



CITY OF SAN MATEO

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Agenda Report

Agenda Number: 24

Section Name: {{section.name}}

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TO: City Council
FROM: Drew Corbett, City Manager
PREPARED BY: Community Development Department
MEETING DATE: August 17, 2020

SUBJECT:
Concar "Passage" Mixed Use Project – Planning Application and Development Agreement Approvals

RECOMMENDATION:

Adopt a Resolution to approve the Site Plan Architectural Review, Site Development Planning Application, and Vesting Tentative Map for the development of 952-961 residential units and 40,000 square-feet of commercial uses located on Concar Drive, between S. Grant Street and S. Delaware Street; and adopt the Supplemental Environmental Impact Report to assess the environmental impacts of the project, based on the Findings for Approval and subject to the Conditions of Approval and introduce an Ordinance to approve a Development Agreement.

BACKGROUND:

The applicant, California Coastal Properties, submitted a formal Planning Application on September 20, 2018 to redevelop the Concar Shopping Center for a new mixed-use development called "Passage" consisting of 952-961 residential units and 40,000 square-feet of commercial uses. The project site is zoned TOD (Transit Oriented Development) and is located within the Hayward Park Station Overlay Zone of the Rail Corridor Transit Oriented Development Plan (Rail Corridor Plan). Project entitlements include a Site Plan and Architectural Review, Site Development Planning Application, Vesting Tentative Map, and a Development Agreement. The Planning Commission, at its July 28, 2020 meeting, conducted a public hearing and recommended by a vote of 4-0-1 (one abstention) that the City Council approve the project.

Project Description

The project proposes to demolish the existing commercial buildings and construct 952-961 residential units and approximately 40,000 square-feet of commercial/retail space among five buildings. The project includes 73 very-low income housing units, associated on-site parking, and 4.67-acres of publicly accessible open space. Proposed commercial uses include Trader Joe's, Peninsula Ballet Theatre, 7-Eleven and a food hall, with other retail space, as well as a daycare facility with capacity for approximately 70 children. The project plans are included as Attachment 3.

Site Description

The project site is located on Concar Drive, between S. Grant Street and S. Delaware Street. The site is approximately 14.5 acres in size and is currently occupied by a shopping center that includes Trader Joe's, Peninsula Ballet Theatre, Ross Dress for Less, The Pantry, Rite-Aid, T.J. Maxx, Shane Co., and 7-Eleven. The existing shopping center includes 165,000 square feet of retail space.

The site is comprised of eight parcels (APNs 035-243-090, -140, -160, -170, -190, -200, -210, -220), located at 640, 666, 678, 690 Concar Drive, 1820, 1850 S. Grant Street and 1855 S. Delaware Street. Surrounding land uses include 19th Avenue Park (single-family residences) to the north, 400-450 Concar office buildings to the west, Crossroads offices to the east, and Highway 92 to the south.

The project site is zoned TOD (Transit Oriented Development) and is located within the Hayward Park Station Overlay Zone of the Rail Corridor Plan. The site is also within one-half mile from the Hayward Park Caltrain station. A site location map is included in [Attachment 4](#).

Applicable Code and Policy Review

General Plan, Zoning Code, and Rail Corridor Plan

The General Plan land use designation for the site is Transit Oriented Development. The project site is zoned Transit Oriented Development (TOD) consistent with the General Plan. The proposed project is designed to be consistent with the intent of the goals and policies of the General Plan, TOD zoning district, and the Rail Corridor Plan by providing a variety of high density, transit-supportive land uses and by integrating public improvements that would increase use of multimodal transportation options.

A list of applicable General Plan policies and Rail Corridor Plan policies is included within [Exhibit A of Attachment 1](#). The project's required proposed development standards are listed in the Factual Data Sheet in [Attachment 5](#).

