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Report regarding Housing Standing Committee study session of the proposed mixed-use development on 5.9 acres of vacant land at 1051 Mission Road. (*Mike Lappen, Economic Development Coordinator and Tony Rozzi, Principal Planner*)

RECOMMENDATION

Staff recommends that the Housing Standing Committee receive this staff report and provide input regarding the proposal to develop 5.9 acres of vacant land to construct 800 residential units, a 8,300 square foot (SF) childcare facility, 13,000 SF commercial retail space, approximately one acre of public open space, and related infrastructure at 1051 Mission Road and surrounding parcels.

BACKGROUND

On June 13, 2019, SSF Housing Partners, LLC (AGI/KASA) submitted an application for a mixed-use development on a 5.9-acre site, known generally as the "PUC Site" since it was acquired from the San Francisco Public Utilities Commission.

INTRODUCTION

Given the size and breadth of this proposal, City staff has scheduled two meetings with the Housing Standing Committee to review the project. For this meeting, the staff report summarizes the proposed project, project area history, relevant legislation, community outreach process, and the preliminary architecture analysis and project level environmental review. The second Housing Standing Committee study session on this project, tentatively planned for September, will provide supplemental analysis based on feedback from the Standing Committee and Design Review Board.

The Design Review Board provided initial feedback on the proposed architecture, massing, design and landscaping elements of the project at their July 16, 2019 meeting. Their comments are summarized below, incorporated into this review submittal, and will be addressed by the applicant as part of their second Design

Review Board hearing on August 20, 2019.

PLANNING AND POLICY HISTORY

South San Francisco Transit Oriented Development Policies

Construction of the South San Francisco BART Station (“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 attract people to our city. Specific to the El Camino Real Corridor, the City 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.

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) & Greenhouse Gas Emissions Regulations (SB 375). The legislation aims to reduce GHG emissions to 1990 levels by 2020, a reduction of approximately 30% by 2020, and then an 80% reduction below 1990 levels by 2050.

The Grand Boulevard Initiative

The Grand Boulevard Initiative is a collaboration of 19 cities, counties, local and regional agencies to improve the performance, safety, and aesthetics of El Camino Real. The City is a member of a task force to rethink the corridor’s potential for housing and urban development, balancing the need for cars and parking with viable options for transit, walking and biking, and have supported the ten guiding principles to direct future development in the area.

Recent Housing Legislation

On September 15, 2017, the last day of the 2017 legislative session, the California Legislature responded to the state’s housing crisis by passing a landmark housing package developed with the Governor’s office. The housing package included the enactment of fifteen significant bills, many of which were intended to “streamline” local government approvals of housing projects. This reflects the Legislature’s view that local government approval processes significantly delay housing construction and increase costs. While SB 35 was the most publicized statute related to streamlining, its effects on local government will be relatively minor compared with those required by amendments to the Housing Accountability Act and the so-called “No Net Loss” statute. Both changes hold cities accountable to their existing zoning; in other words, projects can only be denied if they fail to meet objective design standards.

AREA AND SITE PLANNING HISTORY

Over the last two decades, the City has pursued a long-term and comprehensive effort to help the community find solutions for land use, housing, economic development, transportation, and conservation needs in our city. The planning efforts have helped the city respond to State mandates regarding the jobs and housing balance and

adjust to new market demand for all types of housing. Since 2002, the City has adopted “smart growth” standards and approved approximately 600 new units of higher density housing along the El Camino corridor (Park Station, 636 Camino, Fairfield Development, and 889 McClellan).

In 2007, the former Redevelopment Agency of the City of South San Francisco 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 APN 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 plan was updated in 2017 to include the Community Civic Campus development but otherwise remains unchanged.

Long Range Property Management Plan

Following the dissolution of redevelopment agencies across California in 2012, the City prepared a Long Range Property Management Plan (LRPMP) of the Successor Agency to the former Redevelopment Agency of the City of South San Francisco (Successor Agency). Housing properties were transferred to the City and non-housing properties, including the PUC Site, were transferred to the Successor Agency for disposition consistent with the LRPMP. The LRPMP designates the PUC property for future development and, specifically, for disposition and development of high-density, mixed-use consistent with the Area Plan. The California Department of Finance formally approved the LRPMP in 2015. Subsequently, the City/Successor Agency began fulfilling its responsibilities under the LRPMP by issuing a Request for Qualifications and Request for Proposals for the PUC Site.

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 (12) development teams responded. A Review Panel of community members whittled 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 (5) developer teams responding: AGI/KASA, Blake Griggs, Republic Metropolitan, Sares Regis, and SummerHill Housing Group.

On March 12 and 13, 2018, in 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 of South San Francisco 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

Within 30 days of the approval of the ENRA, the developer was required to submit a comprehensive community outreach plan for approval by City staff.

The approved Community Outreach Plan includes a detailed Work Plan that covered a ten month period starting in fall 2018 and ending in 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. Extending Oak Avenue would increase traffic on Arroyo Avenue;
2. Reducing lanes would add congestion on Mission Road;
3. The development would impact parking in existing neighborhoods;
4. There is need for child care and infant care services;
5. There is a need for cafés and local-serving retail;
6. There should be more affordable housing; and
7. There is a need to create better connections between neighborhoods and Centennial Trail.

