



CITY OF SAN MATEO

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Agenda Report

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TO: Planning Commission
FROM: Christina Horrisberger, Director
PREPARED BY: Community Development Department
MEETING DATE: November 17, 2022

SUBJECT:
222 E. 4th Avenue (Draeger's Market) – New Five-Story Retail/Office/Residential Mixed-Use Building (PA-2021-071)

RECOMMENDATION:

Recommend to City Council adoption of a Resolution to approve the Site Plan and Architectural Review (SPAR) and Site Development Planning Application (SDPA) for construction of a new five-story mixed-use building consisting of 10 below market rate (BMR) residential units, 17,658 square feet of retail use for a grocery store, and 104,554 square feet of office use at 222 E. 4th Avenue; conditional approval of an Affordable Housing Plan; and to adopt an Addendum to the 2010 General Plan Environmental Impact Report (EIR) and 2009 Downtown Area Specific Plan Initial Study/Mitigated Negative Declaration (IS/MND) under the California Environmental Quality Act (CEQA), based on the Findings for Approval and as conditioned.

BACKGROUND:

On November 15, 2021, Lane Partners, the applicant, submitted a formal Planning Application to demolish the existing 60,965 square-foot commercial structure on the block bounded by E. 4th Avenue, S. B Street, E. 5th Avenue, and S. Ellsworth Avenue, to construct a new five-story mixed-use building consisting of 10 low-income studio and one-bedroom residential rental units, 17,658 square feet of retail use for a grocery store, and 104,554 square feet of office use with two levels of underground parking.

The Planning Commission reviewed the preliminary application for this project at a Study Session on September 14, 2021. The items discussed at this Study Session were focused on the project's preliminary building design, adding residential units with multiple bedrooms, and a proposal for a Class IV physically-separated bike lane along South B Street in conjunction with an on-street truck loading zone.

Since the Study Session, the applicant has made minor alterations to the building design including changing the column material from wood to concrete. No changes were made to the residential component, which remains at 10 one-bedroom and studio residential units. The project has also eliminated the Class IV physically-separated bike lane along South B Street, in response to a City Council resolution adopted on July 18, 2022 concerning use of the public right-of-way in downtown to remove the proposed Class IV bicycle facility along B Street from Baldwin Avenue to 5th Avenue. Instead, the project will retain a Class III bike route on B Street, in conjunction with the proposed on-street truck loading zone.

Because the proposed building height exceeds 55 feet, Municipal Code Section 27.06.050(d) requires the City Council take final action on this project. Once the Planning Commission provides a recommendation, the project will be scheduled for a Public Hearing before the City Council for final action.

Site Description

The project site consists of four parcels totaling approximately 1.135 acre or 48,478 square-feet. The project site is bounded by East 4th Avenue to the north, South B Street to the east, East 5th Avenue to the south, and South Ellsworth Avenue to the west. The project site is designated as Downtown Retail Core in the General Plan Land Use Plan, and is zoned CBD/R (Central Business District/Residential Mixed-Use Overlay). The project site is also located within the Required Retail Frontage Zone as defined in the Downtown Area Plan. The northern half of the project site is located within the Central Parking Improvement District (CPID) Limited Parking Zone (LPZ) subject to SMMC Section 27.64.100.

A two-story grocery store with both at-grade and below-grade parking currently occupies the site. Commercial uses, including restaurants and retail stores, are located to the north, east, and west, in single- and two-story structures. A 145-unit residential building of six stories tall is located to the south. The San Mateo Downtown Caltrain Station is located approximately one-quarter of a mile north of the project site. A mixed-use office and residential project under a public-private partnership is proposed across B Street, also referred to as the “Bespoke Project” (PA22-023). The southern border of the City’s Downtown Historic District is located half a block to the north. A location map showing the project site’s vicinity is included as [Attachment 2](#).

Project Description

The proposed project is a five-story, mixed-use building with a total floor area of 152,533 square-feet and total building height of 74 feet, 3 inches to the top of the 5th floor roof plate. The parapet screen adds an additional four feet to the building. The building consists of 17,658 square feet of retail on the ground floor, and 104,554 square-feet of office located primarily on the second through fourth floors. The project also includes 8,997 square feet of residential space on the fifth floor, which includes eight one-bedroom and two studio apartment units. The applicant proposes to designate all 10 units as affordable at the low-income level, in-lieu of paying commercial linkage fee for the non-residential components of the project. Since 100% of the units are affordable, the project is eligible for a building height increase of up to three additional stories or 33 feet under Assembly Bill 1763, as well as four incentives and unlimited waivers from development standards. The applicant is requesting one incentive for partial relief from the retail frontage requirements along S. B Street and S. Ellsworth Avenue, and six waivers regarding code requirements pertaining to the maximum bulk limit, street wall, setbacks, sidewalk widths, floor area ratio, and off-street loading spaces. The project’s concession and waiver requests are discussed further in the *Affordable Housing* section below.

