluated by the previously adopted EIR and SEIR. Kimley Horn previously provided such analysis for the 2011 EIR and 2017 SEIR. Kimley Horn's analysis, included as Exhibit Cj with the accompanying resolution, determined that the designed project and related infrastructure improvements will not result in further traffic related impacts not evaluated under the adopted EIR and SEIR.

Furthermore, the project proposes the following improvements at two intersections:

- El Camino Real/McLellan Boulevard - lane restriping and signal retiming consistent with the 2011 and 2017 mitigations; and
- Mission Road/Oak Avenue - installation of a traffic signal.

Both improvements, along with the implementation of the required mitigation measures identified under the adopted 2011 EIR and 2017 SEIR as a Condition of Approval, will maintain roadway vehicle traffic at assumed levels under the adopted 2011 EIR and 2017 SEIR analysis once the project is complete and in the modeled 2030 condition.

Therefore, this project, as part of the adopted El Camino Real/Chestnut Avenue Area Plan and associated environmental analysis, is consistent with assumed impacts, mitigation measures, and the adopted 2011 Statement of Overriding Considerations that determined the benefits of development under the El Camino Real/Chestnut Avenue Area Plan outweighed potential traffic impacts to the circulation network.

CONCLUSION

The applicant has proposed a transit-oriented development project at the PUC Site that fulfills the City's vision for the site as developed in the late 1990s and has been reaffirmed in City policy documents during the past 20 years (notably the 1999 General Plan and the 2011 El Camino Real/Chestnut Avenue Area Plan).

The proposal would include 158 below-market-rate units (20% of total units) affordable to those making between 25% and 80% of San Mateo County's median income, on-site childcare, an acre of open space, new connections to the Centennial Trail and upgrades, infrastructure and utility undergrounding, public art, and bicycle and pedestrian connections between Antoinette Lane and El Camino Real. Additionally, the Market Hall's retail and dining options will be a unique draw to the area.

Therefore, staff recommends that the Planning Commission consider adopting a resolution:

1. Making findings and recommending that the City Council approve a Use Permit, Design Review, Transportation Demand Management Plan, Waivers and Modifications Request, Parking Management and Monitoring Plan, Density Bonus, Vesting Tentative Tract Map, and Development Agreement to construct 800 residential units, an approximately 8,307 SF childcare facility, an approximately 12,992 SF commercial retail space, approximately one-acre public park, and related infrastructure at the 5.9-acre Former San Francisco Public Utilities Commission ("PUC") Opportunity Site, located at 1051 Mission Road;
2. Making a General Plan consistency determination in accordance with Government Code section 65402; and

3. Making a determination that the project is consistent with an adopted Program Environmental Impact Report for the El Camino Real/Chestnut Avenue Area Plan as updated by the Community Civic Campus Project Subsequent Environmental Impact Report and, based on the Environmental Consistency Analysis, would not necessitate the need for preparing a subsequent environmental document pursuant to the criteria of CEQA Guidelines Section 15162.

Attachments

1. Design Review Board Letter to Applicant from July 16, 2019 Meeting
2. Housing Standing Committee Minutes from August 19, 2019
3. Design Review Board Letter to Applicant from August 20, 2019 Meeting
4. Bicycle and Pedestrian Advisory Committee Minutes from September 4, 2019
5. Comment Letters Submitted to date

Associated Resolution Exhibits

- A. Entitlement Submittal Set Project Plans (Exhibit A)
- B. Draft Conditions of Approval (Exhibit B)
- C. Environmental Consistency Analysis and supporting documents (Exhibit C):
 - a. Air Quality Assessment
 - b. Arborist Report and Tree Assessment
 - c. Geotechnical Report and Environmental Soils Report
 - d. Phase I Environmental Site Assessment
 - e. Noise and Vibration Assessment
 - f. Wind Effects Assessment
 - g. Shadow Analysis extracted from Submittal Set Project Plans
 - h. Traffic Assessment
 - i. Water Supply Assessment
 - j. Kimley Horn Transportation Impact Analysis
 - k. Preliminary TDM Plan
 - l. ECR/Ch SEIR Mitigation Monitoring and Reporting Program
- D. Parking Management and Monitoring Plan (Exhibit D)
- E. State Density Bonus Law Request and Waiver Letter (Exhibit E)
- F. Applicant Support Statement for Waivers (Exhibit F)
- G. Draft Development Agreement (Exhibit G)