



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:

616 S. B Street – New Five-Story Commercial/Residential Mixed-Use Building (PA-2022-037)

RECOMMENDATION:

Adopt a Resolution to approve the Site Plan and Architectural Review (SPAR), Site Development Planning Application (SDPA), and Tentative Parcel Map to merge two lots, for a five-story mixed-use building with commercial uses and 48 residential units at 616 S. B Street, 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:

Nazareth Vista, LLC, (applicant) has submitted a Planning Application (PA-2022-037) to demolish the two existing commercial buildings (Kelly-Moore Paint and TAP Plastics, approximately 11,300 square feet) and construct a new five-story mixed-use building at 616 S. B Street, referred to as “Nazareth Vista.” The proposed building consists of 9,199 square feet of ground floor commercial uses, and 48 residential units, five of which are below market rate (BMR) units, affordable at the very low-income level. The applicant held a Neighborhood Informational Meeting on January 20, 2022 and the Planning Commission reviewed this project at a study session on February 8, 2022. The Commission’s discussion focused on the building design, site plan, setbacks, and compliance with the City’s BMR Inclusionary Program.

Since the study session, the applicant has redesigned the project based on input from the Commission, the public, the City’s design review consultant, and City staff to provide a more transitional architectural design through revisions in massing, exterior materials, and color palette. The applicant also redesignated the residential units from for-sale to for-rent and incorporated open space improvements with additional plant material and outdoor seating along 6th Avenue.

Project Site

The project site is located at 616 S. B Street, on the southwest side of S. B Street, between 6th Avenue and 7th Avenue. It consists of two parcels with a combined area of 27,921 square feet (0.64 acres). The General Plan Land Use Designation for the project site is Neighborhood Commercial/High Density Multi-Family and it is zoned C1-3/R5 (Neighborhood Commercial/Residential Overlay – Mixed Use). The existing uses consist of two retail businesses, TAP Plastics and Kelly-Moore Paints, which were constructed in 1956 and 1974 respectively. The City’s historic review consultant evaluated both structures as they are over 50 years old and determined that neither of the buildings qualified as a historic resource.

Adjacent uses include multi-family residential, commercial, and a mixed-use building consisting of office, residential, and ground floor commercial uses. Two commercial buildings at 505-509 S. B Street, approximately 230 feet to the northeast, and at 709-711 S. B Street, approximately 180 feet to the southeast of the project site, qualify as historic resources per the City’s 1989 Historic Building Survey. The Downtown San Mateo Caltrain station is located approximately 0.4 miles

northwest of the project site. A location map showing the project and its vicinity is included as [Attachment 2](#).

Project Description

The proposed five-story (54'-6" plate height) mixed-use building consists of a total of 84,132 square-feet, with 9,199 square-feet of commercial space on the ground floor and 48 for-rent residential units on floors two through five. The ground floor is designed for three commercial or retail tenants. The proposed residential unit mix consists of 35 one bedroom-units, 12 two-bedroom units, and one three-bedroom unit. Of the 48 units, the applicant proposes to dedicate five units, or 15 percent of the base density (32 units) as BMR at the very low-income category. Given the unit mix proportions, the BMR units would consist of four one-bedroom units and one two-bedroom unit distributed throughout the development to comply with the City's Below Market Rate Program.

The project provides zero-foot setbacks along 7th Avenue, S. B Street, and its rear property line, and a 20-foot setback along 6th Avenue. The 6th Avenue frontage provides access to the commercial tenant spaces and surface level parking, which contains two residential parking spaces and 19 commercial parking spaces. Access to the residential lobby and subterranean level of parking, which is designated for residential tenants, is provided along the 7th Avenue frontage. The below grade garage includes 51 vehicle parking spaces and 52 long-term bicycle spaces. Lastly, the S. B Street frontage provides the primary entrance to the commercial spaces.

The overall architectural style has both traditional and contemporary elements in its massing and blend of materials. The project provides new landscaping along all frontages including potted shrubs and street trees. The second and fifth floors include terraces that provide a total of 9,600 square feet of common residential open space, which exceeds the minimum requirement of 5,760 square feet. Additional open space areas include private residential balconies and a public open space area along the 6th Avenue frontage, consisting of an outdoor seating area denoted by porcelain tile, and additional plantings and trees.

