



Item No: 1
Meeting Date: 1/13/2015

To: Planning Commission

Date: 1/2/2015

Authorized By: Ron Munekawa
Chief of Planning

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Subject: PA 14-055 STATION PARK GREEN FORMAL SPAR APPLICATION;
1700 and 1790 S. Delaware Street, San Mateo, CA; APN: 035-200-60,
035-200-180

RECOMMENDATION

That the Planning Commission recommend City Council approval of the project by making the following motions:

1. Recommend adoption of the Addendum to the Mitigated Negative Declaration for the project based upon the Findings for Approval in Exhibit A.
2. Recommend approval of the Site Plan and Architectural Review (SPAR) for construction of a mixed-use transit oriented development with office, retail, residential and public use facilities, including 599 residential units, 10,000 square feet to 15,000 square feet of commercial, 25,000 square feet to 30,000 square feet of retail, and 2.3 acre of parks, Site Development Planning Application, and Vesting Tentative Parcel Map, and revisions to the Station Park Green Specific Plan and Station Park Green Design Guidelines based upon the Findings for Approval in Exhibit A and Condition of Approval in Exhibit B.

BACKGROUND

The original Station Park Green project including the Specific Plan and Design Guidelines were approved by the City Council on January 28, 2011 in addition to the Initial Study/Mitigated Negative Declaration which was adopted on the same date. On February 24, 2011, the City Council and the applicant entered into a Development Agreement for the Station Park Green project including the Specific Plan and Design Guidelines.

On May 13, 2014, the Planning Commission reviewed the pre-application submittal at a Study Session for Site Plan and Architectural Review (SPAR), Site Development Planning Application, and Tentative Subdivision Map, and revisions to the Specific Plan and Design Guidelines. In response to the direction provided by the Planning Commission, the applicant subsequently submitted the Station Park Green SPAR Planning Applications in June 2014. As part of these applications, the Specific Plan and Design Guidelines are proposed to be amended to reflect changes to the original project (refer to Attachments 2 and 3, respectively). Three Planning Commission Study Sessions were held on August 26, 2014, October 14, 2014, and October 28, 2014 to review the site planning, landscape, and architectural details of the entire project including Blocks MU-1 and RES-2, and RES-3 and RES-4, respectively.

Site Description:

The project site is located within the San Mateo Rail Corridor Plan's Hayward Park Station TOD (Transit-Oriented Development) Overlay Zone and consists of an approximately 12 acre parcel located at the northwest corner of South Delaware Street and Concar Drive (refer to Location Map, Attachment 1). The project site is the location of the former K-Mart/office building (second floor) and the former Michael's Arts and Crafts retail building. These buildings have a substantial amount of adjacent surface parking and minimal landscaping. The Shell Service Station located at the corner of Delaware Street and Concar Drive is also included in the project site. The subject property is adjacent to a variety of uses including commercial and office uses directly to the north; multi-family and single-family uses to the north and east; retail uses to the south and southeast adjacent to State Route 92 (also, the sites of the approved Hines 92 and Delaware Office Buildings); and the Hayward Park Caltrain Station and rail line directly to the west.

The property has a land use designation and zoning classification of Transit Oriented Development (TOD).

General Project Description:

The Specific Plan proposes the demolition of the existing buildings on the project site and construction of a mix of residential, office, retail, open space, pedestrian pathways, and park uses. Refer to the applicant's Book 1: Project Description for specific background and details in Attachment 2.

The proposed architecture style for the Station Park Green project is 'Contemporary'.

The project will include up to 90 below-market rate units in accordance with the 15 percent below market rate requirement for the City of San Mateo. Since the original approval of the Specific Plan, Design Guidelines, and Development Agreement, changes are proposed to the project. Table 1 below shows the original proposed Station Park Green Project compared to the proposed revised project.

Current Proposal Details:

Table 1 on the following page compares the originally approved 2011 project with the current proposal submitted on November 20, 2014.