Pedestrian Master Plan and Bicycle Master Plan

To further Citywide goals of improving access to multimodal transportation options, the project implements sidewalk designs that conform with the City's Pedestrian Master Plan, which contains sidewalk design guidelines to improve the pedestrian network citywide. On both the Concar Drive and S. Grant Street frontages, the project incorporates a landscape strip on both sides of the sidewalk through-zone. Landscape strips are provided along S. Delaware Street with the exception of the portion in front of the Trader Joe's at Building 1 to accommodate the proposed Class IV bike facility.

The City's Bicycle Master Plan, adopted by the City Council in April 2020, provides policies and recommendations to implement citywide infrastructure improvements to support bicycle and micromobility use. The applicant proposes to implement the City's 2020 Bicycle Master Plan by constructing new bicycle facilities and intersection improvements at Concar Drive and Depot Way to enhance multimodal safety and connectivity and a new mid-block pedestrian crossing on S. Grant Street. In addition to the project's infrastructure improvements, the project also provides short-term and long-term bicycle parking in excess of the Zoning Code requirements.

Housing Accountability Act (HAA)

California Government Code Section 65589.5 outlines application review limitations for projects subject to the Housing Accountability Act (HAA). As a development project that is at least 2/3 housing, the project is subject to the HAA, which is intended to limit a local agency's ability to deny, reduce the density of, or render housing development projects infeasible if objective standards are met. As proposed, this project meets all applicable objective standards in the General Plan, Zoning Code, Rail Corridor Plan, and other local policy documents. The HAA outlines that if a housing development project, whether affordable or market-rate, is consistent with the City's objective development standards, the local agency may deny or reduce the density only if certain findings pertaining to adverse impacts to codified, objective public health or safety standards are made.

State Density Bonus Law

The proposed project utilizes provisions of the State Density Bonus and Other Incentives Law - State Government Code Section 65915. The City, to comply with the state density bonus law and to implement the housing element of the San Mateo General Plan, provides increased residential densities, use of statewide parking standards, and "incentives or concessions" for projects providing certain amounts of affordable housing. The maximum allowable density on the subject parcel is 50 dwelling units per acre, which equates to 725 units. The applicant proposes to provide 73 very-low income units (50% median income), which is 10% of the base density units.

By providing the 10% very-low income units, the project is eligible for a 32.5% density bonus and one incentive or concession, the bonus allows for an additional 236 units above the 725 units allowed under the Rail Corridor Plan, for a total of 961 units. As a State Density Bonus concession, the applicant has requested to locate all 73 very-low income units in a stand-alone building (Building 5) as opposed to providing the affordable units throughout the site. Locating all affordable units in one building assists the developer in partnering with an affordable-housing non-profit. Building 5 is also

located along S. Grant Street, which provides short proximity to the YMCA. In addition, the applicant is eligible for requests for waivers or reduction of development standards. The applicant has requested a waiver from maximum driveway widths at the northeast corner of the project site for the relocated 7-Eleven to accommodate wider driveways at Concar Drive and S. Grant Street. Lastly, State Density Bonus Law provides parking standards, which is discussed in more detail below.

The applicant's density bonus request letter as well as a supplemental letter for the requested waiver are included as Attachment 6.

DISCUSSION:

Site Plan, Open Space, and Building Design

The project proposes a diverse layout of buildings, land uses, and designs that promote a transit-supportive, mixed-use environment. Residential uses are located throughout the site among Buildings 1 through 5, with Building 5 being devoted to the 73 units afforded to the very-low income level. The project also provides approximately 30,000 square-feet of interior residential amenities throughout the site. A standalone food hall called "SEED" would be located at the corner of Concar Drive and S. Delaware Street. Additional commercial space is provided along S. Delaware Street including performance space for the Peninsula Ballet Theatre. A new building for Trader Joe's is located at the southwestern corner of the site along S. Delaware Street at Building 1. Additional space for the Peninsula Ballet Theatre is located along S. Delaware St. and Concar Drive adjacent to live/work studio units at Building 2. A new standalone 7-Eleven building will be located at the corner of Concar Drive and S. Grant Street at Building 4 with surface parking and landscaping improvements. The project also includes a daycare facility that would accommodate approximately 70 children at Building 5 along S. Grant St., which is across from the YMCA.