Details regarding the project's design and site plan are discussed further in the report. Project plans showing the proposed site plan, floor plans, and elevations 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 Neighborhood Commercial/ High Density Multi-Family, which is intended to combine a diversity of uses and provide greater proximity of jobs and housing. A list of applicable General Plan policies and a discussion of the project's conformance is included in [Attachment 1](#). The project is consistent with Land Use policy LU 3.1 in that the project combines two compatible uses (commercial retail and residential), which complement the existing commercial uses in the vicinity and greater downtown. This enhances the downtown's role as the social, cultural, and economic center of the City, as encouraged in the General Plan. Lastly, Land Use policy LU 2.4 encourages ground-level commercial uses to promote pedestrian activity and a diversity of services and activities. The project is consistent with this policy in that it would provide ground floor commercial uses, which would increase the daytime population that would patronize existing downtown businesses and adjacent service uses.

Consistent with its land use designation, the project site is zoned C1-3/R5 (Neighborhood Commercial/Residential Overlay – Mixed Use), which implements the goals of the General Plan in encouraging housing development in commercial areas. The /R5 overlay, which allows residential uses by right, provides development standards in Chapter 27.29 of the Municipal Code pertaining to density, floor area ratio (FAR), setbacks, and open space for residential projects located in commercial or office zoning districts. A project data table listing the applicable Zoning Code standards and the project's conformance to them is included in [Attachment 4](#). As noted in the project data table, the project is within the maximum building height of 55 feet and meets the required side yard setback (20 feet) along 6th Avenue. In addition, State Density Bonus law allows the project to maximize the number of units on site (48 units) by exceeding the maximum permitted floor area ratio (3.01 instead of 3.0) and eliminating the required setbacks along its 7th Avenue frontage and rear property line to accommodate the additional units. Additional details about the project's utilization of State Density Bonus law are included in the *State Density Bonus Law* and *Waiver Requests* sections of this report.

The project site is also within the City's Central Parking Improvement District (CPID) and located within one-half mile of the Downtown Caltrain Station. Assembly Bill (AB) 2097, which eliminates parking requirements for projects within one-half mile of a major public transit stop, applies to this project. As a result of AB 2097, the applicant is no longer required to pay CPID in-lieu fees for required parking. In addition, the City cannot impose minimum parking requirements unless the City makes findings that demonstrate a substantially negative impact on the City's ability to meet its share of regional housing need for Very Low- and Low-Income households, or on existing residential or commercial parking within one-half mile of the project. The applicant, however, is voluntarily providing a total of 72 parking spaces consisting of 19 commercial and 53 residential parking spaces (1.1 stalls per dwelling unit), which exceeds the parking ratio of State Density Bonus law (0.5 stalls per dwelling unit).

Lastly, the Zoning Code requires one on-site loading space; however, the applicant is requesting a waiver from the on-site loading requirement through State Density Bonus law. The applicant also proposes to install the required loading space in the public right-of-way, which would require approval from the Public Works Department for both the location of the space and associated encroachment permit. A discussion of the Zoning Code standards from which the applicant has requested relief is included in the *State Density Bonus Law* section of this report.

Downtown Area Plan

The project is subject to the Downtown Area Plan, which establishes goals and policies to implement the overall vision of the downtown. The project site is specifically located within the South Claremont sub-area of the plan. Applicable goals that pertain to the project include:

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

In conformance with the Downtown Area Plan, the project compliments the downtown character by utilizing wood siding and a neutral color palette, both of which reflect more traditional design elements, while also providing contemporary elements, such as rectangular massing and the use of metal as an exterior material. The project also includes both retail and residential components, allowing for a diverse mix of uses, including affordable units. Additionally, the project provides open space at the corner of South B Street and 6th Avenue, which includes a decorative seating area with porcelain tile at the intersection of the two streets. Landscaped green space along 6th Avenue also enhances the pedestrian entrance to Central Park on Laurel Avenue.

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. These findings are discussed in detail within Attachment 1. In summary, the project proposes a mixed-use building that complements the existing character of the neighborhood through provisions of traditional building elements and materials and setback depths commonly found in the neighborhood.

