

EXHIBIT A
FINDINGS FOR APPROVAL
PA 12-054, St. Matthew's Episcopal Day School Expansion Master Plan
16 Baldwin Avenue,
15 Second Avenue, Northeast corner of 2nd Ave/El Camino Real and 50 N. San Mateo Dr.
PARCEL # 032-313-010,
034-141-020, 032-313-070 and 032-313-070

As approved by the Planning Commission on February 26, 2013

I. CEQA CLEARANCE

1. The Mitigated Negative Declaration adequately assesses the environmental impacts of the proposed project. Potentially significant impacts have been identified. Mitigation measures have been identified, and have been incorporated into the proposed project or into conditions of approval which would mitigate impacts to levels which will not cause significant impacts on the environment
2. Pursuant to Section 21081 of the Public Resources Code, a mitigation monitoring and reporting program has been included as part of the conditions of approval to mitigate and avoid potentially significant impacts on the environment.
3. In the event that a specific condition of approval as adopted by the Planning Commission with respect to any project-related impact is worded differently than the mitigation measure specified in the MND or the Mitigation Monitoring and Reporting Program, then the condition of approval shall take precedence. Pursuant to CEQA Guidelines Section 15074.1, the conditions of approval will be more effective or equivalent in mitigating or avoiding potentially significant effects and will not cause any potentially significant effect on the environment.
4. Approval of the Mitigated Negative Declaration reflects the independent judgment of the approval authority of the City of San Mateo.

II. SITE PLAN AND ARCHITECTURAL REVIEW (Section 27.08.030)

1. The structures, site plan, and landscaping are in scale and harmonious with the character of the project area in that: the designs, height, bulk and materials of the buildings have been designed to be part of the existing school campus and also transition with other residential and commercial buildings in the project vicinity; and the development incorporates the historic buildings on the site and has designed new buildings in keeping with the historic district on the site; and the development provides on-site landscaping, open space and amenities that are in keeping with the existing school buildings and adjacent buildings. The project maintains the creek that runs through the site as a project amenity.
2. The development will not be detrimental to the harmonious and orderly growth of the City; because the existing educational land use on the site remains. The gradual student

enrollment and faculty increase has been evaluated, specifically traffic, circulation and parking were analyzed and the conditions of approval specify measures to minimize impacts to the neighborhood. In addition, the project retains the historic character of the project site and maintains the creek that runs through the property as an amenity.

3. The development will not impair the desirability of investment or occupation in the vicinity and is otherwise in the best interests of the public health, safety, and welfare in that the development of a school on the project site represent an upgrade of the property and would not result in any significant impacts regarding public health, safety, or welfare as conditioned. The project will be constructed in compliance with all building codes, fire codes, and the City's Building Security Code.
4. The development meets all applicable standards as adopted by the Planning Commission and City Council, conforms with the General Plan, and will correct any violations of the zoning ordinance, Uniform Building Code (UBC), or other municipal codes that exist on site;
5. The proposed project will not adversely affect matters regarding police protection, crime prevention and security in that it will be constructed in accordance with the City's Security ordinance.

III. SPECIAL USE PERMIT (Section 27.74.020)

Granting of the Special Use Permit will not adversely affect the general health, safety, or welfare of the community, and that the use if permitted, will not cause injury or disturbance to adjacent property by traffic or by excessive noise, smoke, odor, or noxious gas, dust, glare, heat or fumes, or industrial waste in that provision of offsite parking and playground uses on the 2nd Avenue/El Camino Real corner lot will not result any significant impacts. The 2nd Avenue/El Camino Real corner lot has long been designated for urban development in the City's General Plan. The proposed parking and playground uses are within the allowable density, height and Floor Area Ratio allotted for the site under City regulations. The proposed project will not have environmental effects which cause substantial adverse effects and the project would not result in significant impacts regarding noise, glare, odors, impacts to biotic or historical resources, noise, traffic and parking congestion. In addition, the project includes a condition of approval requiring an easement specifically for the purposes of providing parking and playground uses at this location.

IV. SITE DEVELOPMENT PERMIT (Municipal Code § 23.40)

The site development proposed as part of this application including, but not limited to grading and removal of vegetation will not result in a site condition detrimental to public welfare or injurious to other property in the vicinity of the subject property in that the trees proposed for removal will be replaced by on-site trees. Additionally, requirements for regulating stormwater run-off and air quality will be applied to the project to minimize impacts from grading during construction. Specific measures are also included in the project to minimize potential impacts to the creek and adjacent habitat located on the project site.