A proposed mobility hub called the "Depot Lounge" is located at Building 1 towards the center of the site and is available for tenants as well as public access. The project will replace the large surface parking lot with subterranean and ground-level parking that will be located behind the residential and retail uses. The project proposes to provide a total of 1,328 parking spaces for the residential uses, and 244 parking spaces for the nonresidential uses. However, the applicant has requested flexibility with regard to the final number of parking spaces and is seeking approval of a range of 1205-1572 off-street parking spaces. Vehicle access is provided to the project site from S. Delaware Street, Concar Drive and S. Grant Street with a proposed private road connecting S. Delaware Street and Concar Drive through the site called Depot Way. Bicycle and pedestrian access is provided to the site with a protected bike intersection at Concar/Delaware, Concar/Grant, a new protected intersection at Concar/Depot Way, as well as a new mid-block pedestrian crossing on Grant Street. Delivery vehicle access is provided from S. Delaware Street and S. Grant Street with a new private road connecting both streets through the site called Passage Way.

The project includes a total of 6.83 acres of open space area including 4.67 acres accessible to the public. Open space areas include landscaped plazas and large open grass areas with a variety of planting and seating. The project also includes an enhanced greenbelt connection to the 19th Avenue neighborhood to the north, the office complex to the west and the YMCA/Office buildings to the east. All existing 64 trees comprising of 15 different species, of which eight (8) are considered Heritage Trees, would be removed. None of these trees are native to the San Mateo Area as all trees appear to have been planted as part of the shopping center development. The project proposes an extensive landscape plan including the planting of 319 new trees. New trees will line the perimeter of the site and the internal paseo and will be planted within the central open spaces.

Design Review

The project's building design has gone through extensive design review by City staff, the Planning Commission, and the City's Design Review consultant, Larry Cannon of Cannon Design Group. The overall architectural design is contemporary with a variety of building articulation, materials, and colors throughout the development. The design also incorporates elements of the Eichler homes at the adjacent 19th Avenue Park neighborhood. The Planning Commission held two study sessions to review the design of the proposed development. The first was held on March 27, 2018 to review the Pre-Application design, and the second held on June 9, 2020 to review the revised design. The design of the proposed development has also undergone several rounds of staff review by development departments as well as several reviews by Larry Cannon. The proposed design has incorporated recommendations received from the Planning Commission, public,

City staff and Larry Cannon. The Planning Commission, at its July 28, 2020 meeting, voted to recommend the City Council approve the design of the proposed development and spoke in favor of the overall design.

Traffic and Parking

Transportation Impact Analysis (TIA)

Two Transportation Impact Analysis (TIA) memos have been prepared by the City's transportation consultant, Hexagon Transportation Consultants, to evaluate the potential impact of the proposed project. The first memo is included in the Supplemental Environmental Impact Report (EIR) to evaluate the project utilizing the metric of Vehicle Miles Traveled (VMT) required by CEQA. This analysis method is required under Senate Bill 743 (effective July 1, 2020) to aim at reducing single vehicle occupancy trips rather than increase roadway capacity. Although the project, due to its density and proximity to transit is exempt from further review, Hexagon completed an analysis of VMT and found the project would not result in a significant impact.

The second TIA is based on the City's General Plan criteria for Level of Service (LOS) operating conditions at intersections. The project's net trip generation rates were estimated by utilizing the Institute of Transportation Engineers (ITE) average trip generation rates and subtracting for existing trips generated by the shopping center. A trip reduction rate was applied due to the mixed-use nature of the project and proximity to transit. The analysis estimates the project would generate 2,471 net new daily trips, with 123 net new trips during the AM peak hour and 166 net new trips during the PM peak hour. The AM peak hour is generally between 7:00 and 9:00 A.M. and the PM peak hour is generally between 4:00 and 6:00 P.M. The estimated trips evaluated in the TIA does not take into account the required TDM measures outlined below. With the implementation of the TDM plan, the trips generated by the project will be further reduced by 20%.

