



CITY OF SAN MATEO

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Agenda Report

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TO: City Council
FROM: Drew Corbett, City Manager
PREPARED BY: City Manager's Office
MEETING DATE: August 17, 2020

SUBJECT:

City-Owned Downtown Affordable Housing and Parking Garage Site - Project Entitlements and Disposition, Development, and Loan Agreement

RECOMMENDATION:

Review the project entitlements and the land disposition and financial terms for the development of 225 units of low-income housing and a public parking garage on the City-Owned Downtown properties at 480 East 4th Avenue and 400 East 5th Avenue by MidPen Housing and adopt a Resolution to approve:

- 1) the Initial Study/Mitigated Negative Declaration as adequate to assess the environmental impacts of the project;
- 2) two Site Plan and Architectural Review entitlements for the demolition and construction of a new residential building and parking garage, including use of state density bonus and a waiver of building bulk and street wall area development standards, and for an on-street loading zone; a Site Development Planning Application for the removal of major vegetation including heritage trees; a Special Use Permit to allow the parking garage use in the Central Business District Support zoning district; and the Conditions of Approval;
- 3) the Disposition, Development, and Loan Agreement between the City of San Mateo and MP Downtown Associates L.P., including a form ground lease, license agreement and easement.

BACKGROUND:

The City-Owned Downtown Affordable Housing and Parking Garage Site (PA 2019-033) consist of the two City-owned surface parking lots in downtown San Mateo, 480 E. 4th Avenue and 400 E. 5th Avenue, which were originally purchased by the City of San Mateo Redevelopment Agency and were subsequently transferred to the City through the redevelopment dissolution process. 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. Through an RFP process, the City Council selected MidPen Housing (MidPen) as the preferred developer for these sites in April 2018, for the development of an 100% affordable housing project and a public parking garage.

The project has evolved significantly since the initial RFP submittal. In February 2020, the City Council gave direction for MidPen to utilize a new State Density Bonus provision (AB 1763), which allows for increased height and density for 100% affordable projects that are in close proximity to transit. As a result, the residential component of the project increased the unit count from 164 to 225 units and the building design went from five stories to seven stories. The development team restarted the community review process, including hosting a second community meeting and Planning Commission study session, and presenting at multiple neighborhood association meetings, to make sure that the community would have ample opportunity to review and comment on the revised design.

The Planning Commission reviewed the environmental review and planning entitlement application at its July 14, 2020, meeting and unanimously recommended approval of the project entitlements to the City Council. Staff and MidPen have

completed negotiations of the deal terms for the project, which are represented in the Disposition, Development, and Loan Agreement (DDLA) and are summarized in this report.

PROJECT ENTITLEMENTS:

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 plate line. A total of 225 affordable rental units are proposed including approximately: 65 studio, 48 one-bedroom, 53 two-bedroom, and 59 three-bedroom units.

The residential 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, dedicated bike storage, 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 nature-based play area 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. Project Plans are provided in [Attachment 2](#).

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.

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 *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 Avenues, 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 3](#) and a letter responding to the public comment on this analysis is included as [Attachment 8](#).

At the Planning Commission meeting, the Commission requested a revision to the Conditions of Approval related to the physical improvements near the project site to include high-visibility crosswalks at the intersection of 5th and Claremont due to the recent pedestrian-injury accident at that location. This has been added to the Conditions of Approval, which are included in the proposed resolution as [Attachment 1 – Exhibit 3](#). Please note, condition #59 (B) as referenced at the Planning Commission meeting is now shown as #53 (B).

Conformance to Other Relevant Plans

Staff has reviewed all other relevant plans that pertain to this project including the Downtown Area Plan, the Pedestrian Master Plan, the Bicycle Master Plan, and the Downtown Parking Management Plan. Staff has determined that the proposed project conforms and supports the goals and policies of these plans.

Zoning Code

The zoning designation for the two subject sites is Central Business District Support (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 a 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. 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 and height above the maximum are being requested as an incentive via the State Density Bonus Law and the City of San Mateo's Density Bonus ordinance. Applicable zoning code requirements and technical project figures are provided in the Factual Data Sheet included in [Attachment 4](#).

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 four available concessions consistent with the provisions of State Density Bonus Law in addition to waivers that would be provided via the City of San Mateo's Density Bonus ordinance as discussed below.