V. GENERAL PLAN CONFORMITY

The project conforms to the following Land Use and Urban Design policies of the General Plan:

- GOAL 1.e:** Provide adequate transportation, utilities, cultural, educational, recreational, and public facilities, and ensure their availability to all members of the community. Establish San Mateo as the cultural center of San Mateo County.
- GOAL 1f:** Provide a wide range of land uses, including retail, commercial services, office, industrial, parks, open space, and housing, to adequately meet the needs of the community.
- GOAL 1g:** Attain development which occurs in an orderly fashion and which limits adverse environmental impacts to the community.
- LU 2.4:** Downtown Plan. Establish downtown San Mateo as the social, cultural, and economic center of the City with a wide range of office, medical, residential, entertainment, and retail uses at high intensities and densities while encouraging pedestrian activity and bicycle connectivity to adjacent neighborhoods.
- LU 2.10:** Optimize Development Opportunities. Ensure that developments optimize the development potential of property in major commercial areas such as the Downtown Retail Core and along South El Camino Real.
- LU 3.1:** Downtown Plan. As the social, cultural and economic center of the City, the downtown shall maintain a wide range of office, medical, residential, entertainment, and retail uses at high intensities and densities.
- LU 3.2:** Significant Historic Structures. Protect key landmarks, historic structures, and the historic character that exists in parts of downtown as defined in the Conservation/Open Space Element.
- UD 2.14:** Sustainable Design and Building Construction. Require new development and building alterations to conform with the City's Sustainable Initiatives Plan and subsequent City Council adopted goals, policies, and standards pertaining to sustainable building construction.

This area of downtown is designated as a Commercial Business District in the General Plan, and currently features a variety of retail, restaurant and office uses. The proposed school expansion will be a benefit to the community in that it will provide for increased education opportunities and facilities and represents an upgrade and remodel of existing school buildings, thereby adding value to the properties and the downtown commercial area. The buildings are historic and the proposed project will provide building utility and fire sprinkler/alarm system upgrades, thereby improving the usability of the buildings. The project also includes the addition of buildings with the project site historic district. These buildings have been designed to be compatible with the

existing historic buildings on the site.

The project submittal includes a LEED Checklist that documents achievement of a Silver level, meeting the City's requirements.

The project conforms to the following policies of the Conservation, Open Space and Parks and Recreation Policies of the General Plan:

GOAL 1: Protect and enhance the City's natural resource areas which provide plant and animal habitat.

GOAL 2: Conserve and manage the City's natural resources to ensure that current and future generations will enjoy the environmental, social and economic benefits derived from our urban forest, parks and open spaces.

C/OS 2.4: New Creekside Development Requirements. Require that new creekside development include the following:

- a. Adequate setback from the creek bank for flood control as directed by the Safety Element Policy S-2.2.
- b. Protection or enhancement of riparian vegetation and water (including stormwater) quality.
- c. Dedication of maintenance/bank stabilization easement in exchange for City assumption of maintenance responsibility.
- d. Dedication of a public access easement where possible and desirable.

C/OS 2.5: Creekside Development Density. Require that new development on creekside lots be of a bulk and density appropriate to the buildable portion of the subject lot in conformance with the City's creek and slope standards.

C/OS 5.3 Special-Status Species. The City shall seek to preserve wetlands, habitat corridors, sensitive natural communities, and other essential habitat areas that may be adversely affected by public or private development projects where specialstatus plant and animal species are known to be present or potentially occurring based on City biological resource mapping or other technical material.

The proposed project would not impact riparian vegetation. In addition, the project is set back from the adjacent San Mateo Creek and a maintenance easement is provided. The project proposes to protect and maintain the riparian vegetation and habitat along the creek and includes conditions of approval to ensure this.

The project conforms to the following policies of the Circulation Element of the General Plan:

- C 2.4:** Transportation Fee Ordinance. Require new developments to pay for on-site improvements to meet the needs of development and their proportionate share of the costs for mitigating cumulative traffic impacts within the City of San Mateo. Utilize a Transportation Fee Ordinance to finance necessary off-site improvements equitably. The off-site improvements will include intersection and street improvements to maintain intersection levels of service, traffic safety improvements and improvements to reduce single occupant vehicle trips such as bicycle system enhancements, pedestrian improvements, and trip reduction measures.
- C 6.3:** Travel to Schools. Reduce private automobile school trips by 50% before 2020 by working with private and public schools to increase the number of students walking or bicycling to school, implementing “walking pools” to schools, increasing carpooling for students, and making flexible local transit available for student travel.

The project will required to pay a traffic impact fee proportionate to its fair share of costs for roadway improvements. The project has also agreed to implement a variety of TDM measures described in their TDM program which includes performance standards and measures to reduce vehicle project trips.

There are other TDM programs which require a broader participation base than this project can provide. The formation of a downtown Transportation Management Association is necessary to establish these broader scale TDM programs. Development project in the downtown area are required to contribute seed money toward the formation of a downtown TMA. The property owner has agreed to contribute \$10,000 as seed money. TDM programs established by the TMA would in theory benefit multiple businesses, property owners and downtown customers by facilitating use of alternative transportation and otherwise reduce single-use vehicle trips.

