



# CITY OF SAN MATEO

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## Agenda Report

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Agenda Number: {{item.number}}

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**TO:** Planning Commission  
**FROM:** Phillip Brennan, Associate Planner  
**PREPARED BY:** Community Development Department  
**MEETING DATE:** July 14, 2020

**SUBJECT:**  
City-Owned Downtown Affordable Housing and Parking Garage Sites, SPAR (2) + SDPA + SUP (PA-2019-033)

**RECOMMENDATION:**

That the Planning Commission recommend approval of PA-2019-033, City-Owned Downtown Affordable Housing and Parking Garage Sites, SPAR (2) + SDPA + SUP to the City Council by making the following motions:

- A. Recommend Adoption of the Initial Study/Mitigated Negative Declaration as adequate to assess the environmental impacts of the project based on Findings of Approval in Attachment 1; and
- B. Recommend Approval of two Site Plan and Architectural Review (SPAR) entitlements for (1) the demolition and construction of a new residential building and parking garage including a waiver of building bulk and street wall plane development standards contingent upon the City's adoption of the proposed ordinance providing for development standard waivers for AB 1763 projects and (2) for an on-street loading zone based on the Findings for Approval in Attachment 1 and subject to the Conditions of Approval in Attachment 2; and
- C. Recommend Approval of the Site Development Planning Application (SDPA) for the removal of major vegetation including heritage trees based on the Findings for Approval in Attachment 1 and subject to the Conditions of Approval in Attachment 2; and
- D. Recommend Approval of a Special Use Permit (SUP) to allow for the parking garage use in the Central Business District Support (CBD/S) zoning district based on the Findings of Approval in Attachment 1.

**BACKGROUND:**

This project involves redevelopment of two City-owned sites into an affordable residential building on 480 E. 4th Avenue and a separate above-grade parking garage on 400 E. 5th Avenue. The sites are currently used as surface parking lots and are operated by the City as part of the overall Downtown parking supply. On April 16, 2018, the City Council selected MidPen Housing Corporation as the preferred developer through a competitive request for proposal (RFP) process to partner with the City to develop these sites.

The joint project has gone through numerous review sessions before both the Planning Commission and City Council since the formal application was submitted in July 2019. Additionally, substantial effort has been made to engage the public in the design process, including four community meetings (formal and informal) held with residents nearby the project site, as well as presentations at multiple neighborhood association meetings to discuss the project, receive feedback, and address issues and concerns. A timeline summary of the project's public review and community engagement is provided in Attachment 3.

The Planning Commission last reviewed the revised project design at a study-session on April 28, 2020. The majority of the Commission was generally supportive of the redesign and appreciated the design team's incorporation of solar panels,

roof top deck, and courtyard, as well as noting the potential for the pedestrian bridge becoming a signature feature downtown. Additionally, the Commission expressed its preference for the green color palette alternative. Some commissioners expressed concerns regarding the potential impacts of shadows casting on neighboring properties, the lack of articulation and visual interest along the South Railroad elevation, the adequacy of parking for the project's residents, and how the architectural design transitioned into the single-family neighborhood nearby. Discussion regarding the design changes in response to these comments is provided in the *Discussion* section of this report under *Design Review*. Meeting Minutes from the referenced study-session is included as [Attachment 4](#).

### **Site Description**

The two lots located at 480 E. 4th Avenue and 400 E. 5th Avenue are former redevelopment sites owned by the City of San Mateo. The 480 E. 4th Avenue parcel encompasses an entire downtown block and is bounded by S. Claremont Street to the northeast, E. 5th Avenue to the southeast, S. Railroad Avenue to the southwest and E. 4th Avenue to the northwest. The 400 E. 5th Avenue parcel is adjacent to a PG&E substation and privately held properties to the northeast and southeast, the railroad tracks to the southwest, and E. 5th Avenue to the northwest. Both parcels are currently used as surface public parking lots and the 5th Avenue parcel also houses the Worker's Resource Center which will be relocated off-site as a result of this proposed project. Both parcels are zoned Central Business District - Support (CBD/S) and are in the Downtown Plan area. A Location Map of the project site is included in [Attachment 5](#).