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 5.

On July 20, 2020, the City Council approved an Ordinance “Affordable Housing Projects Near Transit” that amends the City’s Density Bonus provisions to allow for AB 1763 covered projects to request up to six (6) waivers or reductions from development standards subject to required findings. The ordinance takes effect August 19, 2020. Accordingly, the City Council’s resolution approving the project will take effect on August 19, 2020, as well. 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 Area.* The City’s street wall area 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 Area 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.

Parking

All of the parking for the project is located in the parking garage on the 400 E. 5th Avenue site. The residential 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, however, the project is voluntarily providing 164 (0.7 spaces per unit) parking spaces for use of the residents of the development. The residential 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. In addition, staff recommends making a portion of the public parking spaces in the parking garage available to residents through a shared parking agreement during weekday evenings and all-day on the weekends, when public parking demand is low.

The public parking component of the parking garage will have approximately 532 parking spaces. To allow for added flexibility at the building permit stage and to accommodate for any design challenges, 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. This adjustment may be necessary to accommodate the necessary garage building systems or to reduce the percentage of compact spaces contained in the garage. 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.

Design Review

MidPen's design team has made several changes and refinements to the project's design in response to comments made by the community, Planning Commission and by the City's design review consultant, Larry Cannon, of Cannon Design Group. In his design review letter dated June 15, 2020, Mr. Cannon acknowledged the design team's responsiveness to the Planning Commission's feedback. 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 6.

During the July 14, Planning Commission meeting, the Commission expressed a preference for a cornice design more robust in scale, detail, and dimensionality. In response, staff has included a proposed condition of approval (condition #24 – *Cornice Redesign*), which can be imposed by the City Council to allow the project design team to provide alternative cornice design options to be reviewed and approved by the Zoning Administrator. The proposed condition has been added to the Conditions of Approval, which are included in the proposed resolution as Attachment 1 – Exhibit 3.

Transportation Analysis

Hexagon Transportation Consultants conducted the CEQA Transportation Analysis. 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 that 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 is included in the Initial Study/Mitigated Negative Declaration that is included as Attachment 1 - Exhibit 1 in Appendix I.

Sustainability Measures

MidPen has committed to develop the project as 100% all-electric, which means that no natural gas service will be provided to either building. The residential building will use a solar thermal hot water system and the parking structure will have solar panels sunshades on the upper deck that will serve a dual purpose of providing solar electricity and providing covered parking for the project residents. The parking garage will be built to meet the City's reach code mandates of 15% electric vehicle ready spaces with 5% of the total with installed electric vehicle charging equipment in the public parking area. Staff is working to identify grant opportunities to assist with the cost of purchasing and installing electric vehicle charging equipment.

DISPOSITION, DEVELOPMENT, AND LOAN AGREEMENT

The Disposition, Development, and Loan Agreement (DDLA) contains the provisions for the transfer of the properties as well as the provisions for the City's financial contribution to the project. The DDLA will be between the City and MP

Downtown Associates, L.P., which is a limited liability corporation created by MidPen for the purpose of completing this project. The following is a brief summary of the key terms from the DDLA which is included in the proposed resolution as Attachment 1 – Exhibit 4.

Property Disposition

The City-owned property at 480 E. 4th Avenue will be provided to MidPen through a ground lease with a term of 99 years at the rate of \$1 per year for the duration of the term. The ground lease will include the air space over 5th Avenue where the pedestrian bridge connects the residential building to the garage. The City will maintain ownership of the parking garage property at 400 E. 5th Avenue but will enter into a license agreement with MidPen to allow for the construction of the garage, which will terminate upon completion of the garage. In addition, the City will enter into an appurtenant easement dedicating no less than 164 parking spaces on the Garage Property, for the term of the Ground Lease, to the Residential Development.

City Financial Contribution

The City will be providing construction financing in the form of no-interest loans to the project in the amount of \$12.5 million. The source of the loans are as follows:

- Garage Loan - \$5.0 million from the City's In-Lieu Parking Fund to assist with the cost of the Garage Improvements.
- Residential Loans- \$7.5 million to support the construction of the Residential Improvements from the following sources:
 - \$2.85 million from the Low-Moderate Income Housing Asset Fund
 - \$4.0 million from the City's Commercial Linkage Fee Fund
 - \$650,000 from the City's HOME funding program income

A portion of the Commercial Linkage Fee loan funds may be provided to this project through a funding agreement with HEART if the project is successful in obtaining Local Housing Trust Funds grant allocation.

