

EXHIBIT A
FINDINGS FOR APPROVAL
PA #14-082, 400 and 450 Concar Drive
Site Plan and Architectural Review (SPAR) Modification
400 and 450 Concar Drive
APN #05-201-020 & 035-202-010
November 25, 2014

I. Adopt the Categorical Exemption from Environmental Guidelines, finding that:

The project is categorically exempt from environmental guidelines, pursuant to the California Environmental Quality Act Guidelines, Class 5 Section 15305 Minor alterations in land use limitations in areas with an average slope of less than 20%, which do not result in any changes in land use or density. The project is a modification to already approved interior garage plans that do not alter the structural design or increase density and would have no significant or permanent effects on the environment.

II. Approve the Site Plan and Architectural Review (Municipal Code § 27.08.030), finding that:

- (1) The structures, site plan, and landscaping are in scale and harmonious with the character of the neighborhood in that the project would have a minor change to the interior floor layout of the below grade parking garages for both buildings. The only exterior change is the addition of short-term parking spaces on the sites of the buildings which is in scale and harmonious with the character of the neighborhood.
- (2) The development will not be detrimental to the harmonious and orderly growth of the City because the proposed modifications to the parking spaces of the interior garages does not alter the number of parking spaces on the approved plans and would add additional bicycle parking spaces that meet and exceed the code requirements of the area.
- (3) The development will not impair the desirability of investment or occupation in the vicinity, and otherwise is in the best interests of the public health, safety, or welfare in that there will be no overall reduction of parking spaces and the addition of bicycle parking spaces increases the desirability of reducing vehicular trips in a Transit-Oriented Development area.
- (4) The development meets all applicable standards as adopted by the Planning Commission and City Council and conforms to the General Plan and Rail Corridor Plan. The project is in conformance with the overall parking demand of the 2010 approved plans.

- (5) The proposed project will not adversely affect matters regarding police protection, crime prevention, and security in that the project will not alter the approved plans or site plan as they relate to such security matters.

III. General Plan Conformity

400 and 450 Concar Drive are located within the Hayward Park Station Transit-Oriented Development area. The proposed modifications to the 2010 approved plans are in compliance with the following goals and policies:

GOAL 3c: Promote transit-oriented development in designated area adjacent to Caltrain stations.

POLICY LU 3.4: Rail Corridor Transit-Oriented Development Plan (Corridor Plan). Implement the Corridor Plan to allow, encourage, and provide guidance for the creation of world class transit-oriented development (TOD) within a half-mile radius of the Hillsdale and Hayward Park Caltrain station areas, while maintaining and improving the quality of life for those who already live and work in the area. Development within the plan area shall comply with the policies of the Plan.

POLICY PA 5.2: SR 92/Grant Street/Concar Drive/Delaware Street Vicinity. For properties within the focal area;

1. Allow a concentration of large scale retail, office and hotel uses, as delineated on the Building Height and Intensity Maps.
6. Allow transit-oriented development within the Transit-Oriented Development (TOD) area in the vicinity of the Hayward Park station according to the provisions of the San Mateo Rail Corridor Transit-Oriented Development Plan.

POLICY C 2.11: Transportation Demand Management (TDM) in Rail Corridor Transit-Oriented Development Plan (Corridor Plan). Establish and implement a TDM program consistent with the Corridor Plan policy and program requirements for development within Transit-Oriented Development (TOD) areas designated by the Corridor Plan, as well as for all properties within the Hillsdale Station Area Plan.

POLICY C 3.3: Hayward Park Station. Improve pedestrian and vehicular access to the station. Redevelop the surrounding area with mixed-use and transit-oriented development.

POLICY C 6.5: Transit Oriented Development Areas (TOD). Concentrate future development near rail transit stations by reducing development potential outside of the TOD areas, providing incentives for development within TOD areas, and encouraging developments within Transit Oriented Development Areas (TOD) to maximize population and employment within allowable zoning limits.

The project conforms to these policies in that the project meets the requirements for a development located in a TOD zone, and the modifications to the parking arrangements in the two separate parking garages maintain the overall project requirement for parking while increasing the number of bicycle parking spaces which enhances the TDM program for the project.

IV. Rail Corridor Plan Conformity

Policy 7.17 The goal of the TDM program is to achieve an overall reduction in new vehicle trips of at least 25 percent corridor wide. It is recognized that this reduction will occur over time and that the reduction achieved by individual projects will vary based on the specific characteristics of the project, such as location and proposed uses.

Policy 7.19 All development projects within the TOD zone shall be required to submit a trip reduction and parking management plan as part of the development application.

The project conforms to these policies in that the project meets the requirement for a trip reduction and parking management plan that results in a 25% trip reduction and 20% parking reduction.