### **Project Description**

The project is comprised of two buildings, each located on separate lots and connected by a pedestrian bridge that spans over E. 5th Avenue. The proposed seven-story, 234,350 square-foot (sq. ft.) residential building measures 74 feet, 5 inches to the top of its highest plateline. A total of 225 affordable rental units are proposed including: 65 studio, 48 one-bedroom, 53 two-bedroom, and 59 three-bedroom units. Of the 225 units, two units will be manager units; 122 units will target extremely to low-income households earning between 30 percent and 60 percent Area Median Income (AMI) for San Mateo County and 101 units will target households that earn greater than 60 AMI and at or less than 80 percent AMI. A preference will be provided to households that live or work in the City of San Mateo. In addition, there will be an additional preference for public employees for 25 percent of the units which includes employees of the City, County, and local school districts.

The project includes a publicly accessible plaza at the corner of 4th and Railroad Avenues and provides residents several onsite amenities including a large landscaped ground-floor courtyard, 288 bicycle stalls (long-term and short-term) and dedicated bike storage room, a roof deck on the seventh-floor, a learning center for afterschool programs for school-aged project residents, a fitness center, and more than 21,000 sq. ft. of common open space. The ground-floor courtyard includes a play structure and a shared barbecue area for residents as well as open green space.

The proposed five-story, 210,509 sq. ft. parking garage measures 46-feet to the top of its highest plate. The above-grade garage includes 164 residential parking stalls and approximately 532 public parking stalls to replace the existing 235 public parking spaces on the two lots. The public parking garage will feature public art on its façade facing 5th Avenue.

A total of 69 trees were surveyed across the two parcels; six of the surveyed trees are categorized as "heritage trees." A total of 67 trees are scheduled for removal, including four of the six heritage trees. The project proposes 30 new trees on-site in addition to 13 street trees. Project Plans are provided in [Attachment 6](#).

### **Applicable Code and Policy Review**

#### General Plan

The General Plan Land Use Diagram designates the two subject parcels as Downtown Retail Core Support, which is intended to provide uses to support the City's Central Business District. The proposed project is consistent with the Land Use Diagram in that the residential uses provide a customer base for businesses and the public parking garage provides parking for customers, employees and visitors to the downtown. The project conforms to the goals and policies of the General Plan; a list of applicable General Plan policies is included in [Attachment 1](#).

A General Plan Conformance Transportation Analysis dated June 5, 2020, was conducted by Hexagon Transportation Consultants to identify any potential transportation issues related to the project and to review the proposed site access and circulation, including an evaluation of 26 local intersection operations. The analysis considered several different traffic conditions scenarios to evaluate potential project-generated intersection delays based on the City's General Plan criteria.

The analysis concluded under *existing plus project conditions* (i.e. existing traffic volumes plus project-generated trips) the project would not generate substantial increases in intersection delays at any study intersection based on the City's General Plan criteria. Under *background plus project conditions* (i.e. existing peak hour volumes plus projected trips from approved but not yet completed projects plus project-generated trips) the project would generate substantial increases in intersection delays during PM peak hours at five intersections: El Camino and 3rd/4th/5th Avenue, Delaware Street and 5th Avenue, and Humboldt Street and 3rd Street. Additionally, under *cumulative conditions*, the project would generate substantial increases in delays at one intersection (Delaware Street and 5th Avenue) during AM and PM peak hours. Cumulative conditions represent future traffic volumes based on the anticipated AM and PM peak hour traffic volumes forecasted in the travel demand model of the City's 2030 General Plan.

Hexagon recommended the following physical improvements near the project site to eliminate all project-generated substantial increases in delays at the noted intersections:

- Removal of on-street parking spaces along eastbound 5th Avenue (east of the garage driveway to Delaware Street);
- Restriping eastbound 5th Avenue with two through lanes (east of the garage driveway to Delaware Street); and
- Signal retiming at the 5th Avenue and Delaware Street intersection

The project has incorporated the recommended physical improvements into the current design to resolve intersection delays and queuing issues on eastbound 5th Avenue near the project site and to be consistent with the General Plan. The General Plan Conformance Transportation Analysis is included in [Attachment 7](#).

