



# CITY OF SAN MATEO

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## Agenda Report

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**TO:** Planning Commission  
**FROM:** Zachary Dahl, Interim Director  
**PREPARED BY:** Community Development Department  
**MEETING DATE:** December 12, 2023  
**SUBJECT:**  
477 9th Avenue - New Five-Story Mixed-Use Building (PA-2022-047)

### RECOMMENDATION:

Adopt a Resolution to approve a Special Use Permit (SUP), Site Plan and Architectural Review (SPAR) and Site Development Planning Application (SDPA) for a new five-story mixed-use building with office uses and 120 residential units at 477 9th Avenue, and find that the project is Categorically Exempt from the California Environmental Quality Act pursuant to Section 15332 (In-Fill Development Projects), based on the Findings for Approval and subject to the Conditions of Approval.

### BACKGROUND:

The Martin Group (applicant) has submitted a Planning Application (PA-2022-047) to demolish the existing one-story office building (21,601 square-feet) at 477 9<sup>th</sup> Avenue and to construct a new five-story mixed-use building consisting of 29,207 square-feet of office uses and 120 residential apartment units, 12 of which are below market rate (BMR) units affordable at the very low-income level. The proposed unit mix includes studios, one- and two-bedroom units. The applicant held a Neighborhood Informational Meeting on April 14, 2022; and the Planning Commission reviewed this project at a Study Session on May 24, 2022, with discussion focused on the proposed residential uses, site plan, and building design. The Commission expressed general support for the overall project, including the proposed Spanish Revival Style design and new housing units generated by the project. The Commission also requested consideration of more family size housing, such as three-bedroom units, and further landscape and façade improvements. Since the Study Session, the applicant has not changed the proposed unit mix or count but has refined the building design based on Commission input to better reflect Spanish Revival Style and architectural details.

This item was originally scheduled for the Planning Commission meeting on November 28, 2023, but was cancelled and rescheduled to December 12, 2023, at the applicant's request. The updated meeting materials reflect all public comments received prior to this packet publication and modifications to conditions of approval including the deletion of a stormwater condition that is not required for the project and addition of a new condition regarding the existing 40-foot private roadway and utility easement on the project site.

### Project Site

The project site is located at 477 9<sup>th</sup> Avenue and is bounded by 9<sup>th</sup> Avenue to the south, S. Claremont Street to the east and the Caltrain rail corridor to the west. The site is 1.6 acres (69,976 square feet) in size, has a General Plan land use designation of Executive Office and is zoned E2-2 (Executive Office with a 2.0 maximum Floor Area Ratio). The project is also located within the Downtown Specific Plan South Claremont Sub Area. The existing site is developed with a one-story 21,601 square-foot office building with surface parking, and includes a 40-foot non-exclusive roadway and utility easement along the western property line. Adjacent uses include a two-story office building to the north, auto service shops to the

east across Claremont, and one- and two-story mixed-use buildings (commercial/residential) to the south; and the Downtown San Mateo Caltrain station is located approximately 0.5-mile northwest of the site. A location map showing the project site and its vicinity is included as [Attachment 2](#). The existing site was previously subdivided for commercial condominium purposes, where 13 commercial condominiums were created in 1982 and subsequently terminated in 2022. The project has been conditioned to submit a Reversion to Acreage Final Map to remove the commercial condominium purposes from the parcel.

### Project Description

The proposed project consists of a five-story, 209,204 square-foot mixed-use building, with 29,207 square feet of office space and parking facilities on the first two floors, and 120 for-rent residential apartment units on the third, fourth and fifth floors. The unit mix includes 24 studio units, 64 one bedroom-units, and 32 two-bedroom units. Of the total 120 units, the project proposes 15 percent of the base density (80 units), or 12 units, as below market rate (BMR) at the very low-income category. The proposed mix of these 12 BMR units includes two studio units, seven one-bedroom units, and three two-bedroom units, with the units distributed throughout the development project as required by the City. The overall architectural style is considered contemporary Spanish Revival, as it features a mix of traditional design elements and modern materials.