The traditional elements and materials include restrained articulations, stucco, and neutral-colored wood cladding. Wood cladding is the dominant exterior material along the S. B Street and 6th Avenue frontages and is broken up through contemporary glazing and contrasting light grey stucco in the building's recesses. On the 7th Avenue façade, stucco is accented with wood and dark grey aluminum claddings to identify the residential entrance. To reduce the apparent massing and increase privacy for adjacent buildings, the project incorporates stepbacks at the fifth floor along S. B Street, and on the second through fifth floors along the rear of the building. There is no setback requirement for the S. B Street frontage and the project is requesting a waiver from the setback standards along its rear property line and 7th Avenue frontage through State Density Bonus law; however, the project meets the required setback of 20 feet along 6th Avenue which allows for additional green space, consistent with the existing properties on the street. Additionally, the project replaces the existing landscaping with three new trees along 6th Avenue, 12 new street trees along all frontages, and potted plants to activate the ground floor level along S. B Street and 6th Avenue. 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 the redevelopment of a parcel. The project proposes removal of a total of six trees, two of which qualify as protected trees due to their trunk diameters being 15 inches or greater, measured at 54 inches above natural grade. 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. Staff's evaluation of the proposed project is that the SDPA findings for approval can be made in that the project proposes to plant three new trees along the 6th Avenue green space, 12 new street trees along the 6th, 7th and B Street frontages, and will pay an in-lieu fee toward the City's Tree Planting Fund for any deficit in the existing LU value. Additional details on the SDPA 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 plan recommends an overall sidewalk width ranging from 16 feet to 26 feet at the proposed project frontages.

The project proposes a sidewalk width ranging from 16 feet along 6th Avenue and 12 feet along both 7th Avenue and S. B Street. The S. B Street and 7th Avenue sidewalks do not meet the recommended widths in the Pedestrian Master Plan because setbacks, which provide space to allow widened sidewalks, are not provided. There is no setback requirement for the B Street frontage and the project is requesting a waiver from the setback standard along its 7th Avenue frontage through State Density Bonus law. The project, however, does propose increased sidewalk widths at the intersections of 6th Avenue and 7th Avenue with S. B Street. Specifically, space provided by the 6th Avenue 20-foot setback allows a sidewalk width of 30 feet, which extends approximately 20 feet along 6th Avenue. Additional space is created at the intersection of 7th Avenue and S. B Street by a curb bulb-out, which provides a sidewalk width of 20 feet at the project's corner.

The project is in conformance with the Pedestrian Master Plan in that it provides compliant sidewalk widths along 6th Avenue and portions of S. B Street and 7th Avenue, and complies with the Zoning Code setback standards along all frontages through its waiver request under State Density Bonus law as discussed in detail below.

Bicycle Master Plan

The 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 buffered bicycle lane (Class II) along the project's S. B Street frontage, which consists of pavement markings that provide additional horizontal separation between vehicles and bicyclists.

The applicant is not required to physically construct or design the bike facilities along its S. B Street frontage. Rather, staff has evaluated the project to ensure that the site plan would not preclude installation of the buffered bike lanes in the future. Lastly, as required by the City's Zoning Code, the project provides 52 long-term bicycle parking spaces for residential uses within a dedicated room in the subterranean level of the garage and two long-term bicycle parking spaces for commercial uses in a bike locker located on the ground floor of the parking garage. A total of eight short-term bicycle parking spaces are also provided through on-site bike racks.

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 provision of increased residential density, reduced parking standards, as well as "concessions" and "waivers" or reductions from development standards for residential projects that set aside a certain percentage of units as affordable to very low, low, or moderate-income households.

The project site's zoning overlay designation of /R5 permits a maximum base density of 50 units per acre, which yields the project site a base density of 32 units. The applicant proposes to provide the maximum 32 base units and devote 15 percent of the 32 units (five 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 entitle the project to a density bonus of up to 50 percent, resulting in a total maximum density of 75 units per acre, or 48 units total. As noted previously, the project proposes the maximum allowable 48 residential units.