#### Zoning Code

The zoning designation for the two subject sites is CBD/S. The CBD/S defers to the permitted uses specified for the CBD zoning district, which includes multi-family dwellings when part of a mixed-use development. The proposed project is a permitted mixed-use development comprised of a multi-family residential development and city-owned public parking facility located within the Central Parking Improvement District.

The allowable floor area ratio (FAR) for this district is 3.00 and the building plate height maximum is 55 feet as specified by the underlying zoning district and consistent with the Building Height Plan of the General Plan. The seven-story residential building on the 480 E. 4th Avenue parcel proposes a 4.63 FAR, while the parking garage located on the 400 E. 5th Avenue parcel proposes a 3.86 FAR. It should be noted the municipal code defines FAR as the gross floor area of the buildings on a zoning plot divided by the net lot area. A zoning plot can consist of more than one parcel on which a common improvement is permitted. As such, the proposed FAR for the overall project is 4.24. The increase in the FAR above the maximum is being requested as an incentive via the State Density Bonus Law and the City of San Mateo's Density Bonus ordinance, as the project is providing at least 30 percent below market rate (BMR) units to low-income households (further detail provided in the subsection below). The increase in height above the maximum 55 feet is allowed under State Density Bonus Law, which allows 100 percent affordable housing projects within a half mile of transit up to provide up to three additional stories of height than what is allowed by the underlying zoning code. Applicable zoning code requirements and technical project figures are provided in the Factual Data Sheet included in [Attachment 8](#).

The project is compliant with all applicable Zoning Code requirements but does propose six deviations from development standards for which the project team will seek relief by utilizing available concessions consistent with the provisions of State Density Bonus Law in addition to waivers that would be provided via a Code Amendment currently being processed.

Further information on the specifically requested concessions and waivers are provided in the *Density Bonus* and *Code Amendment* subsections of this report.

### Downtown Area Plan

The project is located in the Downtown Area Plan. The Downtown Area Plan goals establish a framework for specific policies, which pertain to new downtown development as well as preservation of existing downtown resources. The Downtown Area Plan specifically identifies the redevelopment of these sites as key catalysts for the revitalization of the Central Claremont area. The goals that specifically relate to this project are:

- Enhance Downtown's role as the City Center and maintain its unique sense of place
- Enhance the vitality of Downtown by incorporating an overall good mix of diversity of uses
- Enhance the Downtown's pedestrian environment and enhance the safety and attractiveness of Downtown
- Ensure adequate parking to meet expected needs, enhance the quality of the parking environment, and improve public perceptions about parking availability
- Support sustainable initiatives in Downtown

The project conforms to the goals and policies of the Downtown Area Plan in that the new residential multifamily building will support the downtown businesses, and the design, materials, and color scheme of the proposed development will provide a high-quality building design in the transitional area between the commercial area of downtown and the lower density residential areas nearby. The parking garage will replace the existing 235 parking spaces provided at the two surface lots and add 297 spaces to the downtown parking supply to meet anticipated parking demand. Further, the new parking garage spaces would potentially allow existing street parking spaces to be repurposed for identified bike infrastructure and pedestrian realm improvements. The project will include sustainable initiatives including solar photovoltaics and transportation demand management. The overall sidewalk widths encourage foot traffic and facilitate a comfortable outdoor environment within downtown. A list of applicable Downtown Area Plan policies is included in [Attachment 1](#).