The project includes a three-level parking garage with ground floor and two levels of below-grade parking for a total of 221 spaces. 184 spaces would be for office use, and 37 spaces would be for retail use; the project is not proposing designated parking spaces for the residential use. In addition, as stated in the conditions of approval and as volunteered by the applicant, a shared parking agreement with the City of San Mateo would allow the general public to use some parking spaces during off office-hours, proposed during weekday evenings and weekends.

A two-way driveway access to the parking garage is proposed along E. 5th Avenue. The pedestrian entrance to the grocery store, office, and residences are located respectively along E. 4th Avenue, S. Ellsworth Avenue, and S. B Street. The project also proposes two outdoor terraces for office use on the first floor, two terraces for office use on the fourth floor, and a roof deck for the residences on the fifth floor. A 1,450 square foot outdoor dining space and a 2,070 square foot community open space is proposed at the corner of Ellsworth Avenue and East 4th Avenue at the pedestrian level.

The building design incorporates traditional building elements such as brick siding, recessed windows, and fabric awnings. The building also includes building design and materials typically associated with contemporary style such as strong angular forms, wood and metal window systems; metal or glass canopies; glass guardrails; as well as vegetated living or aluminum paneled walls. Project plans showing the proposed site plan, floor plans, and elevations are included in [Attachment 3](#).

Applicable Code and Policy Review

General Plan and Zoning Code

The General Plan Land Use Plan designates the project site as Downtown Retail Core. A list of applicable General Plan policies and a discussion of the project’s conformance is included in the Resolution ([Attachment 1](#)). The project is consistent with applicable General Plan policies, specifically because the project proposes a mix of commercial retail and

office uses with residential uses in an area well served by public transit, furthering the General Plan intent for the downtown as the social, cultural, and economic center of the City.

Consistent with its land use designation, the project site is zoned CBD/R (Central Business District/Residential Mixed-Use Overlay), which permits both residential and commercial uses. The CBD/R zone is subject to development standards in Municipal Code Chapter 27.29 and 27.38, including floor area ratio limit of 3.0, residential density of 50 dwelling units per acre, setbacks, and open space requirements for both office and residential uses. The project's maximum height limit is 55 feet to 75 feet, based on provisions of community contributions and outstanding building design. The project proposes a building height of 72 feet, 3 inches. This height increase, above the 55 foot base, without community contributions is permitted because AB 1763 allows a height increase of up to 3 additional stories or 33 feet for projects that dedicate 100% of the residential units to households at the low income level and if it is located within a half-mile of a major transit stop, with which this project complies. The project is required to provide three off-street loading spaces. However, the applicant has requested a density bonus waiver from meeting this zoning code requirement. A project data table listing the applicable Zoning Code standards and the project's conformance to them is included in [Attachment 4](#).

A total of 221 off-street parking spaces are proposed. Projects within downtown's Central Parking Improvement District (CPID) may request preparation of a parking demand study to determine project-specific parking ratios in-lieu of utilizing the standard parking ratios provided in the Zoning Code. A parking demand study was conducted to determine the parking requirements for retail and office use. The parking demand study prepared by the City's transportation consultant, Kittelson & Associates ([Attachment 5](#)), found that a minimum of 208 parking spaces would be required. The project's proposal of 221 parking spaces exceeds the minimum parking requirements per the parking demand study. The study did not include parking needs for the residential use. However, since the residential units are proposed to meet the commercial linkage fee requirements, and would require an Affordable Housing Agreement with adequate access to all on-site amenities including parking, the project has been conditioned to designate 10 parking spaces to residential units during weekday evening and weekend hours.

Currently, the site includes 80 on-street parking spaces, and the proposed project would result in 53 on-street parking spaces. The proposed loss of 22 street parking spaces includes parking to facilitate implementation of City-requested improvements such as a Class II bicycle lane on 5th Avenue and modification of Ellsworth Avenue to a two-way street. The project is responsible to account for loss of parking on 4th Avenue, and partial loss of parking on Ellsworth Avenue to accommodate trash management. These parking stalls would be accounted for by the project through in-lieu fee payments to the City and the additional publicly accessible parking stalls provided on-site.