Concession and Waiver Requests

State Density Bonus Law also permits the applicant to request up to three concessions as well as an unlimited number of waivers from development standards. The applicant has not requested any concessions; however, the applicant has requested five waivers from City development standards, which are explained in greater detail in the applicant's density bonus request letter in Attachment 5, and are as follows:

1. Increase the ramp slope from 18% to 20%;
2. Increase the percentage of compact parking stalls from 30% to 49%;
3. Increase the FAR from 3.0 to 3.01;
4. Eliminate the required 20-foot setback along 7th Avenue and the required 15-foot rear setback; and
5. Remove the requirement for on-site loading facilities.

In accordance with Government Code Section 65915(e)(1), in no case may the City apply any development standard that will have the effect of physically precluding the construction of a development at the densities or with the concessions or incentives permitted. The City, however, shall not be required to waive or reduce development standards that would have an adverse impact on any real property that is listed in the California Register of Historical Resources or upon health or safety, for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. Additionally, the City shall not be required to grant any waiver or reduction that would be contrary to state or federal law. Staff has evaluated the five waiver requests and has not found any evidence to support any of these findings to deny the requests. The 2% increase in ramp slopes would still meet safety standards, the increase in compact parking stalls is not prohibitive of larger vehicles, changing setbacks would still meet Fire Department requirements, there is adequate space to accommodate loading facilities within the public street right-of-way, and the 0.1% increase in the FAR will allow construction of additional housing units.

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 project that is at least two-thirds housing, 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. Additionally, 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. As proposed, this project meets all applicable objective standards in the General Plan, Zoning Code and other local policy documents. Additionally, the requested waivers would not result in adverse impacts to codified, objective public health or safety standards.

City 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 or very low-income categories. The applicant proposes to designate five units (15 percent of the base density) as affordable at the very low-income level, which complies with the City's Inclusionary Program requirements. The affordable units are also required to:

- Have an exterior design that is compatible with, and substantially the same as, the market rate units;
- Have similar access from the exterior as market rate units;
- Contain proportionately the same number of bedrooms as market rate units;
- Be comparable in size to similar market rate units; and,

- Have access to all on-site amenities.

The project is also subject to an 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 commercial retail uses, of over 5,000 net new square feet to offset the commercial uses' 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 \$27,500 based on the current Comprehensive Fee Schedule.

Design Review

The Planning Commission provided design input on the pre-application building design at a study session on February 8, 2022, which is summarized in the Planning Commission's meeting minutes included as [Attachment 6](#). The Commission was generally in support of multifamily uses but expressed a number of concerns about the need for a better balance between the contemporary building design and the community's expectation that the property's design be more reflective of the forms, materials and design of the adjacent downtown fabric.

Since the study session, the applicant has incorporated design revisions, which have been reviewed by City staff and the City's design review consultant, Larry Cannon of Larry Cannon Design Group ([Attachment 7](#)). The final building design appears more refined when compared to the pre-application design in its massing and articulation, exterior materials, and color palette. The applicant incorporated recommendations from the Planning Commission and Larry Cannon by revising the articulations at the corners, adding additional wood siding, increasing the setback of the fifth floor from the S. B Street frontage, and incorporating additional landscaping along S. B Street and 6th Avenue. The applicant did not, however, incorporate brick veneer and instead maintained some of its contemporary elements by incorporating rectangular massing and metal accents, as seen on other newly built projects in and around the downtown area.

Transportation Analysis

Transportation Impact Analysis - [Vehicle Miles Traveled](#)

The City's transportation consultant, Kittelson & Associates, prepared a Transportation Impact Analysis (TIA) 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 8](#)). 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 cause a significant VMT impact as it meets screening criteria to exempt the project from further VMT analysis. Specifically, the project is within a one-half mile of a high-quality transit (Downtown San Mateo Caltrain Station), has a floor area ratio greater than 0.75, and does not result in the reduction of affordable residential units.

[Level of Service Impact Analysis](#)

In addition to analyzing the project's VMT impact, Kittelson & Associates conducted a Level of Service (LOS) analysis at various study-intersections. In accordance with the City's General Plan criteria, the City has to maintain a LOS no worse than mid LOS D at all signalized intersections within the City, and no worse than LOS E for all unsignalized intersections. Nine intersections were studied during the weekday AM and PM peak hours (when demands on the roadway are greatest) and were evaluated for existing, proposed, and cumulative conditions.