The analysis found that the LOS at the following intersections would degrade based on the City's General Plan criteria:

- Delaware Street & Concar Drive
- Delaware Street & 19th Avenue
- Delaware Street & Bermuda
- Grant Street & Concar Drive
- Grant Street & 19th Avenue
- YMCA Driveway & 19th Avenue
- SR 92 westbound ramps & Concar Drive
- US 101 southbound ramps & Fashion Island Boulevard

A "micro-simulation" analysis was used, which analyzes traffic impacts along a corridor rather than individual intersections. The intersections above are all impacted as a result of corridor congestion along the 19th Avenue/Fashion Island Boulevard corridor. The analysis showed that these intersections were either the bottlenecks causing the corridor congestion, or intersections affected by the feedback queues at the bottlenecks. Therefore, while the analysis indicates that these identified intersections would experience substantial intersection delay increases, improvements would still need to address the broader congestion issue along the whole corridor.

The City is in the process of completing an analysis of the 19th Avenue/Fashion Island Boulevard Corridor. The preliminary analysis identified several improvement measures that would alleviate congestion and bring the Corridor back to an acceptable operating level. The total cost of the Corridor improvements is estimated at \$9,640,000. As a part of the developer's community benefits package included in the Development Agreement, the developer has agreed to contribute a total of \$7,500,000 towards transportation improvements within a one-half mile radius of the project site, and along the 19th Avenue/Fashion Island Boulevard corridor and a portion of S. Delaware Street south of the project site.

The project's "fair-share" allocation was calculated to approximately \$2,200,000 based on the project's impact to traffic under the LOS criteria. The developer, however, has elected to contribute approximately \$2,600,000 through the Development Agreement (discussed below) plus the subsidy of the originally-proposed moderate income units of approximately \$4,900,000 based on City Council feedback at its June 29, 2020 meeting, for a total contribution of

\$7,500,000. In addition to this contribution, the project is required to pay a Transportation Improvement Fee (TIF), which is estimated to be approximately \$2,000,000.

Hexagon's Transportation Impact Analysis is included in [Attachment 8](#).

Transportation Demand Management Plan and Parking

The City's consultant, Nelson Nygaard, prepared a Transportation Demand Management (TDM) Plan for the project, which includes trip reduction strategies with the goal of reducing overall vehicular trips by 25% as outlined in the Rail Corridor Plan. The TDM measures to be implemented for the proposed project include design measures related to the physical attributes of the site and programmatic measures to encourage the use of sustainable forms of transportation. The location of the project results in a trip reduction of 16% based on the project's proximity to transit and mixed-use design. In addition, implementation of the TDM measures will result in a 20% trip reduction, which results in a total reduction of 36%. Specific trip reduction measures and strategies are included in the project's TDM Plan by Nelson/Nygaard in [Attachment 9](#). Conditions of Approval requiring implementation are included in [Exhibit B of Attachment 1](#).

The Rail Corridor Plan requires that all development projects in the TOD zone provide a parking analysis tailored to the project's location and land uses. The project is eligible to utilize Statewide Parking Standards as well as request concessions or incentives. Based on State Density Bonus Law, the project is required to provide 1,161 parking spaces. However, to ensure that there is adequate on-site parking, the applicant is proposing 1,328 parking spaces for the residential units and 244 parking spaces for the retail uses, for a total of 1,572 parking spaces. The final number of parking spaces may vary during the building permit process but in no event will be less than minimum 1,205 parking spaces as outlined in the project's Parking Demand Analysis in the TDM Plan. The TDM plan includes a parking demand analysis that shows the proposed parking supply exceeds the demand forecasted for the site due to reduction in parking demand expected from shared parking, in addition to benefits expected due to the proximity to multimodal transportation options.