Access to the site is provided by two driveways, with one located on S. Claremont Street and the other on 9<sup>th</sup> Avenue. The site plan is configured to preserve a 40-foot private roadway and utility easement along the western property line adjacent to the rail corridor. The roadway connects both driveways and provides access to a small surface parking lot for nine office parking spaces. The project includes an above-grade two-level parking garage located within the rear of the building, which provides 29 office parking stalls and 112 residential parking stalls (0.9 space per unit). Bicycle parking facilities include 132 long-term bicycle stall lockers located within the garage, and 12 short-term bicycle rack stalls along the building entrances. One on-site loading space is shown outside the building and parking garage at the northwestern corner of the project site. Open space areas are proposed at-grade and on the second, third and fifth levels of the building. The project proposes a variety of residential amenities that include a mini dog park, fitness center, club area and open-air roof deck.

The building design, pedestrian realm improvements and parking facilities are discussed further below. Project plans showing the proposed site plan, floor plans, elevations and architectural renderings are included in [Attachment 3](#).

### **APPLICABLE CODE AND POLICY REVIEW:**

#### General Plan and Zoning Code

The General Plan Land Use Map designates the project site as Executive Office, which is intended for office park developments. A list of applicable General Plan policies and a discussion of the project's conformance to them is included in the Resolution ([Attachment 1](#)). The project is consistent with Land Use policy LU 1.8 and 1.14, which encourages a balance of high intensity, mixed-use developments in non-residential land use categories to promote housing production and complement the greater downtown area. The project includes significant site plan and streetscape improvements that enhance the downtown as the social, cultural, and economic center of the City, as envisioned in the General Plan and Downtown Plan under LU 2.4 and 3.1.

The project site is zoned E2-2 (Executive office), which outlines development standards in Chapter 27.48 of the Municipal Code pertaining to density, floor area ratio (FAR), setbacks, parcel coverage and open space. The E2 zoning district allows residential units on parcels without a residential overlay, subject to approval of a Special Use Permit (SUP) and conformance with development standards for residential density in the R4 zoning district (50 units per acre). A Project Data Table listing the applicable Zoning Code standards and the project's conformance to them is included as [Attachment 4](#). As noted in the table, the project conforms to all applicable development standards, including maximum building height (53'-6" plate line) and all setbacks. The applicant has requested concessions and waivers to certain development standards, including a maximum density bonus (50%), floor area ratio, at-grade open space and number of compact stalls, in accordance with State Density Bonus Law (Government Code Section 65915), which is described in greater detail below.

The project site is also within the City's Central Parking Improvement District (CPID) and is located within 0.5-mile of a major transit stop, which is the Downtown San Mateo Caltrain station. Therefore, pursuant to Government Code Section

65863.2 (AB 2097), this project is not subject to minimum parking requirements or parking in-lieu fees. Nevertheless, the applicant is proposing to voluntarily provide a total of 150 parking spaces (112 for residents and 38 for office), which exceeds the parking ratio of State Density Bonus law (0.5 stall per dwelling unit), that would otherwise set the minimum parking requirements.

#### Downtown Area Plan

The project site is located within the City's 2009 Downtown Area Plan area. The Downtown Plan establishes goals and policies to implement the overall vision of the downtown area. Applicable goals that pertain to this project include:

1. Enhance Downtown's Role as the City Center and Maintain Its Unique Sense of Place
2. Enhance the Vitality and Activity of Downtown by Incorporating an Overall Good Mix and Diversity of Uses
3. Enhance the Downtown's Pedestrian Environment and Enhance the Safety and Attractiveness of Downtown

The project site is located within the South Claremont sub-area of the Downtown Plan. Recommended future conditions include enhanced visual and pedestrian connection to link the sub-area and the Downtown Retail Core. The proposed site plan appears consistent with the Plan's guidelines and requirements with the incorporation of new street trees and 12-foot wide sidewalks. The project's mix of residential and office uses is consistent with the policies that encourage mixed-use development near the downtown retail core. The project also provides significant site plan and streetscape improvements, such as a mini dog park, public plaza, new street trees and sidewalks to further enhance the pedestrian experience and transition from the South Claremont neighborhood to the downtown core. A full list of applicable Downtown Area Plan policies and a discussion of the project's conformance is included in [Attachment 1](#).