### Pedestrian Master Plan and Bicycle Master Plan

The City of San Mateo Citywide Pedestrian Master Plan, *A.5 Sidewalk Standards - Residential Type C New Development* requires an overall minimum sidewalk width of at least 9 feet 6 inches, which includes a 4- to 6-foot planter/furniture zone, a 5 to 6-foot through zone, and a 6-inch curb. The project proposes a typical overall sidewalk width of 10 foot 6 inches with a 4-foot planter/furniture zone, a 6-foot through zone, and a 6-inch curb along the E. 4th Avenue and S. Claremont Street frontages. The sidewalk standard for E. 5th Avenue along the garage frontage also follows *A.5 Sidewalk Standards - Residential Type C New Development* for consistency with the residential frontage. The sidewalk standard for E. 5th Avenue along the residential frontage follows *A.4 Sidewalk Standards - Residential Type B Constrained* due to the constrained Right-of-Way. The sidewalk standard requires an overall sidewalk width of 7-feet, which includes a 1-foot, 6-inch utilities and signage zone, a 5-foot through zone, and a 6-inch curb. The sidewalk area located along South Railroad Avenue is located within Peninsula Corridor Joint Powers Board right-of-way. Please see [Attachment 9](#) for the referenced Citywide Pedestrian Master Plan sidewalk standards.

The project conforms to the City of San Mateo's Bicycle Master Plan in that the project incorporates several bicycle amenities furthering the site's connection to the City's bicycle network. The project provides street markings and signage along South Claremont Street and is implementing Class II bicycle lanes in both directions along 5th Avenue between the train tracks and South Claremont Street. The proposed residential building provides 268 long-term Class I bicycle parking spaces for residents located in an approximately 2,500 sq. ft. first-floor bike room. A minimum of 20 additional short-term bicycle spaces will also be provided on-site for a total of 288 bicycle parking spaces.

### Downtown Parking Management Plan

The City Council adopted the Downtown Parking Management Plan in April 2014. The goal of the Plan is to develop downtown parking strategies to better manage downtown current parking supply, serve existing demand, estimate the future parking need, and understand the most appropriate funding opportunities to fund the on-going and future parking

program. The Plan concluded that parking demand exceeded parking supply during the weekday midday peak by 231 spaces. In addition, the Plan projected that within 10 years, the demand would exceed supply by 391 spaces. The inclusion of the parking garage in this project is intended to replace the surface parking lots and to contribute public parking to offset the need for additional parking supply in Downtown and to accommodate the demand from the roughly 325 in-lieu parking space payments that have been collected in the Downtown to date. The Downtown Parking Management Plan is available on the City's website at <https://www.cityofsanmateo.org/3025/Downtown-Parking-Management-Plan>.

### Density Bonus

The proposed project utilizes the provisions of State Density Bonus and Other Incentives Law – State Government Code Section 65915. AB 1763 recently amended the State Density Bonus Law to provide housing developments that are 100 percent affordable and within a half-mile of a major transit stop unlimited density, an increase of building height up to three additional stories or up to 33 feet, and up to four incentives or concessions as defined by Government Code Section 65915. The project satisfies the noted qualifying criteria of AB 1763 and is requesting to utilize the four permitted concessions on the following project design elements:

1. *Floor Area Ratio.* As previously noted, the CBD/S zoning district prescribes a maximum FAR of 3.0. To build the residential building to the density permitted under AB 1763 and the required number of stalls in the parking garage, the project will need an increased FAR of 4.24.
2. *Residential Parking on Separate Site.* The parking associated with the residential development is required to be on the same parcel. However, placing the required parking onsite would physically preclude the project from building to the maximum density permitted under AB 1763, as approximately 34 affordable housing units would need to be eliminated to accommodate the required parking onsite.
3. *Compact Parking Spaces.* The City allows for new projects to provide up to 40 percent of required parking spaces to be compact parking. The proposed parking garage is located next to a railroad easement which limits the developable lot area. As such, the proposed project needs approximately 66 percent of the total spaces in the garage to be compact parking stalls to be able to provide the required parking for the project and allow for efficient vehicle circulation in the garage.
4. *Open Space.* The residential development includes private open space on Level 1 (320 sf) and common open space on Levels 1, 5 and 7 (21,004 sq. ft.). Common open space includes a nature-based play area, a community gathering space, a public plaza and landscaping. Total open space provided is 21,323 sf; as such, it is approximately 5,197 sq. ft. short of meeting the common open space requirement.

Consistent with the State Density Bonus Law, the project team has demonstrated that compliance with the above requested concessions would result in identifiable and actual project cost reductions. Please see Density Bonus Letter included as Attachment 10.