Table 1: Original Versus Current Proposed Station Park Green Project

Standard	Original Project – Approved February 24, 2011	Proposed Project - Submitted November 20, 2014
<i>Block Pattern</i>	12 blocks: <ul style="list-style-type: none"> • 8 developed • 4 open space 	<ul style="list-style-type: none"> • 4 blocks • 8 open space areas
<i>Floor Plates</i>	Floor plates vary based on the block size. Footprints range from 4,000 to 78,000 square feet per building.	Larger floor plates as a result of change to block pattern. Footprints range in size - approximately 48,000 to 72,000 square feet per building
<i>Parking</i>	Underground	Enclosed above-ground/wrap around parking
<i>Retail use</i>	6 ground floor locations within site	Within a single block on ground floor at northeast corner at intersection of S. Delaware Street & Concar Drive
<i>Dwelling Units</i>	599 units maximum	599 units maximum
<i>Retail (retail, services, restaurant uses) sq. ft.</i>	25,000 – 60,000 gsf	25,000 gsf – 30,000 gsf maximum (27,784 sf shown on plans)
<i>Commercial Office sq. ft.</i>	10,000 – 45,000 gsf	10,000 gsf – 15,000 gsf maximum (10,755 sf shown on plans)
<i>Public Open Space</i>	2 acres	Approximately 2.3 acres
<i>The Park</i>	Approximately 1 acre	Approximately 1.1 acres
<i>Maximum Floor Area Ratio (all uses)</i>	3.0	2.3
<i>Maximum Floor Area Ratio (Retail)</i>	0.3	< 0.1 gsf
<i>Maximum Building Height</i>	55 feet (35 feet along S. Delaware Street)	55 feet (35 feet along S. Delaware Street)
<i>Minimum Setbacks</i>	Consistent with the Corridor Plan, buildings are not required to be setback from every street. Various based on Station Park Green Specific Plan and Design Guidelines	Various based on Station Park Green Specific Plan and Design Guidelines
<i>LEED Certification</i>	Leadership in Energy and Environmental Design (LEED) – New Development (ND)	LEED-Gold ND

Building Program: The project consists of four (4) individual buildings on an approximate 12 acre site. The four buildings contain a total of 1,240,389 square feet of area. Building MU-1 contains mixed use retail and office space at the ground level along S. Delaware Street and Concar Avenue, and residential units on levels 2 through 5 with parking provided on the interior of the building for all levels 1 through 5. A total of 27,784 square feet is proposed for retail services and 10,755 square feet of office in Building MU-1. The remaining three buildings, Buildings RE-2, RE-3, and RE-4, each include five (5) levels of residential units with five levels of concealed parking (“wrapped parking”) garage on the building interior. The roof top terrace of Building MU-1 includes outdoor amenities including a pool, spa, cabanas, dining tables, and barbeque for the residents of the development.

The residential component of the project consists of the following:

Studio units:	119
1 bedroom units:	312
2 bedroom units:	163
<u>3 bedroom units:</u>	<u>5</u>
Total Residential Units:	599

Parking: Parking is stipulated in the approved Specific Plan and confirmed in the approved Development Agreement. The proposed parking ratios and numbers comply with the approved Specific Plan and consist of the following:

Specific Plan Residential Parking Requirement

- 1.0 parking spaces per studio unit
- 1.3 parking spaces per 1-bedroom unit
- 1.5 parking spaces per 2-bedroom unit
- 1.8 parking spaces per 3-bedroom unit

Visitor parking spaces are included in these residential parking standards.

Given the proposed mix of studios, one-bedroom, two-bedroom and three-bedroom dwelling units, the proposed project requires 778 parking spaces, whereas 781 parking spaces is proposed, which is 3 spaces more than the parking requirement.

Non-Residential Commercial Parking

The Specific Plan includes commercial parking standards that are based on the total amount of commercial uses included in the proposed project as shown in Table 2 below.