#### Site Plan and Architectural Review (SPAR)

The project requires a Site Plan and Architectural Review (SPAR) approval for construction of a new mixed-use building in accordance with Municipal Code Section 27.08.030. In summary, the project proposes a new mixed-use, Spanish Revival Style building that enhances the surrounding neighborhood, which consists of a mix of styles that range from older commercial buildings and low scale Mediterranean Style buildings. The project accomplishes this by utilizing high quality materials that include cast stone and cement plaster walls in neutral colors, terracotta-concrete roof tiles, and metal details. The project incorporates various architectural details that are consistent with Spanish Revival style buildings, such as recessed windows, juliette balconies, and tiled arch entries, to add visual interest along each building facade. These enhancements also effectively break up the perceived massing of the building by creating a well-defined top, body and base. Additional details on the SPAR findings for approval are included in the Resolution ([Attachment 1](#)).

#### Site Development Planning Application (SDPA)

Municipal Code Section 23.40 requires a Site Development Planning Application (SDPA) approval for removal of major vegetation in conjunction with redevelopment. The Municipal Code defines "major vegetation" as live vegetation consisting of tree growth with a trunk diameter of six inches or greater measured at 54 inches above natural grade. The Municipal Code also defines a Protected Tree as any heritage tree or street tree. Heritage trees include any oak tree with a minimum diameter of 10 inches measured at 54 inches above natural grade as well as any other species with a diameter of 15 inches measured at 54 inches above natural grade.

The project proposes removal of a total of 32 trees, seven of which qualify as protected trees. All trees proposed for removal are located within the proposed building footprint or other site improvements. The equivalent landscape unit (LU) value of the removed trees would be replaced as conditioned via planting of new trees, payment of an in-lieu fee, or a combination of both in accordance with Municipal Code Section 27.71. While the project proposes to remove 32 trees, it is also proposing to plant 19 trees, including 11 new street trees along both frontages. The project will pay an in-lieu fee toward the City's Tree Planting Fund for the remainder loss of LU value as required by code. Additional details on the SDPA findings for approval are included in the Resolution ([Attachment 1](#)).

#### Special Use Permit for Residential Uses (SUP)

The project will require a Special Use Permit (SUP) to allow residential uses in the E2 (Executive Office) zoning district without a residential overlay district. Municipal Code Section 27.74.020 authorizes the Planning Commission to grant an

SUP for special uses. The project proposes demolition of the existing office structure and construction of a new mixed-use building that results in a small increase in office uses (approximately 7,606 square-feet of net new gross floor area) and new housing units. Although adjacent uses are primarily office, auto service and retail uses, the surrounding neighborhood consists of a variety of land uses that include residential uses within a block east of the project site. Overall, the proposed mixed-use office and housing is substantially similar and compatible with adjacent uses. Thus, granting an SUP for residential uses as part of a mixed-use project at this location is consistent with the City's General Plan, Housing Element, Downtown Area Plan, and zoning code requirements, and the SUP findings for approval are included in the Resolution ([Attachment 1](#)).

#### Pedestrian Master Plan

The Citywide Pedestrian Master Plan contains recommendations to improve the pedestrian realm throughout the City. Appendix A of the Pedestrian Master Plan provides guidance for sidewalk designs and types specific to a project's land use and street parking configuration. The applicable sidewalk standard along both frontages is *A.10 Mixed Use Type B Street Parking*. This standard recommends an overall sidewalk width ranging from 16 feet to 26 feet.

The project proposes overall sidewalk widths ranging from 12'-0" to 14'-0" on 9th Avenue, and 13'-10" to 24'-5" along Claremont Street, which includes the minimum 4'-0" planter zone and 8'-0" through zone. The additional frontage zone is not provided; however, the applicant proposes a public plaza along the 9th Avenue building entrance. Overall, the project proposes less than the recommended overall minimum width of 16'-0" in the Pedestrian Master Plan, but exceeds the existing sidewalk widths of 5'-6".

