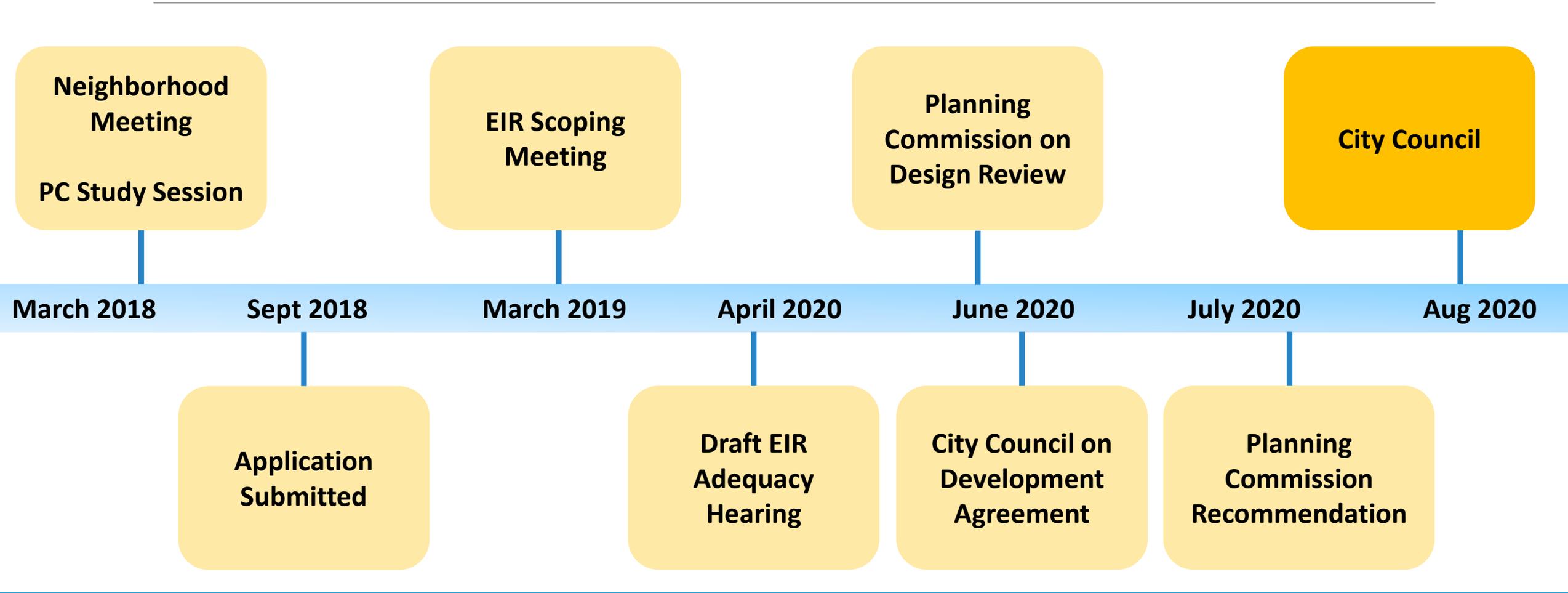




**CITY COUNCIL PUBLIC HEARING
CONCAR PASSAGE MIXED USE DEVELOPMENT
(PA-2018-052)**

AUGUST 17, 2020

BACKGROUND



PROJECT PROGRAM



- 961 Residential units
 - 73 Very-low income units
- 40,000 sq. ft. Commercial and retail uses
 - Trader Joe's, Peninsula Ballet Theatre, 7-Eleven, food hall
- Over 4 acres public open space
- Onsite childcare facility
- Bike and pedestrian improvements

PROJECT PROGRAM



- 1.4 Million square-foot of total floor area
- Five podium buildings
- Within maximum buildings heights at 34'-6" and 54'-6"
- Up to 5 stories
 - 1 Level covered parking
 - 1 Level below-grade parking



LOCATION

PROJECT ENTITLEMENTS

Site Plan and Architectural Review

- 961 Residential Units
- 40,000 sq. ft. Commercial
- Parking
- Infrastructure Improvements