Overall, the TIA estimates that the project would generate a total of 474 net-new average daily vehicle trips, 24 net-new vehicle trips in the AM peak hour, and 43 net-new vehicle trips in the PM peak hour. Under proposed conditions, the project would maintain LOS C or better at all intersections, thus supporting the conclusion that the project would not cause traffic operational impacts. Given the increase in average daily trips, however, the project is required to implement trip reduction measures, which are discussed in the *Transportation Demand Management Plan* section below.

The project's 2040 cumulative estimates are consistent with regional growth totals projected by the Association of Bay Area Governments (ABAG) Plan Bay Area. The model forecasts additional traffic in 2040, which can be attributed to

increases in traffic volumes on State Route 82 and US 101 due to regional growth. Even with this anticipated increase in traffic, the TIA demonstrates that all of the project's study intersections will operate at acceptable levels of service.

Transportation Demand Management Plan

The project will implement a Transportation Demand Management (TDM) Plan, which was prepared by the City's TDM Consultant, Steer ([Attachment 9](#)). 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 of 25 percent trip reduction through TDM measures.

The applicant proposes to integrate required C/CAG TDM measures into the project to encourage the use of sustainable forms of transportation including:

- On-site TDM Coordinator;
- Informational packets for new residents;
- Secure bicycle storage, such as bicycle lockers and secure short-term bicycle racks;
- Subsidized transit passes (GoPass and Way2Go Pass), which provide residents and ground floor retail employees with unlimited travel on Caltrain and all SamTrans routes; and,
- Design Streets to Encourage Bike/Ped Access.

The project also proposes additional measures including multimodal wayfinding, subsidized transit passes, and bike workshops that, when combined with core measures, result in a trip reduction of 25%

PUBLIC COMMENTS:

Public comments submitted to staff during the formal planning application review are included in [Attachment 10](#). A total of three public comments were received for the formal application between February 2022 and November 2023, and generally pertained to the lack of traditional architectural characteristics and individuality, tree preservation, and support for a larger building with more design flexibility. Additional comments not specific to the project but generally pertaining to overall downtown development and resulting traffic congestion are attached. 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, the applicant would be subject to payment of the following impact fees and in-lieu fees, which are assessed and collected prior to the issuance of building permits or prior to occupancy:

- Commercial Linkage Fee of approximately \$27,500, to offset the impact of development projects on the need for affordable housing.
- Park Impact Fee of \$20,351 per residential unit, 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 \$2,922.38 per residential unit and \$8,187.63 per 1,000 square-feet of retail floor area, to offset the cost of transportation improvements to serve new development.
- Wastewater Treatment Plant Phase II Impact Fee of \$2.34 per gallon of average daily flow, for net increase of wastewater generation per gallon of average daily flow.
- School Impact Fees of \$4.61 per square-foot (residential) and \$0.75 per square-foot (commercial), 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 of \$357.07 per Landscape Unit value not physically planted on-site or along street frontages.
- Art in Public Places Fee of 0.5% of total building valuation, used for the acquisition, installation, improvement, and

maintenance of artwork to be displayed in the City.

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 - Infill Development Projects).

Qualification for the exemption requires that the project is consistent with all applicable General Plan policies and Zoning Code regulations; the site is located within an urban setting on a site less than five acres in size; it has no value as habitat for endangered, rare, or threatened species; and would continue to be served by all utilities and public services, and does not have unusual circumstances that lead to significant effects. In addition, as conditioned, approval of the project would not result in any significant impacts relating to traffic, noise, air quality, or water quality. The proposed project meets the above criteria and qualifies for the exemption. A more detailed explanation of these findings is included in the Categorical Exemption Memorandum prepared by the City's environmental review consultant, David J. Powers (Attachment 11). The full list of conditions of approval are provided in Exhibit A of Attachment 1.

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 – February 8, 2022

Att 7 – Cannon Design Group Final Review Letter

Att 8 – Transportation Impact Analysis

Att 9 – Transportation Demand Management Plan

Att 10 – Public Comments

Att 11 – Categorical Exemption Memo

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