Project Schedule

Staff and the developer have agreed to an entitlement schedule that includes the following:

- Two (2) Design Review Board meetings;
- Two (2) Housing Standing Committee meetings;
- One (1) Bicycle and Pedestrian Advisory Committee meeting;
- At least one (1) Planning Commission Public Hearing;
- At least one (1) City Council Public Hearing; and
- At least one (1) Countywide Oversight Board meeting.

DISCUSSION

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 8,300 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 13,000 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.

Residential Use and Parking/Circulation Summary

The Project will provide 800 residential units (including 13 live work 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 be comprised of a mix of studio, one-bedroom, two-bedroom, and three-bedroom units. Live-work-flex units will also be provided in Building C1. Most of these live-work-flex units will open to the park and the Centennial Trail. 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.

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

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) SSF incomes are, on average, nearly 40% below the area median income (so 25% AMI is really closer to 60% AMI in South San Francisco) 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.

Childcare

The developer's childcare partner has committed to seeking State grants to subsidize 25-33% of the childcare spaces.

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.

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.

ZONING CONSISTENCY

El Camino Real/Chestnut Area Plan Development Standards

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. 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.

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 percent 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 percent 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 that 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; 180 units per acre with Incentive Program and project proposes 136 units per acre across the 5.9 acre site.

Minimum Usable Open Space (SF, per residential unit)

150 SF for all zoning districts and project proposes 120,390 square feet 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 percent of the lot area. Exceptions and modifications to dimensional standards of up to 10 percent 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 percent are subject to Planning Commission approval. Staff has reviewed the proposal and finds that the proposed development is generally consistent with the Plan. The DRB will review how the building bulk and massing can be improved to avoid a bulky appearance from the adjacent neighborhoods.

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. The DRB is reviewing how the proposed development can improve access to the Market Hall from Oak Avenue.

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.

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. The DRB review includes suggestions on how the developer can improve pedestrian access through the project area to Centennial Trail.

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.

GENERAL PLAN CONSISTENCY

The South San Francisco General Plan establishes land use designations for the area within the 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.

DESIGN REVIEW BOARD

The Design Review Board (DRB) will review the project at two publicly noticed meetings. On July 16, 2019, the Design Review Board held the first of the two meetings to review the architecture and landscaping plans for AGI/KASA's proposed mixed-use project on the former PUC properties. The meeting was held in the Police Department Training Room at 33 Arroyo Boulevard, with approximately 10 interested residents and two City Council members attending. 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 next meeting, scheduled for August 20, 2019. The DRB Comment Letter is included as Attachment 2 and a summary of comments are 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.
- Provide additional renderings and perhaps an animation or a fly through - DRB feels like it can't quite grasp the overall design just yet.
- The Design Guidelines require a strong base, middle and top, and should be well articulated by vertical planes. Refer to design guidelines in the ECR/C Area Plan.
- The proposed materials make the buildings look somewhat industrial - consider opportunity to soften the exterior materials. Consider a two-dimensional mock-up of an elevation to show materials and finishes.
- Focus on roof height variation.
- The DRB recommends using larger trees for maximum impact to scale the building and provide useable outdoor space.
- Show how the site will comply with a pickup and drop off plan for childcare, for residents utilizing Lyft, Uber, delivery services, and guests visiting the site.

There were also two speakers from the public who made the following comments.

- Resides in the Sunshine Gardens neighborhood. Concern with one of the buildings standing out and being very visible from her neighborhood. Would like the applicant to change the color of the building from white to another color. The white color may cause glare.
- Concern with overflow traffic when there are events at the campus. Where will everyone park at the site?

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. Although the Supplemental EIR for the Community Civic Campus did not specifically address the project area for this development, it did provide 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.

The applicant has prepared a consistency analysis in the form of an Addendum 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 ("ECR/C Area Plan" or "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 EIRs.

The draft analysis continues to be peer reviewed by City staff. Additionally, staff has contracted with Kimley Horn Planning and Design Engineering Consultants to re-evaluate the traffic and circulation assumptions of the 2011 EIR and 2017 SEIR under a scenario that does not include complete construction of the Oak Avenue extension. That analysis will be incorporated into the public hearing reports to ensure that this project will not exceed expected impacts from the previous environmental analysis.

CONCLUSION

Staff requests that the Housing Standing Committee provide input and direction regarding the proposal to develop the 5.9 acre PUC Site with construct 800 residential units, a 8,300 SF childcare facility, 13,000 SF commercial retail space, approximately 1 acre of public open space, and related infrastructure at 1051 Mission Road and surrounding parcels. As of the publishing of this staff report on August 14, 2019, the City had received two letters regarding this project addressed to the Committee. Those letters are included as Attachments 3 and 4.

Attachments

1. Project Plan Submittal
2. Design Review Board Comment Letter from July 16, 2019
3. Bay Area Housing Advocacy Coalition (BayHAC) Letter of Support
4. Greenbelt Alliance Letter of Support