Site Development Planning Application

- Removal of 64 non-native trees
- Planting of new on-site and street trees

Vesting Tentative Map

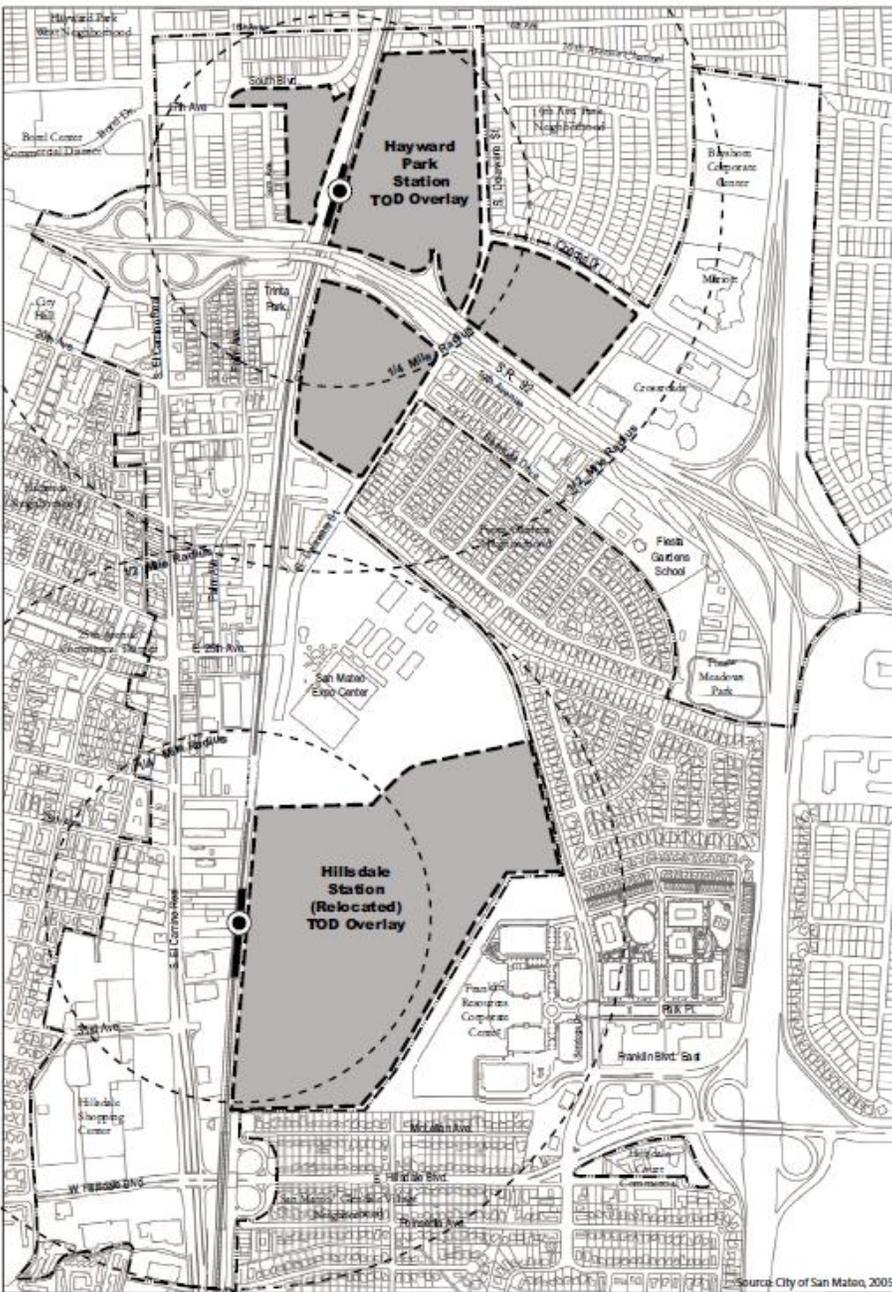
- Creation of six lots

Supplemental EIR

- To assess environmental impacts
- Supplement to Rail Corridor Plan EIR

Development Agreement

- Secure project entitlements and vesting rights for 12-year period