The project is subject to a minimum setback of 7'-6" along both 9th Avenue and S. Claremont Street frontages and incorporating a wider sidewalk would require a deeper building setback. Staff's evaluation of the plans conclude that the project is in substantial conformance with the Pedestrian Master Plan in that the project meets the minimum planter and through zone widths along both frontages and is compliant with the Zoning Code in both frontages. Although the additional frontage zone is not provided, the project proposes various streetscape improvements, including accent paving and benches, street trees, and pedestrian scale lighting throughout the site.

#### Bicycle Master Plan

The City's Bicycle Master Plan provides policies and recommendations to implement citywide infrastructure improvements to support bicycle use. The Bicycle Master Plan also lays out a proposed bicycle network of various bicycle lanes, paths, and routes. Specific to the subject project site, the Bicycle Master Plan calls for a bicycle boulevard (Class III) along the project's S. Claremont Street frontage and proposes extending the existing bike lane (Class II) beyond the project frontage on 9th Avenue.

It should be noted that the applicant is not required to physically construct or design the bike facilities as part of this project. In conformance with the Bicycle Master Plan, the project does not propose any features that would conflict with the future improvements identified in the Bicycle Master Plan. Lastly, the project provides a total of 132 long-term bicycle parking for office and residential uses within three dedicated rooms on the first floor. As required by the City's Zoning Code, bike racks providing a total of 12 short-term bicycle parking spaces are proposed along both building entrances to the office and residential uses.

#### **Applicable Housing Laws**

##### State Density Bonus Law

The project utilizes the provisions of State Density Bonus Law in accordance with Government Code Section 65915. To comply with State Density Bonus Law and to implement the City's Housing Element, the City must allow for the provision of increased residential density, reduced parking standards, as well as "incentives" and "waivers" or reductions from development standards for residential projects that provide senior housing units, childcare facilities, or set aside a certain percentage of units as affordable to Very Low, Low, or Moderate-Income households.

The project site's zoning designation of E2-2 permits a maximum base density of 50 units per acre, which yields the project site with a base density of 80 units. The applicant proposes to devote 15 percent of the 80 units (12 units) as affordable

(below market rate or BMR) at the Very Low-Income level (50% Area Median Income). For reference, the 2023 Area Median Income (AMI) in San Mateo County for an individual is \$122,500 and a family of four is \$175,000. This would afford the project a density bonus of up to 50 percent, resulting in a total maximum density of 75 units per acre, or 120 units total.

#### Concession and Waiver Requests

State Density Bonus Law also permits the applicant to request up to three concessions and unlimited waivers from development standards when this percentage of affordable units at the Very-Low Income level are provided. The applicant's density bonus request letter detailing the project's concession and waiver requests is included as Attachment 5. The applicant has requested one waiver to increase the Floor Area Ratio maximum from 2.0 to 3.0 to allow for additional residential square footage due to the above-grade parking garage that accounts for 0.9 of the project FAR. The applicant requests two concessions to reduce the at-grade open space requirement from 20 percent to 16 percent, and to increase the maximum number of compact stalls from 40 percent to 50 percent of the total parking stalls provided.

In accordance with Government Code Section 65915(d)(1), the City shall grant the concession requests unless findings can be made that the incentive would 1) not result in identifiable and actual cost reductions to provide the affordable housing units, 2) have a specific adverse impact upon public health and safety, or 3) be contrary to state or federal law. Applicants may also request waivers from City development standards if application of a City development standard would have the effect of physically precluding the construction of a project at the densities permitted. Staff has evaluated the waiver and concession requests and has not found any evidence to support any of these findings to deny the requests. The reduced at-grade open space and increased compact stalls results in a cost savings that is less than the applicant's estimated cost of constructing all 12 affordable residential units. The waiver request to exceed the maximum FAR is necessary to allow construction of the project at the densities permitted under the State Density Bonus Law.