The loan amounts are not to exceed amount and may be reduced at the time of construction if the project financing plan indicates the full amount is not necessary to complete the project. In addition, at the time of closing, the City may increase the interest rate on the Residential Loans to as high as three percent (3%) if the project is still financially feasible with such interest rate increase. This would allow for the collection of residual receipts from the residential properties over time.

In addition to the direct financial contribution to the project, the City will be ground leasing the residential property to MidPen at a rate of \$1 per year and will be waiving the planning application and building permit review fees for this project, estimated to be \$1.8 million.

MidPen plans to leverage funding from other public agency sources to complete this project, including federal tax credit equity, County of San Mateo Housing Funds, State Transit Oriented Development and Infrastructure Grant Funding, and other sources.

Targeted Housing Population

The residential project has multiple set-asides for target populations and incomes, many of which are overlapping categories. Of the 225 residential units, two units will be manager units; 121 units will target extremely low to low-income households earning between 30% and 60% Area Median Income (AMI) for San Mateo County, and 102 units will target households that earn greater than 60% and at or less than 80% AMI. Based on the current AMI's in San Mateo County, the project will serve households with a range of incomes from \$36,540 to \$161,520.

A total of 80 of the 121 units for incomes between 30% to 60% AMI are funded using Project Based Vouchers provided by San Mateo County. As a condition of County funding for the project, 22 units will be reserved for homeless households and eight are being considered for reservation for individuals with developmental disabilities. On-site managers and case workers will help manage the unique needs of these populations.

Of the total units across all income categories, 57 units (25%) will be set aside with a preference for public employees, which includes employees of the City, County, State, local school districts, and other public agencies. Additionally, a preference will be provided to households that live or work in the City of San Mateo for all the units not funded by the Project Based Vouchers or otherwise set aside for homeless households, including the public employee preference units.

Implementation Timeline

Per the direction of City Council from the November 2019 study session, MidPen will be constructing the parking garage and the residential building simultaneously. Following the execution of the DDLA, MidPen will prepare the building permit design documents for this project. The project is estimated to start construction in September 2021. The Ground Lease and Garage License agreement will be executed just prior to the start of construction. The parking garage will take roughly one year to complete and will be ready for occupancy in Fall 2022. The residential building is estimated to be completed in late 2023. The DDLA includes a timeline for performance, which allows for some unanticipated delays, but will hold MidPen accountable for completing the project in a reasonable timeframe.

One downside of the simultaneous construction of both properties is that there will be roughly a 12 to 18-month period when parking availability in the Downtown is reduced. Staff is evaluating possible mitigations that could improve parking availability during this period if Council elects to move forward with this option. Mitigations include renting spaces in private parking lots during this period, implementing valet parking in some lots to increase capacity, and providing incentives to reduce driving to downtown. Given the current changes in parking demand due to COVID-19, staff will evaluate parking occupancy rates prior to implementing any mitigations.

Environmental Site Remediation

As part of their predevelopment work on this project, MidPen completed an environmental site assessment of both properties. The assessment identified some elevated contaminants in the soil on 480 East 4th Avenue site that remain from its prior uses and the associated underground storage tanks that were formerly on the site. No elevated contaminants have been identified on the 400 East 5th Avenue property. The Department of Toxic Substances Control (DTSC), a state environmental regulatory agency, will provide administrative oversight of the remediation work as part of this project, which will likely consist of off-hauling any contaminated soil for proper disposal and installing a vapor barrier underneath the residential building to prevent any vapor intrusion. In order to oversee the work, the DTSC is requesting that the City, as the owner of the property, enter into a Standard Agreement with them for the oversight of the site cleanup. The DDLA stipulates that although the City is the party to the agreement, MidPen will be responsible for executing the required remediation and covering all associated costs.