GENERAL PLAN, ZONING, & RAIL CORRIDOR PLAN

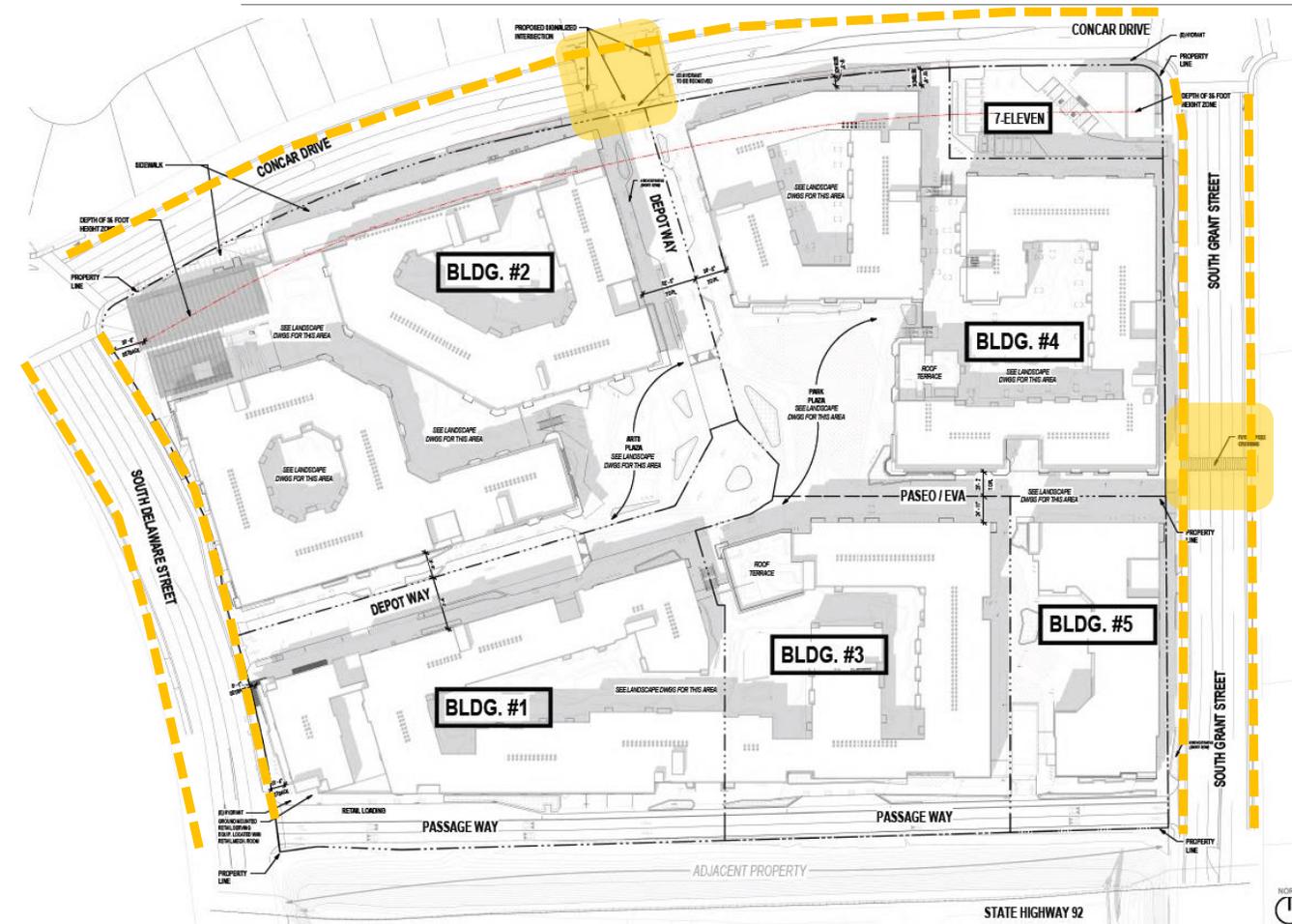
General Plan and Zoning

- Within TOD (Transit-Oriented Development) Zoning District

Rail Corridor Plan

- Exceeds minimum residential density
- Inclusion of affordable housing
- Community-serving retail
- Promotes multi-modal transit
- Pedestrian and streetscape improvements