Development Agreement

The project includes a Development Agreement as requested by the applicant to secure the project entitlements and vesting rights for a period of 15 years. The proposed Development Agreement is included within the proposed Ordinance in [Attachment 2](#). The City's fiscal consultant, Economic & Planning Systems (EPS), prepared an analysis of the project to guide the community benefits discussion. EPS evaluated the project's fair share of transportation improvements, completed a public benefit burden test, and estimated the valuation of vested rights. Based on this analysis, EPS concluded the public benefit contribution should be between \$2.2 million and \$3.3 million with an average of \$2.7 million.

In addition to meeting the City's affordable housing requirement with 73 very-low income units, the applicant proposed 36 moderate income units on-site. The moderate-income units are estimated to cost the developer \$5.16 million. Staff recognizes the provision of low and very low-income housing units as meeting a critical housing need in the community. However, moderate-income restricted units have not been established as meeting a critical housing need and the rent for moderate income units is comparable to market rate rents charged for mature housing stock in the community.

At the June 29, 2020 City Council meeting, the Council provided direction to staff and the developer to forego the moderate-income units and instead dedicate those funds toward traffic improvements in the corridor that will benefit the immediate neighborhood.

As discussed previously, the developer has elected to contribute a total of \$7,500,000 toward community benefits that will be used toward traffic improvements. Potential improvement measures are discussed under the *Traffic and Parking* section of this report. The Development Agreement includes the financial contribution from the development as well as other community benefits provided by the developer: transportation hub, daycare facility, and community theater.

Timing of the Development and Amendments to the Development Agreement

The applicant proposes amendments to the Development Agreement that was presented to the Planning Commission. In drafting the agreement staff had contemplated that once approved, the applicant would sign the agreement and record it as required by state law. Staff also contemplated that with the approval of the agreement along with the Vesting

Tentative Map and SPAR, the applicant would commence development of the property as shown in the project approvals. The applicant has informed staff that in fact there will be a delay for as long as three years before development of the property will commence.

The applicant does not currently own the real property covered by the Development Agreement. The applicant recently informed City staff that the applicant anticipates acquiring the real property approximately three years from now. The current property owners do not wish to sign the development agreement, and do not agree to allow recordation of the agreement. Both the state development agreement statutes and the City's development agreement procedures require that a development agreement be recorded within ten days of the parties' entry into the agreement. The applicant has stated that it will sign the development agreement within thirty days of City Council approval but proposes that the City agree not execute the development agreement until the applicant has acquired the real property. While this proposed arrangement is lawful, the City is under no obligation to agree to this delay.

If the City were to agree to the proposed timing, the Development Agreement would be entered into approximately three years from now. The public benefits described in the Development Agreement are not required until development of the project begins. The applicant had originally requested a fifteen-year term for the Development Agreement. Because the Development Agreement is not anticipated to be executed until three years from now, the parties have agreed to reduce the term of the Development Agreement to twelve years.

It is important to note that the applicant has the right to seek a decision on the other requested planning entitlements – without the Development Agreement. If the applicant does not close on the property purchases, the current fee owners will have the other planning entitlements and could potentially pursue development of the property. A condition requiring the payment of the \$2.2M “fair share” contribution to traffic improvements has been included in the event a Development Agreement is not ultimately executed and development pursuant to the approved map and SPAR is pursued.

ENVIRONMENTAL DETERMINATION:

An Environmental Impact Report (EIR) for the City's Rail Corridor Transit-Oriented Development Plan was certified in 2005 and an Environmental Impact Report for the City's General Plan Update was certified in 2009. The City's environmental review consultant, David J. Powers and Associates, completed an Initial Study checklist, and after consultation with staff, determined a Supplemental EIR, tiering off the previously adopted EIRs listed above, would be the appropriate analysis to complete for this project consistent with the California Environmental Quality Act Guidelines (CEQA).