Reuse Appraisal

The City commissioned a Reuse Appraisal of the Properties in June 2020 in accordance with California Health and Safety Code Section 33433 to estimate the fair reuse value of the properties that are to be conveyed to MidPen. The reuse value is calculated based on the residual land value, which is the difference between the estimated development revenues and costs. This is used to determine the fair reuse value, or price, for the property disposition. The fair reuse value takes into consideration and covenants or requirements being placed on the property by the City (such as the affordability requirements and replacement parking provisions). This differs from the fair market value, which is the appraised value of the properties at their highest and best use. The Reuse Appraisal concluded that the reuse value of the properties is zero and that without the City's financial contribution to the project, the project would have a significant funding gap and the reuse value would be negative. The report also describes the total costs to the City for the development of the properties and how the development contributes to the elimination of blight. The Reuse Appraisal is included in the resolution as Attachment 1 - Exhibit 5.

Compensation Agreement with Taxing Entities

The two properties that make up this project were formerly owned by the San Mateo Redevelopment Agency. As part of the redevelopment dissolution process, the properties were transferred to the City of San Mateo through a Long Range Property Management Plan (LRPMP). The approved LRPMP states that the City will enter into a compensation agreement with the affected taxing entities prior to the City's disposition of the properties and provide for any net proceeds of sale to be distributed as property taxes to the affected taxing entities and that the purchase price to be paid for the properties

will be not less than the fair reuse value of the properties.

As stated above, the Reuse Appraisal concluded that the fair reuse value of the properties is zero. Although there will be no land proceeds to distribute, the City will still need to enter into a compensation agreement with the 9 taxing entities of the former Redevelopment Agency Project Area prior to the execution of the Ground Lease and Garage License Agreement. The taxing entities include the County, the school districts serving San Mateo, the Peninsula Health Care District, the Bay Area Air Quality Management District, the San Mateo County Mosquito and Vector Control District, and the Harbor District. Staff has initiated conversations with the taxing entities and will bring forward a compensation agreement for execution by the taxing entities and the City at a later date. If the taxing entities do not agree to enter into the compensation agreement, then the City cannot transfer the properties to MidPen and the project will not be able to proceed.

BUDGET IMPACT:

The project is a public-private partnership between the City of San Mateo and MidPen Housing Corporation. The Disposition, Development and Loan Agreement requires the City to make a financial contribution to the project of:

- \$2.85 million from the Low-Moderate Income Housing Asset Fund;
- \$4.0 million from the City's Commercial Linkage Fee Fund;
- \$650,000 from the City's HOME funding program income; and
- \$5 million of parking in-lieu funds for the construction of the net additional parking spaces.

The parking garage funds have already been committed via the Capital Improvement Program (CIP) to the Downtown Redevelopment Site Parking Garage project. The housing funds totaling \$7.5 million are budgeted in the Housing Land Purchase Project No. 310416. In addition, the City is waiving the planning application and building permit review fees for this project, estimated to be \$1.8 million. 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) and the National Environmental Policy Act (NEPA). An Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the project, in accordance with CEQA regulations, 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 included in the proposed resolution as Attachment 1 - Exhibit 1. The IS/MND also served as the Environmental Assessment required by NEPA. The project's Mitigation Monitoring and Reporting Program (MMRP) is included as Attachment 7, which is in place to ensure compliance with the mitigation measures required by the IS/MND. The attached MMRP is an updated draft that includes a minor revision to the Hazards and Hazardous Materials section specifying the noted improvement (installation of vapor barriers and/or passive venting) is indicated on the project plans prior to approval (rather than issuance) of the Foundations and/or Superstructure building permit applications, whichever comes first.

NOTICE PROVIDED

In accordance with Government Code sections 65090, 65091, Health and Safety Code Section 33433, 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 City Council public hearing:

- Notice was published in the San Mateo Daily Journal on August 3, 2020 and August 10, 2020;
- 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 – Proposed Resolution

Exhibit 1 – Initial Study - Mitigated Negative Declaration

Exhibit 2 – Findings for Approval

Exhibit 3 – Conditions of Approval

Exhibit 4 – Disposition, Development, and Loan Agreement

Exhibit 5 – Reuse Appraisal

Att 2 – Project Plans

Att 3 – General Plan Conformance Transportation Analysis

Att 4 – Factual Data Sheet

Att 5 – Density Bonus Letter

Att 6 – Design Review Letter

Att 7 – Draft Mitigation Monitoring and Reporting Program

Att 8 – Response to Public Comment on General Plan Conformance Transportation Analysis

Att 9 – Public Comment

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