Downtown Area Plan

The project is subject to the Downtown Area Plan, which establishes goals and policies to implement the overall vision of the downtown. The site is specifically located within the Downtown Retail Core Sub-Area in the Downtown Area Plan. Applicable goals that pertain to the project include:

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

In conformance with the Downtown Area Plan, the project provides retail, residences, and offices at a high intensity that would support existing commercial uses in the downtown, thus creating and maintaining downtown's unique sense of place with a good mix and diversity of uses. The project enhances the downtown pedestrian environment, safety, and attractiveness by proposing new street trees, streetlights, and sidewalk paving that is compatible with development in the same vicinity. A full list of applicable Downtown Area Plan policies and a discussion of the project's conformance is included in [Attachment 1](#).

Downtown Retail Core & Downtown Historic District Design Guidelines

The project is located within the Downtown Retail Core Sub-Area and therefore is subject to the downtown design guidelines. The project is consistent with multiple downtown design guidelines by incorporating large retail display

windows to provide visual interest to pedestrians, awnings above retail storefronts, and recessed entryways as suggested by the guidelines. Outdoor seating is provided through a 3,520 square foot outdoor plaza at the corner of Ellsworth Avenue and E. 4th Avenue to invite pedestrian activity. In addition, street trees are provided along all four building frontages which would improve the outdoor pedestrian experience.

Site Plan and Architectural Review

The new mixed-use building requires a Site Plan and Architectural Review (SPAR) approval for the proposed site improvements and building design in accordance with Municipal Code Section 27.08.030. To grant the SPAR, the Planning Commission has to make certain findings, which are discussed in detail within the Resolution ([Attachment 1](#)). To summarize, the building complements the existing architectural character of the neighborhood in its use of materials, colors, and building form, such as brick, concrete, and wood. The proposed uses are compatible with the surrounding restaurants and stores to the north, east, and west and a residential use to the south. The site has adequate access, and the access is oriented so that it facilitates pedestrian activity. Therefore, the project meets the SPAR findings which require the project to be in scale and harmonious with the character of the neighborhood, the development to not be detrimental to the growth of the city, the development to not impair the desirability of investment or occupation in the vicinity, the development to meet all applicable standards, and the development to not adversely affect matters regarding police protection, crime prevention, and security.

Site Development Planning Application

The project requires a Site Development Planning Application (SDPA) approval for removal of major vegetation in conjunction with the development of a parcel, in accordance with Municipal Code Section 23.40. The project proposes the removal of 39 trees (38 street trees and one on-site tree). The equivalent landscape unit (LU) value of the applicable removed trees would be replaced through planting of new trees, payment of an in-lieu fee, or a combination of both, per conditions of approval in accordance with Municipal Code Section 27.71. Staff's evaluation of the proposed project is that the SDPA findings for approval can be made in that the project proposes the planting of 37 new trees, including 33 street trees along all four frontages and will pay an in-lieu fee toward the City's Tree Planting Fund if necessary for any deficit in the existing LU value. These findings are discussed in greater detail within the Resolution ([Attachment 1](#)).

Citywide Pedestrian Master Plan

Appendix A of the Citywide Pedestrian Master Plan provides guidelines for sidewalk designs and types specific to a project's land use and street parking configuration. Along the project's S. Ellsworth Avenue, E. 4th Avenue, and S. B Street frontages, the applicable sidewalk standard is A.10 *Mixed Use Type B Street Parking*. This standard recommends an overall sidewalk width ranging from 16 feet to 26 feet. Along the E. 5th Avenue frontage, the applicable sidewalk standard is A.9 *Mixed Use Type A Zero Setback*, which recommends an overall sidewalk width ranging from 16 feet to 20 feet.

Along the project's E. 4th Avenue and E. 5th Avenue frontages, the project provides an overall sidewalk width of 16 feet, which is in conformance with the Pedestrian Master Plan. The project does not meet the overall sidewalk widths for its S. Ellsworth Avenue frontage as it proposes overall sidewalk widths of up to 15'-6", which is short by six inches. For the S. B Street frontage, although the project proposes an overall sidewalk width of 16'-0", it does not meet the sidewalk width guideline as it proposes a smaller Planting Zone and Through Zone due to the proposed loading zone ramp. The applicant has requested these reductions in sidewalk width as a density bonus waiver ([Attachment 6](#)).