### Residential Parking

Additionally, the project is utilizing a prescribed maximum parking ratio of 0.5 space per unit as specified in the State Density Bonus Law for 100 percent affordable housing projects within a half-mile of major transit. Based on this parking ratio, the project would be required to only provide 113 parking spaces (0.5 space x 225 units), however, the project is voluntarily providing 164 parking for use of the residents of the development.

It should also be noted that MidPen Housing submitted a parking study in response to a Commissioner's request during the last study-session. The study included a parking demand analysis which found the project's proposed parking ratio of 0.73 spaces per unit was comparable with the parking ratios of four other transit-oriented affordable housing projects located in the Bay Area, which ranged between 0.68 to 1 parking space per unit.

The parking allocation will be based on unit type proportional to the total number of units. Application and marketing materials will emphasize limited residential parking availability. A portion of the public parking spaces will be available to residents through a shared parking agreement during weekday evenings and all-day on the weekends when public parking demand is low.

To allow for added flexibility at the building permit stage, a condition of approval has been included that allows the parking garage's total number of parking spaces to be reduced up to 15 percent subject to review and approval of the City Manager. The final garage parking layout may decrease the percentage of compact parking spaces but in no case will increase the percentage. Additionally, the final layout in no case will change the total amount of designated residential parking spaces.

The Downtown San Mateo Opportunity Sites Parking Study is included as [Attachment 11](#).

#### Transportation Demand Management

TJKM prepared a Transportation Demand Management (TDM) plan, dated May 21, 2020. A TDM outlines strategies intended to reduce demand for motor vehicle travel, particularly in single-occupancy vehicle travel, with the intended result being more efficient use of transportation resources to relieve traffic congestion, parking demand, and air pollution including greenhouse gas emissions. The project's TDM lists measures involving programs, services, and incentives that the project will provide to promote sustainable modes of transportation, which would result in vehicle trip reduction. These measures include:

- Provision of Affordable Housing
- Provision of Car-Share Parking
- Discounted SamTrans bus passes
- On-Site Bicycle Repair Station
- Transportation Information Kiosk/Board
- Promotional Measures
- TDM Coordinator

Based on these TDM plan measures and the project's downtown location within one-quarter mile of the Caltrain station, it is estimated the project would have a total vehicle trip reduction 25.5 percent. The TDM plan (Appendix J) is included as [Attachment 12](#).

#### Code Amendment

On June 15, 2020, the City Council introduced an Ordinance "Affordable Housing Projects Near Transit" that will amend Municipal Code Section 27.15.080 for AB 1763 covered projects (i.e. 100 percent affordable housing projects within a half-mile of transit) to allow affordable housing developers added flexibility and relief from local requirements that would otherwise prevent these qualifying projects from being built to the density provided by the bill. The proposed Code Amendment would allow qualifying projects to request up to six (6) waivers or reductions from development standards subject to required findings. The proposed Code Amendment is scheduled for a second reading for adoption on July 20, 2020.

Although the proposed Code Amendment would allow up to six waivers, the following two waivers are being requested for this project:

1. *Building Bulk*. Buildings located within the Downtown Specific Plan area which are greater than 55 feet in height cannot exceed 150 lineal feet horizontally or have a diagonal dimension greater than 170 lineal feet. Abiding by this bulk requirement would result in the loss of approximately 86 units reducing the total affordable unit count from 225 to 139.
2. *Street Wall Plane*. The City's street wall plane requirement establishes maximum building height along the street frontage. The requirement states that the maximum building height for the street wall is equal to the horizontal

distance between the midpoint of the public right-of-way and the parcel boundary, or 36 feet, whichever is greater. Complying with the Street Wall Plane requirement would mean that a portion of the proposed building could only be 36 feet tall, which would result in the loss of approximately 26 affordable housing units.

A draft of the “Affordable Housing Projects Near Transit” ordinance is provided in [Attachment 13](#).