Table 2: Required Non-Residential Parking Requirement by Use

Use	Area	Parking	Required Parking
Community/Recreation	2,207 sf	.32/1000	1 space
Office	9,047 sf	.32/1000	3 spaces
Retail	25,964 sf	2.06/1000	53 spaces
<i>Total</i>	<i>37,218 sf</i>		<i>57 spaces</i>

The non-residential parking requires 57 parking spaces to satisfy the parking requirement. The proposed project provides 131 non-residential parking spaces, which is 74 more than the required number of parking spaces. Of these 131 parking spaces, 20 will be reserved for the proposed office space, 12 will be reserved for loading spaces (and can be used after business hours for residential guests), and 5 will be reserved for public car-sharing services.

The proposed project exceeds the parking requirement and fulfills the visitor parking requirement.

Shared Parking Program

The 131 of the non-residential parking spaces will also be used by the residential tenants during non-business hours and will be made available for guest parking for residential visitors. The five (5) parking spaces reserved for public car-sharing services will not be included in the shared parking program and will remain as such 24 hours a day all week.

Open Space and Parks: Open space and parks are provided throughout the project site. Open space and parks remains largely the same with some revisions made to the design of the corner plaza at South Delaware Street and Concar Avenue. Specific design revisions are described in the 'Proposed Project Modifications' section below.

Entitlements: As proposed, the project would require approval of Specific Plan and Design Guidelines Amendments, Site Plan and Architectural Review (SPAR), a Site Development Planning Application for tree removal, grading and public improvements, and a Tentative Parcel Map to merge the two existing parcels into one lot and then subdivide into four lots.

STUDY SESSION COMMENTS

Study Sessions comments are summarized below. Study Session Minutes are also attached as Attachment 4.

August 26, 2014 Study Session: At the August 26, 2014 Planning Commission Study Session, the Commission expressed general support for the proposed project and stated that the developer, due to economic constraints, changed the project by no longer providing underground parking, rather proposed above ground wrapped parking which changed the block pattern to larger blocks. The larger blocks presented a challenge in trying to make the four developable blocks appealing to the pedestrian architecturally in terms of massing, articulation and variety of materials. The Commission also expressed a concern about the entryway from the southern end of the development into the train station.

October 14, 2014 Study Session: At the October 14, 2014 Planning Commission Study Session, the Commission expressed that overall they were pleased with the direction the project is moving. They noted to be sure that the modern architectural style in urban design context has room for variety, embellishment, and more consideration given to the pedestrian and how they will experience the space when travelling through the development. A comment was stated that the project should include more retail for the transit commuter closer to the train station.

October 28, 2014 Study Session: The Planning Commission consensus at the last Study Session on October 28, 2014, was that the proposed project meets the Rail Corridor goals, though, three Commissioners are looking for more vertical and horizontal articulation. Two Commissioners made a comment regarding visual richness while another expressed an interest in more variety in materials. Refer to the Attachment 4 for the Planning Commission Study Session Meeting Minutes.

APPLICANT RESPONSES TO PLANNING COMMISSION COMMENTS

Subsequent to the October 28, 2014 Study Session, the applicant has made a number of modifications to the project responding to the Commission's interest in creating greater visual interest and breaking down the massing of the buildings. The following is a list of the changes proposed which is further detailed in the applicant's Book 2: Description of Modifications, provided as Attachment 5.

1. Changes to Building Styles and Design

(Refer to project plan sheets A0-5.0 thru, A0-5.8, A1-1.0 thru A1-2.3, A2-1.0 thru A2-2.3, A3-1.0 thru A3-2.3, A4-1.0 thru A4-2.3, L-1.1, C3.0, C4.0, C5.0, and V1.1)

Building MU-1

East Edge at South Delaware Street (refer to page 4 accompanying applicant's letter):

- Add mass to the corner tower at the paseo to integrate with the surrounding forms.
- Add blue rain screen and "Juliet" balconies above the paseo.
- Add residential style openings, cornices, and awnings at the setback on the upper levels.
- Provide a more diverse color palette. Apply red rain screen at ground level and tower.

Southeast Corner of MU-1 at South Delaware Street and Concar Drive (refer to page 7 accompanying applicant's letter):

- Install an inhabitable sculpture at the pedestrian plaza.
- Provide more seating at the sidewalk with a level planting wall along Concar Drive.
- Increase the amount of tables while maintaining a strong landscape buffer against the street.
- Recess the upper massing along South Delaware Street and reduce the height of the glass element at the inside corner from five stories to four stories.