A Notice of Preparation (NOP) of the project's Supplemental EIR was prepared and circulated for 30-day public review from March 13, 2019 to April 12, 2019. The City held a scoping meeting for the Supplemental EIR on March 26, 2019 to receive comments directly pertaining to the proposed scope. The City prepared and distributed the Draft EIR for a 45-day public review and comment period, starting on March 26, 2020 and ending on May 11, 2020. The comment period was subsequently extended through May 26, 2020.

The purpose of an EIR is to evaluate and inform the public and decision makers of a project's potential environmental impacts. The EIR includes an analysis of the project's potential impact on the environment, evaluation of the project under a cumulative analysis, review of project alternatives and preparation of a Mitigation Monitoring and Reporting Program.

Project-Related Impacts

In summary, the EIR found that the project would not result in any significant unavoidable environmental impacts. The EIR identified significant impacts resulting from the project, but these impacts would be reduced to a less than significant level through mitigations summarized below:

- 1. Biological Resources:** Construction activities, including grading and vegetation removal, may impact nesting birds. Construction mitigation measures were identified that would reduce these impacts to less than significant.

2. **Cultural Resources:** There is the potential to uncover unknown archaeological resources during the course of construction. Mitigation measures were identified if artifacts or remains are discovered to reduce these impacts to less than significant.
3. **Hydrology and Water Quality:** Grading and site work may encounter shallow groundwater during construction. Mitigation measures were identified to reduce this impact to less than significant.
4. **Noise:** Noise will be generated from the construction of the development. Construction mitigation measures were identified to minimize the noise impacts associated with the construction of the project.
5. **Public Services:** The proposed project has the potential to increase student generation in the project area beyond the capacity of existing middle and high schools. The project is required to pay established school development impact fee to help finance expansion of existing schools, construction of new schools and/or rental of temporary classroom facilities. With the payment of required impact fees, this impact is reduced to less than significant.

Transportation Analysis

CEQA Guidelines Section 15064.3 (pursuant to SB 743), which go in effect on July 1, 2020, requires all agencies to evaluate projects utilizing a metric of vehicle miles traveled (VMT) rather than level of service (LOS) as part of the CEQA review. The guidelines further state that projects within one-half mile of an existing major transit stop are presumed to have a less than significant impact on VMT. Although the project could be screened out per CEQA Guidelines, the City elected to perform the VMT analysis. The estimated VMT for the development is below the recommended threshold, and as such, the project does not result in a significant transportation impact.

Although the project does not result in a significant transportation impact, various trip reduction strategies are included in the project that were not included in the analysis. These strategies are intended to further reduce transportation impacts. The strategies are listed in the project's TDM plan, and include a centrally-located mobility hub, subsidized transit passes, ride-hailing credits/discounts, and an on-site transportation coordinator.

Cumulative Impacts

The EIR evaluated the potential environmental impacts of the proposed project with all past, present and pending development projects in the area. The analysis concludes that the proposed project would not contribute to any significant cumulative impacts.

Mitigation Monitoring and Reporting Program

CEQA requires agencies adopt a Mitigation Monitoring and Reporting Program (MMRP). The program is designed to ensure the project's compliance with the mitigation measures. The Draft EIR identified sixteen (16) mitigation measures that would reduce the environmental impacts generated by the project to less than significant. The MMRP is included with the Final EIR and compliance with the MMRP is a condition of the project approval.

Project Alternatives

The EIR evaluated the proposed project against four (4) alternatives, summarized below. Of these, the Adjusted Mixed-Use Alternative is the environmentally superior alternative as it would not result in new peak hours trips and partially fulfills the development objectives of the project. It should be noted that any project alternative incorporating a reduction in the number of total housing units also reduces the total number of affordable housing units required given that the percentage of affordable units required is a percentage of the proposed base density.