PUBLIC IMPROVEMENTS



Pedestrian Master Plan

- Widened sidewalks and new landscape strips at perimeter of site
- New private sidewalks within project site

Bicycle Master Plan

- New bicycle lanes along S. Delaware St., Concar Dr. and S. Grant St.
- Intersection improvements at Concar Drive and Depot Way
- Mid-block crossing on S. Grant St

DESIGN REVIEW

Reviewed by Cannon Design Group

- Design revisions included:
 - Larger open space
 - Additional below-grade parking
 - Increased building design variety
- No further recommendations for changes



STATE DENSITY BONUS LAW

	# Units	Density or % Affordable
Base Density	725 units	50 Units/Acre
Affordable Housing	73 units (Very-Low)	10% of Base Density
Density bonus	236 units	32.5% Density Bonus
Total	961 Units	73 Very Low Income

- Meets local inclusionary requirements
 - 10% Very-Low Income
- Eligible for a State Density Bonus
- Requested *concession* to construct the below-market-rate units in a stand-alone building

TRANSPORTATION

- Two Transportation Impact Analysis (TIA) documents, by Hexagon Transportation Consultants:
 1. Vehicle Miles Traveled (VMT) as required by CEQA
While exempt from further VMT analysis due to density and proximity to transit, TIA finds the project would not result in a significant impact.
 2. Level of Service (LOS) as required by General Plan
Several intersections found to be degraded based on General Plan criteria.

TRANSPORTATION IMPROVEMENTS

- City currently evaluating the 19th Avenue/Fashion Island Boulevard Corridor
- Preliminary analysis identified several improvements that would alleviate congestion and bring the Corridor back to an acceptable operating level
- Total cost of the Corridor improvements is estimated at \$9,640,000.
- Developer's community benefits package included in the Development Agreement, includes a \$7,500,000 contribution towards transportation improvements
- The project is also required to pay a Transportation Improvement Fee (TIF).

DEVELOPMENT AGREEMENT

- Secures project entitlements and vested rights for a period of 15 years
- Community benefits include:
 - On-site childcare facility
 - Over 4 acres of publicly accessible parks and open space
 - Mobility hub open to the public
 - Protected pedestrian crossing on Grant Street and protect bike intersection at Grant/Delaware and Concar/Delaware
 - Performance theater for public events and relocation of Peninsula Ballet Theatre
 - Contribution of \$7,500,000 towards traffic improvements

TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN

- TDM Plan prepared by Nelson/Nygaard
- Overall trip reduction of 36%
 - 16% reduction due to proximity to transit and mixed-use design
 - 20% reduction due to implementation of TDM measures
- TDM Measures include:
 - Mobility hub
 - Protected intersections
 - Subsidized transit passes
 - Transportation coordinator



PASSAGE TDM PLAN Final

March 2020



PARKING

- Rail Corridor Plan requires project-specific parking analysis, as found in TDM Plan
- Eligible for reduced State Parking Standards found in State Density Bonus Law

Proposed Parking	1,572 spaces (244 for retail & 1,328 for housing)
Parking demand (determined by TDM study)	1,205 spaces
State Density law minimum	1,161 spaces

- Project proposes a total of 1,572 parking spaces. Condition of Approval allows total parking to be modified, but not less than 1,205 parking spaces per TDM Plan parking analysis.

CEQA

- Rail Corridor Transit-Oriented Development Plan EIR was certified in 2005
- City's General Plan Update EIR was certified in 2009
- A Supplemental EIR has been prepared for this project that tiers off the previously adopted EIRs

**EIR Scoping Meeting
3/26/19**

March 2019

**Draft EIR Adequacy Hearing
4/28/20**

March 2020

April 2020

May 2020

June 2020

**Final EIR Released
7/17/20**

July 2020

Draft EIR Circulation (3/26-5/26)

PROJECT-RELATED IMPACTS

EIR identified significant impacts resulting from the project that would be reduced to a less than significant level through mitigations measures as follows:

- 1. Biological Resources:** protect nesting birds during construction.
- 2. Cultural Resources:** provides for a process if the project uncovers unknown archaeological resources during construction.
- 3. Hydrology and Water Quality:** follow geotechnical recommendations as grading and site work may encounter shallow groundwater during construction.
- 4. Noise:** provides methods to minimize the noise impacts associated with the construction of the project.
- 5. Public Services:** project required to pay school development impact fee to help finance expansion of existing schools, construction of new schools and/or rental of temporary classroom facilities.