#### Housing Crisis Act (Senate Bill 330)

The applicant submitted a Preliminary Application under the Housing Crisis Act (HCA) or Senate Bill 330 in accordance with Government Code Sections 65589.5 and 65941.1 on January 13, 2022. As a mixed-use development with at least two-thirds of the floor area designated for residential uses, the project is eligible for a Preliminary Application under HCA, which prohibits the City from conducting more than five public hearings, and imposing ordinances, policies, and standards adopted after the Preliminary Application was submitted unless certain circumstances exist, including lessening impacts of the project under the California Environmental Quality Act (CEQA), or if the applicant revises the project such that the number of units or square-footage changes by 20 percent or more.

#### Housing Accountability Act

The Housing Accountability Act (HAA), as implemented under Government Code Section 65589.5, establishes application review limitations for new development projects that are at least two-thirds housing. As a mixed-use development project with at least two-thirds of the project square footage devoted to residential uses, this project is subject to the HAA, which limits a local agency's ability to deny, reduce the density of, or render housing development projects infeasible if objective standards are met. As proposed, this project meets all applicable objective standards in the General Plan, Zoning Code, and other local policy documents, and, therefore, the local agency may only deny or reduce the density if certain findings pertaining to adverse impacts to codified, objective public health or safety standards are made.

#### City's Inclusionary Requirements and Commercial Linkage Fee

The City's Below Market Rate (Inclusionary) Program requires rental projects of 11 or more units to provide a minimum of 15 percent of the proposed units to be devoted to the Low-Income category. The applicant proposes to designate 12 units (15 percent of the base density) as affordable at the Very Low-Income level, which meets the City's Inclusionary Program requirements. These affordable units are required to have access to all on-site amenities and generally be of comparable size to similar market rate units and have an exterior design and appearance compatible with similar market rate units.

The project is also subject to the City's Affordable Housing Commercial Linkage Fee, which was adopted to help mitigate the impacts from non-residential projects on affordable housing needs by contributing to the creation of new affordable housing and to provide benefits to the community in the form of affordable housing. This fee applies to non-residential

construction, including offices, that add more than 5,000 net new square feet (excluding structured parking) to offset the commercial development impact to housing. The Commercial Linkage Fee for this project, which will be assessed and collected at the time of building permit issuance, is estimated to be approximately \$86,000 based on the current Comprehensive Fee Schedule.

### **Design Review**

Since the Study Session, the applicant has revised the building design to improve the building corner at 9<sup>th</sup> Avenue and S. Claremont Street and incorporated additional design treatments along the S. Claremont Street and rail corridor facades. The revised design was reviewed by staff and by the City's design review consultant, Larry Cannon of Cannon Design Group. In his design review letter, Larry Cannon summarized the design feedback received from the Planning Commission, City staff and the public, and provided additional guidance to steer the design toward a more authentic Spanish Revival Style. The applicant further revised the design by enhancing the building and garage entries with public art and street-level awnings, providing stronger corner elements, and incorporating small scale design treatments and materials that are consistent with Spanish Revival Style. The Planning Commission's May 24, 2022, Study Session meeting minutes are included as [Attachment 6](#) and Larry Cannon's design review letter dated September 8, 2022, is included as [Attachment 7](#). The applicant's response to these recommendations, including ones integrated into the final design, are included as [Attachment 8](#).

### **Transportation Analysis**

#### Transportation Impact Assessment – Vehicle Miles Traveled

A Transportation Impact Analysis (TIA) was prepared by the City's transportation consultant, Fehr & Peers, to analyze the project's transportation impacts in accordance with the standards of the California Environmental Quality Act (CEQA) and the City's General Plan ([Attachment 9](#)). Vehicle Miles Traveled (VMT) is the metric established by CEQA for determining the significance of transportation impacts.

Based on the City's adopted TIA Guidelines, the TIA concludes that the project will not result in significant VMT impact as it meets screening criteria to exempt the project from further VMT analysis. Specifically, the project is within 0.5-mile of high-quality transit (Downtown San Mateo Caltrain Station), has a floor area ratio greater than 0.75, provides reduced on-site parking (less than the minimum parking required by the City), and does not result in the reduction of affordable residential units.