Bicycle Master Plan

The City's Bicycle Master Plan provides policies and recommendations to implement citywide infrastructure improvements to support bicycle use. The Bicycle Master Plan also lays out a proposed bicycle network of various bike lanes, paths and routes. Along the project's E. 5th Avenue frontage, the Bicycle Master Plan proposes a buffered bicycle lane (Class II) along 5th Avenue, which the project plans are consistent with.

Previously, the 2020 Bicycle Master Plan had included a physically-separated bicycle lane (Class IV) along the project's S. B Street frontage, which generally includes a physical buffer to reduce conflict between bicycles and motorized vehicles. However, at the July 18, 2022 City Council meeting, the City Council adopted a resolution to amend the Bicycle Master Plan, which included the removal of the Class IV bike lane along B Street between 5th Avenue and Baldwin Avenue in order

to accommodate an outdoor pedestrian mall in the future. As a result, the applicant has now proposed a Class III bicycle lane along their B Street frontage.

Lastly, in conformance with the Municipal Code Section 27.64.262, the project exceeds the minimum number of long-term bicycle parking spaces required (22 spaces provided, and 21 spaces required) and exceeds the minimum number of short-term bicycle parking (20 spaces provided, and 15 spaces required), and has been conditioned to conform to all bike parking requirements.

Affordable Housing

State Density Bonus Law

California Government Code 65915 outlines density bonus standards for residential and mixed-use projects that include certain percentages of below market rate (BMR) housing units. The applicant proposes to designate all 10 of the residential units (100%) as BMR, with affordability at the Low-Income level (80% area median income).

Concession and Waiver Requests

State Density Bonus Law permits the applicant to request up to four concessions for projects with 100% affordable units as well as an unlimited number of waivers from development standards. The applicant's density bonus request letter detailing the project's concession and waiver requests is included as Attachment 6. As listed in the density bonus letter, the applicant is requesting a total of six waivers, although only five are applicable as the waiver from the Pedestrian Master Plan is not necessary:

1. Exceed the maximum bulk standards from 150' to 197'-6" for lineal building dimension and from 170' to 256'-7" for diagonal dimension.
2. Increase the distance for the street wall build-to-line standards from the 0' setback requirement (to build up to the property line) to a 4'-6" setback instead.
3. Increase the build-to-line exception from 25% to 30% along the Ellsworth Avenue frontage.
4. Increase the maximum floor area ratio (FAR) from 3.0 to 3.1.
5. Not provide the required off-street loading spaces on the private property.

State Density Bonus Law provides that waivers are reductions from standards that would otherwise physically preclude the development of the proposed density. The City shall grant the waiver requests unless findings can be made that granting the waivers would have an adverse impact on any historical resource or would be contrary to state or federal law or would have a specific unmitigable adverse impact on public health or safety. Staff has evaluated the waiver requests and has not found any evidence to support either of these findings. In addition to the waiver requests, the applicant has made one concession request:

1. Reduce the required retail frontage from 75% to 47% along S. B Street and along S. Ellsworth Avenue.

In accordance with Government Code Section 65915(d)(1), the City shall grant incentive requests unless findings can be made that the incentive 1) would not result in identifiable and actual cost reductions to provide the affordable housing units, 2) would have a specific adverse impact upon public health and safety, or 3) would be contrary to state or federal law. Staff has evaluated the incentive request and has not found any evidence to support any of these findings to deny the concession request. As discussed in the applicant's density bonus request letter, the partial relief from the retail frontage requirements would result in approximately \$3.5 million in cost savings that would help offset the cost of constructing the 10 BMR units.

Other Housing Laws

The City's Inclusionary Housing Program does not apply to the project as the proposed unit count (10) is below the minimum 11-unit threshold. This project is also not subject to the Housing Accountability Act (HAA) because less than two-thirds of the mixed-use building's floor area is for residential uses.

San Mateo Affordable Housing Commercial Linkage Fee

To mitigate the impacts of increased affordable housing demand associated with new commercial retail and office development, and to meet the City's Housing Element goals, the project is required to comply with SMMC Chapter 23.61, which requires the payment of a commercial linkage fee. In lieu of paying the linkage fee, the project proposes to construct 10 new BMR residential units, affordable at the Low-Income level, as part of the project as outlined in the applicant's Affordable Housing Plan, included as [Attachment 7](#). This proposal would meet the Affordable Housing Commercial Linkage Fee requirements per SMMC Section 23.61.050, which provides alternatives to paying the fees, subject to certain findings discussed in detail in [Attachment 1](#), and associated conditions of approval. The conditions of approval include entering into a BMR Agreement with the City to ensure the units meet the City's BMR requirements and have adequate access to all amenities, such as residential open space and parking.