Southwest Corner of MU-1 at Concar Drive (refer to page 9 with letter):

- Additional use of accent color and railings to enhance visual interest.
- Thin the architectural frame and separate it into two components to reduce its visual weight and scale.
- Continue yellow mass at ground floor to emphasize a base element.

Building RE-2

Southeast corner of RE-2 at Concar Drive (refer to page 12 accompanying applicant's letter):

- Add porch surrounds at the ground level, and introduce a warm enhanced material.
- Add dark cornice at the top of each white mass.
- Offer a warmer color palette and provide darker color to decks and awnings to create contrast.

South edge of RE-2 at Concar Drive (refer to page 15 accompanying applicant's letter):

- Created a penthouse feature to define a top element, enhancing the proportions of base, middle, top.
- Thin the architectural frame and separate it into two components to reduce its visual weight and scale.
- Add a solar shading devise at the top level.

- Add a warm, enhanced material to the lobby façade.

West edge of RE-2 at EVAE (refer to page 17 accompanying applicant's letter):

- Adjust façade depth within the larger frame and extend railings to add visual texture. Increase visual interest by varying the railing positions within the smaller frames.
- Introduce an additional rain screen color within the architectural frames to accent the recessed portions.
- Thin the architectural frames to reduce their visual weight and scale.
- Extend first floor balconies with their respective awnings to provide a base to the smaller architectural frames.

East edge of RE-2 at The Park (refer to page 19 accompanying applicant's letter):

- Adjust façade depth within the larger frame and extend balconies outward to add visual texture.
- Add visual interest by varying the railing positions within the smaller frames.
- Introduce an additional rain screen color within the architectural frames to accent the recessed portions.
- Thin the architectural frames to reduce their visual weight and scale.
- Extend first floor balconies with corresponding awnings to provide a base to the smaller architectural frames.

North edge of RE-2 at the Park (refer to page 21 accompanying applicant's letter):

- Adjust setback, blue (appears grey) masses to create a top floor element with additional material diversity
- Add solar shading devices above the top row of windows.

Building RE-3

Southeast corner of RE-3 (refer to page 23 accompanying applicant's letter):

- Add cornices to the top of each vertical mass.
- Introduce window headers and sills to enhance visual interest and residential scale.
- Utilized solar shading devices at upper levels.

Southwest corner of RE-3 (refer to page 25 accompanying applicant's letter):

- Additional changes in facade depth allows for increased use of the accent color and railings to enhance visual interest.
- Thin the architectural frame and separated it into two components to reduce its visual weight and scale.
- Introduce a warm brown color to ground the stoops and span the divide between the architectural frames.

Building RE-4

Southwest corner of RE-4 (refer to page 27 accompanying applicant's letter):

- Created a penthouse feature to define a top element. Enhanced the proportions of base, middle, top while expressing "flex zone" treatment at corner (per Design Guidelines pg. 98 on Horizontal Expression).
- Thin the architectural frame and separated it into two components to reduce its visual weight and scale.
- Add more material variety. Add a warm, enhanced material at the front of the Community Park and the sidewalk.
- Utilize a solar shading devise at the top level.

East edge of RE-4 (refer to page 30 accompanying applicant's letter):

- Add "porch surrounds" at the ground level to vary the building depth along the ground plane, introduce a warm, enhanced material, and create additional play between the base level and the projecting white forms.
- Open the corner tower on the upper floors.
- Introduce a dark cornice at the top of each white mass.
- Provide a more varied color palette. Apply blue to the base to create contrast.

2. Plaza at Corner of South Delaware Street and Concar Drive

(Refer to project plan sheets L-1.6, L-1,12, C3.0, C3.2, C4.0, and V1.1)

- The building massing at this corner has been revised.
- The specimen tree shown in the original design has been eliminated and public art will instead be located in the corner plaza.
- Bike parking has been removed from the plaza and moved to adjacent to Building RE-3.