## **Discussion**

### Design Review

The Planning Commission reviewed the proposed building design at a study-session on April 28, 2020. MidPen’s design team made several changes and refinements to the project’s design in response to comments made by the Commission at the meeting. These changes were formally reviewed by the City’s design review consultant, Larry Cannon, of Cannon Design Group in his design review letter dated June 15, 2020. His comments regarding the specific design changes have been summarized below:

#### *Color and Material Palette*

The grey-green lap siding, with the darker accent panels in coordination with the dark painted cemented panels used to replace the corrugated metal siding at the interstitial links along the building’s exterior create a lighter feel that’s more residential in character. Additionally, the light-colored brick treatment is now carried along all four sides of the residential building and a “water table” design element separating the siding from the brick at the ground level, aids in reducing the visual scale of the building.

#### *Bay Windows*

The projecting bay windows along South Claremont Street at the second-floor level have been removed and now start at the underside of the third-floor and terminates at the top of the sixth-floor, reducing the verticality of the bay windows and giving the building a more horizontal character.

#### *Cornices*

Metal architectural cornices now wrap all four corner elements of the residential building which aid in holding the corner and drawing visual interest along a lower sightline, minimizing the vertical elements and providing better human scale.

#### *South Railroad Façade*

Contrast and visibility of the panel siding facing South Railroad Street has been increased and modified to limit the vertical emphasis shown in previous designs. Perforated metal sunshades have been incorporated at window locations along the recessed middle section of the building which create the perception of depth, shadowing, and visual interest.

#### *CMU Garage Walls*

The South Claremont Street facing parking garage wall was repatterned to enhance visual interest, and the wall now features split-faced CMU to provide texture and variation along this elevation.

Additionally, since the last study-session meeting, it was determined the location of the pedestrian bridge needed to be moved south toward the tracks approximately 35 feet in order to provide the necessary clearance for PG&E’s guy wires located on the garage side of 5th Avenue. The relocation of the bridge did necessitate some modifications along the 5th Avenue residential building façade (the parking garage was minimally affected) but does not impact the total number of residential units or parking spaces in the garage.

Mr. Cannon acknowledged the design team’s responsiveness to the Planning Commission’s feedback and noted the budgetary constraints and challenges with affordable housing development. His concluding comments noted the chosen color palette, material selection and attention to detail will be successful and that he had no further recommendations. Mr. Cannon’s latest Design Review letter is included as [Attachment 14](#).

### Transportation Analysis

Hexagon Transportation Consultants provided a CEQA Transportation Analysis, dated May 21, 2020. The proposed project was analyzed utilizing vehicle miles traveled (VMT) as the metric in evaluating transportation impacts for land use projects for CEQA purposes pursuant to SB 743, the CEQA 2019 Update Guidelines Section 15064.3 (b). The City of San Mateo, at the time of this report, is undertaking a process of updating its significance thresholds to be consistent with SB 743. In the absence of an adopted City policy with numeric thresholds, the study utilized the Governor's Office of Planning and Research (OPR) guidelines in analyzing VMT.

Based on OPR's recommended guidelines, the residential component of the project may be presumed to have less-than-significant impact on VMT due to its location within a half-mile of an existing major transit stop and is a 100 percent affordable residential development. Additionally, quantitative analysis was performed utilizing the Year 2020 Plan Bay Area model forecasts. The specific Transportation Analysis Zone (TAZ) where the project site is located (TAZ 257) is estimated to 13.03 average daily VMT per resident, which is 18.66 percent less comparatively than the County of San Mateo's average VMT per resident of 16.02, which exceeds the OPR recommended threshold for residential VMT development being 15 percent below existing regional VMT per capita average. As such, the proposed residential component of the project can be expected to generate less-than-significant VMT.

The parking garage proposes 696 total parking spaces comprised of 164 spaces reserved for the residential tenants; 235 spaces to replace the existing public surface parking lots and on-street parking being removed as a result of the project; and 297 spaces to serve the downtown public parking program. These 297 parking spaces are associated with the projects which paid in-lieu fees to satisfy the respective CPID-specific parking requirements for each development. The spaces are proposed to be designated as 10-hour parking spaces, which typically serve employees of downtown businesses. Based on OPR recommended guidelines, office projects may be presumed to have a less-than-significant impact on VMT when located within a half-mile of an existing major transit stop.