CEQA PROJECT ALTERNATIVES

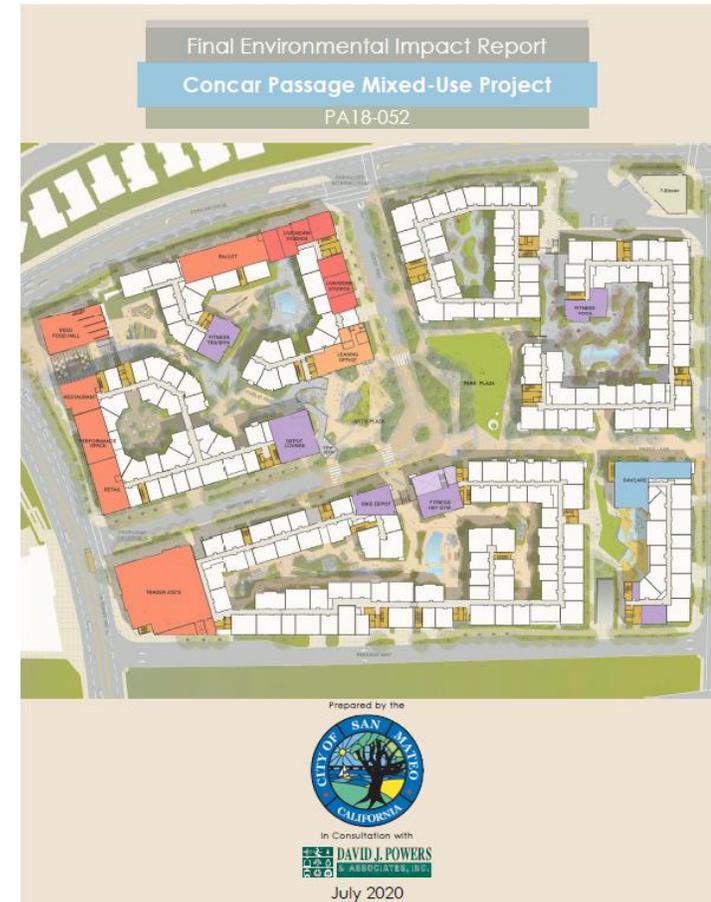
EIR evaluated the proposed project against four (4) alternatives, summarized below:

- **No Project – No Development Alternative:** assumes continued use of the buildings on-site with some building and site upgrades and new tenants.
- **No Project – Existing Plan Redevelopment Alternative:** assumes the site is developed consistent with the Corridor Plan with a floor area of up to 2.0 of the site area or 1.2 million square feet.
- **Adjusted Mixed-Use Alternative:** Assumes a reduction of 50% in the number of housing units (480 residential units) on-site and an increase in commercial square footage (376,000 square feet).
- **Reduced Intensity Alternative:** Evaluates two projects; a 20% reduction in the number housing units (769 residential units) and a 30% reduction in the number housing units (673 residential units), both with similar commercial square footages.

Of these, the **Adjusted Mixed-Use Alternative** is the environmentally superior alternative as it would not result in new peak hours trips and partially fulfills the development objectives of the project.

FINAL EIR

- 22 Public comments during public review period, plus verbal comments at the April 28, 2020 PC Meeting.
- Final EIR responds to written comments and includes minor text revisions
- Public comments did not necessitate further analysis or identify new or worse impacts



STAFF RECOMMENDATION

1. Adopt a Resolution to approve the (a) Site Plan and Architectural Review, (b) Site Development Planning application, and (c) Vesting Tentative Map for the development of 952-961 residential units and 40,000 square-feet of commercial uses;
2. Adopt the Supplemental Environmental Impact Report to assess the environmental impacts of the project; and
3. Introduce an Ordinance to approve a Development Agreement



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