Resolution No. 84 (2016), adopted by the City Council on January 5, 2015, requires eight units per 100,000 net new square feet of office and one unit per 100,000 net new square feet of retail development. Because the project would demolish 60,965 square feet of retail and proposes 17,658 square feet of retail space and 104,554 square feet of office space, eight Low-Income units are required, which the project exceeds by proposing 10 units. The first 5,000 square feet of commercial space prorated across both office and retail is exempt from this calculation.

Design Review

As previously noted, the Planning Commission last reviewed the project at the September 14, 2021 Study Session based on preliminary plans showing a five-story mixed-use building. The Commission expressed general support for the initial design, but recommended and commented on the following:

- The project should include two- and three-bedroom units to accommodate families;
- Increase building height to increase residential density;
- Building materials, including increasing living walls and adding trees on B Street
- Coordinate loading zone/bike lane/pedestrian walkway on B Street; consider relocating loading zone to Ellsworth.

A summary of the Commission's comments at the September 14, 2021 Study Session are included in the meeting minutes included as [Attachment 8](#). Since the Study Session, the applicant refined the building design by adding street trees and removing the Class IV bike lane B Street, and replacing some wood columns with concrete or brick on the ground floor. The applicant did not, however, incorporate any two- or three-bedroom units into the final design, nor increase the density. The applicant has explained that because the affordable units are provided in collaboration with a non-profit housing organization, it is difficult to increase the number of units.

The City's design review consultant, Larry Cannon of Cannon Design Group, completed a design review of an initial submittal of the proposed design. Larry Cannon's design review letter is included as [Attachment 9](#). In response to the letter, the applicant had modified the building design, including changing the material above the office and residential entrances to ensure they are more prominent and modifying the awning materials to the current proposal.

Transportation Analysis

Vehicle Miles Traveled Impact Analysis

The City's transportation consultant, Kittelson & Associates, prepared a Transportation Impact Analysis (TIA), included as [Attachment 10, Appendix L](#), to analyze the project's transportation impacts in accordance with the standards of the California Environmental Quality Act (CEQA) and the City's General Plan. Vehicle Miles Traveled (VMT) is the metric established by CEQA for determining the significance of transportation impacts.

Based on the City's adopted TIA guidelines, the TIA concludes that the project will not cause a significant VMT impact as it meets screening criteria to exempt from the project from further VMT analysis. Specifically, the project is within a one-half mile of a high-quality transit area, and is located within a low VMT area, which is presumed to have a less than significant VMT impact.

Level of Service Impact Analysis

In addition to analyzing the project's VMT impact, Kittelson & Associates conducted a Level of Service (LOS) analysis at

various study-intersections. In accordance with the City's General Plan criteria, the City shall maintain a LOS no worse than mid LOS D at all signalized intersections within the City, and no worse than LOS E for all unsignalized intersections. The five study intersections selected for analysis were:

1. E. 5th Avenue/Laurel Avenue (two-way stop controlled)
2. E. 5th Avenue/Ellsworth Avenue (two-way stop controlled)
3. E. 5th Avenue/B Street (signalized)
4. E. 4th Avenue/B Street (signalized)
5. E. 4th Avenue/ Ellsworth Avenue (signalized)

Overall, the TIA estimates that the project would generate a total of 169 vehicle trips during the weekday AM peak hour, which is 135 fewer vehicle trips compared to the existing use. The project is estimated to generate a total of 201 vehicle trips during the weekday PM peak hour, which is 231 fewer vehicle trips compared to the existing use. The project would also generate a total of 2,904 weekday daily trips, which is 3,645 fewer weekday daily trips compared to the existing use. The TIA concluded that the project would not result in any adverse LOS effects. The project is subject to a condition of approval requirement payment of a Transportation Improvement Fee (TIF) requiring developers to contribute to the cost of future transportation improvements.

Transportation Demand Management Plan

The project will implement a Transportation Demand Management (TDM) Plan, prepared by the City's TDM consultant, Steer, to formalize trip reduction strategies with the Downtown Area Plan and Sustainable Streets Plan goal of further reducing overall single-occupancy vehicle trips.