#### Level of Service Impact and Local Transportation Analysis

In addition to analyzing the project's Vehicle Miles Traveled (VMT) impact, Fehr & Peers conducted a Level of Service (LOS) analysis at various study-intersections in proximity to the site that could be impacted by the project. In accordance with the City's General Plan and Transportation Impact Analysis (TIA) Guidelines, the City shall maintain a LOS no worse than mid LOS D for all signalized intersections within the City, and no worse than LOS E for all unsignalized intersections. The analysis considered various traffic conditions that include existing, opening year, and cumulative conditions that include the subject project as well as approved and foreseeable future projects in the pipeline.

Overall, the TIA estimates that the project would generate a total of 489 net-new average daily trips, 34 net-new vehicle trips in the AM peak hour, and 43 net-new vehicle trips in the PM peak hour. All study intersections also operate acceptably at LOS C or better in Existing and Opening Year Conditions inclusive of pipeline projects. The project is estimated to increase delay at these intersections by up to one second at immediate intersections, with the exception of E. 5<sup>th</sup> Avenue and S. Claremont Street, which anticipates up to a six second delay in the PM peak. Overall, the project is determined to not cause adverse traffic operational impacts under Opening Year Conditions.

In addition to the pipeline projects described above, Fehr & Peers also analyzed Cumulative Conditions that reflect estimated future traffic volumes in the year 2040. The analysis included three nearby, pending development projects that have not yet been approved: 500 E. 4<sup>th</sup> Avenue (Block 20), 616 S. B Street (Nazareth Vista) and 445 S. B Street (Bespoke). The assessment determined that LOS would degrade between existing conditions and cumulative conditions to LOS D or better, which is considered acceptable according to the City's TIA Guidelines. However, the intersection of 9<sup>th</sup> Avenue and S. Claremont Street was estimated to worsen to unacceptable levels of LOS E in the AM peak hour. The consultant noted

that City's 2040 Travel Demand Model does not include S. Claremont Street, so the nearest parallel street, S. Delaware Street, was utilized in the estimates. The report also notes that this is a conservative approach as S. Claremont Street is a collector roadway and less likely to experience traffic growths similar to S. Delaware Street, which is an arterial roadway. Given the increase in average daily trips, the project is also required to implement trip reduction measures, which are discussed in the Transportation Demand Management Plan section below. Based on these factors, the project would not have adverse traffic operational impacts under the Cumulative Conditions. The project is also subject to a condition of approval requirement for payment of a Transportation Improvement Fee (TIF), which requires developers to contribute toward the cost of future transportation improvements. Overall, the TIA and recommended measures support the conclusion that the project would not cause adverse traffic operational impacts.

#### Transportation Demand Management Plan

The project will implement the Transportation Demand Management (TDM) Plan prepared by the City's TDM Consultant, Steer, which is included as Attachment 10. While the project does not cause a VMT impact in accordance with CEQA, the City/County Association of Governments (C/CAG) of San Mateo County requires projects that generate more than 100 average daily trips to implement trip reduction measures. Based on C/CAG's guidelines, this project is required to reach a minimum 25% trip reduction through TDM measures. The project's TDM Plan estimates an overall trip reduction of 28.5%, through implementation of various core TDM measures that include an on-site TDM Coordinator, informational packets for new employees and new residents, reduced parking, bicycle lockers and sustainable transportation incentives, which are annual subsidies provided to both employees and residents to purchase Caltrain and SamTrans passes. In addition to the project's core TDM measures, the TDM Plan outlines additional, optional measures that would further support trip reductions. These measures include carpool or vanpool programs, active transportation and e-bike subsidies, bike workshops, support and repair facilities; that if implemented altogether and with core measures, would result in a trip reduction of up to 43.7%.