Implementation of the project level TDM programs as well as the measures/programs that would be made available through the Downtown TMA will help to reduce single-occupant vehicle trips and traffic congestions in the downtown area and thereby reduce parking demand.

The project conforms to the following policies of the Noise Element of the General Plan:

- N 1.1:** Interior Noise Level Standard. Require submittal of an acoustical analysis and interior noise insulation for all "noise sensitive" land uses listed in Table N-1 which have an exterior noise level of 60 dB (LDN) or above, as shown on Figure N-1. Maximum interior noise level shall not exceed 45 dB (LDN) in all habitable rooms.

An independent noise study has been prepared for the project with recommendations to ensure compliance with all General Plan noise standards. The Noise Study concludes that the proposed

school project would not result in new significant noise impacts. Mitigation measures are included in the study to reduce interior noise levels to meet the project acoustical requirements and address potential noise impacts during construction. The recommendations in the analysis are required as conditions of approval to be incorporated into the building permit plans for the project. During the construction period, the project will conform to the City's requirements regarding hours of construction and reduction of sound produced by construction equipment.

DOWNTOWN PLAN CONFORMITY

The project is consistent with the following goals and policies of the Downtown Plan:

I. Enhance Downtown's Role as The City Center and Maintain Its Unique Sense Of Place

I.5 San Mateo Creek. Protect and utilize the open space and natural qualities of San Mateo Creek for private and public benefit to: assure access for police, fire, and floodway maintenance; increase flood protection; and preserve opportunities for future public use, access, and enjoyment

I.6 San Mateo Creek Flood Protection. Protect new development adjacent to San Mateo Creek by requiring adequate building setbacks from creek banks, provision of access easements for creek maintenance purposes, and creek improvements such as bank stabilization.

III. Enhance the downtown's pedestrian environment and enhance the safety and attractiveness of downtown.

III.7 Pedestrian Access – Pedestrian Safety is a Priority in the Pedestrian improvements should incorporate the following concepts to develop a consistent pedestrian-friendly environment

IV. Protect key landmarks and the historic character that exists in parts of downtown.

IV.4 Downtown Historic Character. Preserve and retain the historic and architectural character of structures within the downtown.

VIII. Support sustainable initiatives in downtown.

VIII.2 Transportation Demand Management (TDM). Required participation in TDM measures, such as car/van pooling, car sharing, staggered work hours and transit use, as a condition of approval for projects anticipated to generate significant parking and traffic impacts.

VIII.3 Downtown Transportation Management Agency (TMA). Develop a Downtown TMA to provide support and oversight of the Downtown residential and commercial transportation opportunities and enhance the use of public transit and/or bicycles while reducing the use of single-occupant vehicles.

VIII. 4 Support Sustainable Transportation Initiatives. Implement Downtown Area Plan policies calling for use of Transportation Demand Management (TDM) measures, establishment of a Transportation Management Association (TMA), and other measures to reduce vehicle trips and encourage transit use and promote bicycle and pedestrian accessibility.

This area of downtown is designated as a Commercial Business District in the General Plan, and currently features a variety of retail, restaurant and office uses. The proposed school expansion will be a benefit to the community in that it will provide for increased education opportunities and facilities and represents an upgrade and remodel of existing school buildings, thereby adding value to the properties and the downtown commercial area. The buildings are historic and the proposed project will provide building utility and fire sprinkler/alarm system upgrades, thereby improving the usability of the buildings. The project also includes the addition of buildings with the project site historic district. These buildings have been designed to be compatible with the existing historic buildings on the site.

The project includes San Mateo Creek as amenity through the project site and in compliance with the Downtown policy of maintaining the natural qualities of the creek by setting back development but also providing access along the creek. The proposed addition to the buildings will also be located out of the flood plain of the creek,

The project has also agreed to implement a variety of TDM measures described in their TDM program which includes performance standards and measures to reduce vehicle project trips.

There are other TDM programs which require a broader participation base than this project can provide. The formation of a downtown Transportation Management Association is necessary to establish these broader scale TDM programs. Development project in the downtown area are required to contribute seed money toward the formation of a downtown TMA. The property owner has agreed to contribute \$10,000 as seed money. TDM programs established by the TMA would in theory benefit multiple businesses, property owners and downtown customers by facilitating use of alternative transportation and otherwise reduce single-use vehicle trips.

Implementation of the project level TDM programs as well as the measures/programs that would be made available through the Downtown TMA will help to reduce single-occupant vehicle trips and traffic congestions in the downtown area and thereby reduce parking demand.