The core TDM measures that the applicant proposes to integrate into the project include design measures related to the physical attributes of the site as well as programmatic measures to encourage the use of sustainable forms of transportation. These measures include:

- Transit passes (Go Pass and Way2GO Pass) for employees and monthly subsidies for residents
- On-site TDM Coordinator
- Informational packets for new hires and new residents
- Multimodal wayfinding signage
- TDM communications such as websites, bulletin boards, and social media to promote sustainable travel options

The TDM Plan is included as Attachment 10, Appendix M. Overall, Steer estimates that implementation of all core measures would reduce trips by an additional 8.78 – 27.42%. In addition, the TDM Plan outlines additional measures that would further reduce trip reductions and are considered optional to the developer given that they require additional financial investments. These measures include bike education and workshops, promotional programs, and carshare.

PUBLIC COMMENTS:

Public comments submitted to staff during the formal planning application review are included in Attachment 11. Approximately 19 public comments generally pertain to the support of maintaining a full-service grocery store, and approximately two public comments expressed concerns regarding the size of the proposed grocery store, noise, traffic, and other environmental impacts. Public comments after publication of this report will be forwarded to the Planning Commission for review and consideration at the public hearing and posted to this item on the [City's Agendas & Minutes Public Meeting Portal](#) as "Post Packet Public Comments."

ENVIRONMENTAL DETERMINATION:

On May 1, 2009, the San Mateo City Council adopted the Downtown Area Specific Plan (DASP) and its associated Initial Study/Mitigated Negative Declaration (IS/MND). On October 18, 2010, the City of San Mateo certified the General Plan Environmental Impact Report (EIR). The EIR analyzed the General Plan's framework for all zoning and land use decisions within the City through 2030, including the estimation of 48,360 residential units and 30.7 million square feet of non-residential development. As a result, in accordance with the California Environmental Quality Act, an Addendum to the EIR

and IS/MND has been prepared, and is intended to provide project-level, site-specific environmental clearance for the proposed mixed-use project at 222 E. 4th Avenue. The Addendum demonstrated that the proposed project would not result in any significant impacts not already considered under the previously certified 2030 General Plan EIR and DASP IS/MND, nor would there be a substantial increase in the severity of the significant impacts previously disclosed. No new impacts or new mitigation measures necessitating a Supplemental EIR were found. Furthermore, the implementation of appropriate mitigation measures for air quality, biological resources, cultural resources, and noise already included in the EIR and project conditions of approval relating to acoustics, parks, and hazardous materials would reduce all potential impacts to a less than significant level. The Addendum is included in Attachment 10. The project's Mitigation Monitoring and Reporting Program (MMRP) is included as Exhibit B in Attachment 1, which is in place to ensure compliance with the Mitigation Measures analyzed and required by the Addendum.

NEXT STEPS:

Once the Planning Commission has made a recommendation, this project will be forwarded to the City Council for final action, which is tentatively scheduled for a City Council Special Meeting on December 1, 2022.

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 meeting:

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

ATTACHMENTS

- Att 1 – Proposed Resolution
 - Exhibit A – Conditions of Approval
 - Exhibit B – Mitigation Monitoring and Reporting Program
- Att 2 – Location Map
- Att 3 – Project Plans
- Att 4 – Project Data Sheet
- Att 5 – Parking Demand Study
- Att 6 – Density Bonus Request Letter
- Att 7 – Affordable Housing Plan
- Att 8 – Planning Commission Meeting Minutes – September 14, 2021
- Att 9 – Design Review Report
- Att 10 – CEQA – Addendum
 - Appendix A – Mitigation Monitoring and Reporting Program and Conditions of Approval
 - Appendix B – Air Quality and Health Risk Assessment
 - Appendix C – Tree Inventory, Assessment, and Protection Report
 - Appendix D – Geotechnical Investigation
 - Appendix E – Greenhouse Gas Emissions Assessment
 - Appendix F – Climate Action Plan Consistency Checklist
 - Appendix G – Phase I Environmental Site Assessment
 - Appendix H – Pre-Construction Site Investigation Report
 - Appendix I – Pre-Construction Site Investigation Report Conclusions and Responses
 - Appendix J – Environmental Document Review Letter
 - Appendix K – Noise and Vibration Assessment
 - Appendix L – Transportation Impact Analysis
 - Appendix M – Transportation Demand Management Plan
- Att 11 – Public Comments

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