- **No Project – No Development Alternative:** In this analysis, the evaluation assumes the continued use of the buildings on-site with some building and site upgrades and new tenants.
- **No Project – Existing Plan Redevelopment Alternative:** This analysis assumes the site is developed consistent with the Corridor Plan with a floor area of up to 2.0 of the site area or 1.2 million square feet.
- **Adjusted Mixed-Use Alternative:** Assumes a reduction of 50% in the number of housing units (480 residential units) on-site and an increase in commercial square footage (376,000 square feet).

- **Reduced Intensity Alternative:** Evaluates two projects; a 20% reduction in the number housing units (769 residential units) and a 30% reduction in the number housing units (673 residential units), both with similar commercial square footages.

EIR Public Comments

Twenty-two (22) written public comments were received during the public review period and several verbal public comments were provided at the April 28, 2020 Planning Commission meeting. The CEQA consultant prepared a response to each comment received as included in the Final EIR. Public comments include:

- Concern with traffic and circulation impacts
- Request for unbundled parking
- Request to increase affordable housing
- Concern with construction impacts including noise and vibration
- Concern with dewatering and impact on nearby properties
- Request for sound wall along Concar Drive
- Concern with impacts to infrastructure including sewer
- Concern with uncertainty due to current COVID-19 pandemic
- Support for the project

Final Supplemental EIR

The Final EIR includes a written response to each comment received and minor text revisions. The commenters did not provide a factual information that required further analysis or resulted in the identification of new or worse impacts. The Final EIR is included as Attachment 10 and together with the Draft EIR comprises the Final Supplemental EIR. The Draft Supplemental EIR was distributed to the Planning Commission for April 28, 2020 meeting; therefore, a hard copy is not included with this report. However, a copy is available online at www.cityofsanmateo.org/passageDEIR.

PUBLIC COMMENTS:

The applicant held a formal Pre-Application neighborhood meeting on March 7, 2018 that was attended by over 100 community members. The applicant has also hosted over 40 presentations to community and business groups and briefings with leadership groups and neighboring HOAs. Public comments have also been received at the Planning Commission design study sessions, and through the EIR public review process. The public comments at this stage include:

- Concern with traffic
- Support for additional housing, including affordable housing
- Project is too large for the area
- Request to provide a drug store as a tenant
- Support for Peninsula Ballet space
- Concern with noise and vibration during construction

Comments and responses to comments received during the EIR public review process are included in the project's Final EIR in Attachment 10. Additional public comments received since notice of this Public Hearing are included in Attachment 11.

At the July 28, 2020 Planning Commission public hearing, approximately 14 community members provided public comment. Several commenters expressed support for the project. Other public comments include:

- Concern with traffic
- Concern for the removal of the originally-proposed affordable units moderate income level
- Sound wall should be constructed to reduce noise and privacy impacts

BUDGET IMPACT:

This is a private development project that will not have a fiscal impact to the City.

NOTICE PROVIDED:

In accordance with Government Code section 65090, notice of this meeting was published in the Examiner newspaper at least 10 days before this Public Hearing. In accordance with Government Code section 65091 and the City's Municipal Code noticing requirements, this hearing was noticed to the following parties ten days in advance of the City Council meeting:

- Property owners, residential tenants and business tenants within 1,000 feet of the projectsite;
- 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 A – Findings for Approval

Exhibit B – Conditions of Approval

Att 2 – Proposed Ordinance

Exhibit A - Development Agreement

Att 3 – Project Plans

Att 4 – Location Map

Att 5 – Factual Data Sheet

Att 6 – Density Bonus Request Letter

Att 7 – Cannon Design Group Review Letter March 25, 2020

Att 8 – Traffic Impact Analysis

Att 9 – Transportation Demand Management Plan

Att 10 – Final EIR

Att 11 – Public Comments

Note: The Draft EIR and associated technical documents are available online at www.cityofsanmateo.org/passageDEIR.

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