#### **PUBLIC COMMENTS:**

Public comments submitted to staff during the formal planning application review are included in Attachment 12. A total of 15 public comments were received and are generally supportive of the project's architectural style and creation of new housing units. Some concerns raised in the public comments are related to the proposed tree removal/preservation, sustainable construction practices, lack of sufficient on-site parking, neighborhood scale, and consideration for more family-sized units and amenities. Additional comments not specific to the project but generally pertaining to overall downtown development and resulting traffic congestion are also included. Any public comments received after publication of this report will be forwarded to the Planning Commission for review and consideration at the public hearing and posted to this item on the City's Agendas & Minutes Public Meeting Portal as "Post Packet Public Comments."

#### **FISCAL IMPACT:**

As a new mixed-use project filed under Senate Bill 330, the project would be subject to several impact and in-lieu fees in effect at the time of the application filing date, including the ones listed below, which are assessed and collected prior to the issuance of building permits or occupancy:

- Commercial Linkage Fee of approximately \$86,000, to offset the impact of development projects on the need for affordable housing.
- Child Care Development Fee to offset the impact on the need for future childcare space needs by new development.
- Park Impact Fee to offset the increased demands on park and recreation facilities serving new developments.
- Sanitary Sewer Connection Charge, for net increase of wastewater generation based on new dwelling units and increase in plumbing fixtures for commercial uses.
- Transportation Improvement Fee of approximately \$404,000, to offset the cost of transportation improvements to serve new development.
- Wastewater Treatment Plant Phase II Impact Fee for net increase of wastewater generation per gallon of average daily flow.
- South Trunk Area Sewer Improvement Fee, for net increase of wastewater generation based on new dwelling units and increase in plumbing fixture for commercial uses.

- School Impact Fees, to offset the increased demands on school facilities caused by new development. This is collected by the San Mateo Union High School District for all schools in San Mateo.
- Landscape Unit In-Lieu Fee, assessed for each Landscape Unit value not physically planted on-site or along street frontages.

**ENVIRONMENTAL DETERMINATION:**

In accordance with the California Environmental Quality Act (CEQA), the project meets the criteria to be Categorically Exempt from further environmental review pursuant to Section 15332 (Class 32 - In-Fill Development Projects). A Categorical Exemption Memorandum prepared by the City’s environmental review consultant, David J. Powers, is included as Attachment 11. The memorandum provides supporting evidence that the project is eligible for a Categorical Exemption since it is consistent with all applicable general plan and zoning designations, policies, and regulations; occurs within an urban setting on a site less than five acres in size; has no habitat value for endangered, rare, or threatened species; and is adequately served by all utilities and public services. It also does not present any unusual circumstance that would result in a significant effect on the environment. The project has been evaluated in the technical studies referenced in the memorandum for transportation, greenhouse gas emissions, noise and air quality; and subject to the Conditions of Approval in Attachment 1. Thus, the project would not result in any significant effects related to traffic, noise, air, or water quality.

**NOTICE PROVIDED:**

In accordance with Government Code Section 65090, notice of this Public Hearing was published in the San Mateo Daily Journal newspaper at least ten days in advance of this Planning Commission meeting. In accordance with Government Code Section 65091 and the City’s Municipal Code noticing requirements, this Public Hearing was noticed to the following parties at least ten days in advance of this Planning Commission meeting:

- Property owners, residential tenants and business tenants within 1,000 feet of the project site.
- The City’s “900 List” which contains nearly 100 Homeowner Associations, Neighborhood Associations, local utilities, media, and other organizations interested in citywide planning projects;
- The City’s Planning “Notify Me” email list; and,
- The interested parties list, which includes interested individuals who contacted the City and requested to be added to the project notification list.

**ATTACHMENTS**

- Att 1 – Draft Resolution with Findings  
Exhibit A - Conditions of Approval
- Att 2 – Location Map
- Att 3 – Project Plans
- Att 4 – Project Data Table
- Att 5 – Density Bonus Request Letter
- Att 6 – Planning Commission Meeting Minutes – May 24, 2022
- Att 7 – Cannon Design Group Review Letter – September 8, 2022
- Att 8 – Applicant Response to Design Review Recommendations
- Att 9 – Transportation Impact Analysis
- Att 10 – Transportation Demand Management Plan
- Att 11 – Categorical Exemption Memorandum
- Att 12 – Public Comments

**STAFF CONTACT**

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