3. Realignment of Concar Multi-Use Path

(Refer to project plan sheets A2-1.0, L-1.7, L-1.12, L-1.14, L-1.15 (new sheet), L-2.01, C3.0, C3.1, C3.2, and V1.1)

- Shift the multi-use path towards Concar Avenue. As a result, additional planter space has been provided between the path and Building RE-2.

4. Adjustment to Site Parking Layout

(Refer to project plan sheets A0-1.0, A0-2.0, L-1.2, L-1.4, L-1.5, C3.0, C4.0, C5.0, and V1.1)

- Three (3) additional accessible parking stalls provided.

5. Park-In Lieu Fee

(Refer to project plan sheets L-1.2 thru L-1.4, L-1.6, L-1.7, L-9 thru L-1.11, L-4.3 thru L-4.5)

The following features have been incorporated into the project:

- Seasonal Stormwater Feature
- Bocce Ball Court at the Olive Grove
- Small Play Area at the Lawn
- Connection to Stormwater System from Pavilion

6. Station Corridor and West End of Park Revisions

(Refer to project plan sheets L-1.5, L-1.6)

- Planting, seating, and paving areas have been adjusted to allow for use of the spaces by cart vendors to serve transit station users and to provide a tie-in to the activities of the Amenities (Club Room) in Building RE-2.

7. Widen Paths at RE-4

(Refer to project plan sheet L-1.8)

- Several pedestrian paths serving RE-4 in and around the Community Park have been widened.

8. Lighting Changes

(Refer to project plan sheets LT-1.0, LT-1.0P, LT-0.0.1 (new sheet))

- Lighting changes modified to reflect changes to the site plan and landscape design.
- A sheet has been added to address the Washington Post-Top street lighting on S. Delaware Street and Concar Avenue.

Revised material and color boards will be presented at the Planning Commission meeting.

CODE AND POLICY COMPLIANCE

While the sections below indicate relevant General Plan and Rail Corridor Plan goals and policies, it is important to note that a Specific Plan, Design Guidelines and Development Agreement were previously approved by the City.

General Plan:

The General Plan Land Use Diagram designates the project site as Transit Oriented Development. The proposed project is consistent with this land use designation. As the project site is located within the San Mateo Rail Corridor Plan's Hayward Park Station TOD (Transit-Oriented Development) Overlay Zone, LU 3.4, Rail Corridor Transit-Oriented Development Plan (Corridor Plan) is relevant to this project. Establish 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 Cal Train 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.

For a full list of all the San Mateo General Plan and Rail Corridor Plan policies that apply to this project, which include a variety of topics, refer to Attachment 6, Applicable General Plan and Rail Corridor TOD Plan Policies.

Zoning Code:

The site is zoned Hayward Park Station TOD (Transit Oriented Development) and is designated in the General Plan as Transit Oriented Development. This mixed use zoning allows for uses which are permitted in the TOD areas as designated in the Rail Corridor Plan Land Use Plan and include predominantly residential uses, with some office, retail shops, and services.

The planning application shows compliance with all applicable Rail Corridor Plan, Specific Plan, Design Guidelines and Zoning Code requirements. A variety of housing types at varying building heights are proposed as part of the project. The housing types include townhomes and apartments. The project proposes townhomes or townhome-style units and mixed-use buildings along South Delaware Street in conformance with the 35 foot height limit applicable for a 45-foot depth at that location. The rest of the project site would be constructed below the 55 height limit.

The project is also expected to include the following retail types at the project: a small grocery store, as well as neighborhood-serving retail, which could include services such as dry cleaning, cafes, a coffee shop, and a bank. The types of retail businesses allowed in the plan area are limited to those uses allowed in the C1 (Neighborhood Commercial District) of the City of San Mateo Municipal Code.

The project incorporates mixed-used high density development, neighborhood serving retail uses, shared parking, transportation demand management (TDM) measures, and pedestrian and bicycle amenities, all of which reduce vehicle trips and result in a transit oriented development. The project also provides for improved access and connectivity of adjacent uses to the Hayward Park Train Station and to the surrounding area.