The CEQA Transportation Analysis (Appendix I) is included as Attachment 15.

### Requested Waivers

As detailed in the "Code Amendment" sub-section of this report, the project is requesting two waivers to deviate from the *Building Bulk* and *Street Wall Plane* requirements of the CBD/S zoning district. The request to waive or reduce development standards shall be considered by the decision-making body with the authority to act on the affordable housing project and would be subject to the following findings and included in Attachment 1:

- (1) The requested deviations will not conflict with the General Plan;
- (2) The development is of an excellent design quality and is consistent with applicable Design Guidelines;
- (3) The development is in the best interests of the public health, safety, or welfare;
- (4) The development will not impair the desirability of investment or occupation in the vicinity; and
- (5) The project has demonstrated use of all allowable incentives consistent with Government Code Section 65915.

The Planning Commission's recommendation to City Council for the necessary SPAR entitlement for demolition and construction of a new residential building is contingent on the requested waivers outlined in this report as provided by the proposed Code Amendment.

### **BUDGET IMPACT:**

The project is a public-private partnership between the City of San Mateo and MidPen Housing Corporation. The City anticipates providing a financial contribution to the project of \$7.5 million in housing funds to support the low-income housing and \$5 million of parking in-lieu funds for the construction of the net additional parking spaces. In addition, the City is waiving the planning application and building permit review fees for this project. This proposed financial contribution is subject to City Council approval of the Disposition, Development, and Loan Agreement for this project. The project is still subject to all applicable impact fees for residential development which will cover the long-term operational impact to the City resulting from this project.

**ENVIRONMENTAL DETERMINATION:**

The project requires the preparation of an environmental impact assessment under the provisions of the California Environmental Quality Act (CEQA). An Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the project, which identifies and discusses the potential environmental impacts caused by the proposed project. The public review and comment period of the IS/MND occurred between May 26, 2020, and June 24, 2020. The IS/MND concluded the project would not have significant effects to the environment with the implementation of mitigation measures. The IS/MND, associated technical appendices, and supplemental project information is available online at <https://www.cityofsanmateo.org/4094/PA19-033-City-Owned-Downtown-Affordable->. The project's Mitigation Monitoring and Reporting Program (MMRP) is included as Attachment 16, which is in place to ensure compliance with the mitigation measures required by the IS/MND.

**PUBLIC COMMENTS:**

Public comment letters submitted to staff since the April 28, 2020, study-session have been included in Attachment 17. Public comments pertaining to the IS/MND submitted during the public review period and the associated formal responses to those comments are included in Attachment 18. A formal response pertaining to public comment regarding the General Plan Conformance Traffic Analysis is provided in Attachment 19.

**NOTICE PROVIDED:**

In accordance with Government Code section 65091 and the city's Municipal Code noticing requirements, this public hearing was noticed to the following parties more than ten days in advance of this Planning Commission public hearing:

- Notice was published in the San Mateo Daily Journal on May 26, 2020, in accordance with Gov. Code Section 65090;
- 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 – Findings for Approval

Att 2 – Conditions of Approval

Att 3 – Timeline of Public Review and Community Engagement

Att 4 – April 28, 2020, Planning Commission Meeting Minutes

Att 5 – Location Map

Att 6 – Project Plans

Att 7 – General Plan Conformance Transportation Analysis

Att 8 – Factual Data Sheet

Att 9 – Citywide Pedestrian Master Plan Sidewalk Standards

Att 10 – Density Bonus Letter

Att 11 – Downtown San Mateo Opportunity Sites Parking Study

Att 12 – Transportation Demand Management Plan (Appendix J)

Att 13 – "Affordable Housing Projects Near Transit" Draft Ordinance

Att 14 – June 15, 2020, Design Review Letter

Att 15 – CEQA Transportation Analysis (Appendix I)

Att 16 – Draft Mitigation Monitoring and Reporting Program

Att 17 – Public Comments

Att 18 – IS/MND Related Public Comments and Formal Response Letter

Att 19 – General Plan Conformance Transportation Analysis Related Public Comment and Formal Response Letter

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