Relevant Area Plan:

The San Mateo Rail Corridor Plan was adopted in 2005 and is relevant to the proposed project. The project conforms to the objectives of the San Mateo Rail Corridor Transit-Oriented Development Plan in the following manner:

- The project improves connections to train stations, pedestrian and bicycle environment through the plan area, and manages traffic and encourages alternatives to driving. *Objectives (A), (C), (F)*
- The project concentrates development at public transit station areas and encourages mixed-use development near transit stations. *Objectives (G), (H)*
- The project encourages transit-supportive development and shared parking. *Objectives (M), (Q)*
- The project is compatible with existing development by respecting community character and controlling height and massing of the new development. *Objective (R), (S)*

The design policies that are relevant in the Rail Corridor Plan, include the following:

Policy 6.17 Orient building entries to the street and screen structured parking at grade with special perimeter treatments.

Policy 6.18 Limit the number of curb cuts and garage door access points to off-street parking in housing blocks and provide on street parking.

Blocks and Streets: Two fundamental considerations to the success of a highly walkable place are directness and convenience. The street and block system within the TOD should be organized in a manner that facilitates this. Circuitous routes around or through unusually large development areas make for a long and often arduous walk. The basic layout should include interconnected streets, which may be accomplished via a “flexed” or “bent” grid, or other pattern, as long as multiple, and convenient, alternative travel routes are provided.

Station Engagement:

The Specific Plan and Design Guidelines each include a section entitled, “Station Engagement”, since it is the ultimate goal of the Specific Plan and Design Guidelines to integrate the Plan Area seamlessly with the adjacent Joint Powers Board (JPB) property by providing for direct adjacency of buildings and the connection of vehicular, bike and pedestrian ways. Seamless integration and direct connection between these two properties will facilitate and improve the circulation for the entire Hayward Park TOD Station Zone.

The proposed Specific Plan illustrates Station Engagement in several ways: 1) Connection to 16th Avenue from the Station Park Green development; 2) Clear connection to draw visitors through the Station Park Green development and JPB property; 3) Entry stoops fronting the JPB property; and 4) A multi-purpose pathway to encourage continuous pedestrian and bicycle accessibility in both the north-south and east-west direction.

The applicant’s intent is to be consistent with the following six guiding principles of the Station Park Green Specific Plan:

- 1) Implement the transit-oriented development aims of the Corridor Plan.
- 2) Consider the area context in determining the location, height, and density of uses.
- 3) Lead with landscape, investing in parks and streetscape to establish the character of the area.
- 4) Facilitate station-to-neighborhood connectivity.
- 5) Create a vital center with a vibrant mix of uses.
- 6) Design for sustainability.

The revised proposed Specific Plan and Design Guidelines Amendments have been provided under separate cover and are noted as Attachments 2 and 3, respectively.

Leadership in Energy and Environmental Design - New Development (LEED-ND): The project proposed to be developed at LEED for Neighborhood Development certification and is proposed at gold level as it incorporates many sustainable features including storm water management into the overall design of the project, as well as numerous Transportation Demand Measures (TDM). Buildings would be required to be built to the California Green Building Standards Code (CALGreen Code).

Station Park Green Design Guidelines:

The Station Park Green Design Guidelines contain recommendations for each of the developable blocks including the design intent, form, streetwall and setback, height, circulation and access, building entrances, building expression, and articulation and modulation. The essential purpose of the Design Guidelines is to provide direction to ensure spatial and architectural quality that creates a strong sense of place and enjoyable pedestrian experience within the development that connects to the train station at the Station Park Green project site.

The applicant has provided a 'Design Guidelines Compliance' document to show how the design conforms to the Station Park Green Design Guidelines for vertical expression, horizontal expression, and residential-scale expression (refer to the 'Design Guidelines Compliance' section of Book 2, Attachment 7).

The following specific Design Guidelines issues affect the overall building and site design:

Architectural Form and Building Style: The Design Guidelines indicate that building heights should be modulated as contextually appropriate to break-up building mass, create variety and visual interest and allow of penetration of sunlight and air. Facades should have modulation and articulation to create visual interest and architectural diversity in the neighborhood. The facades of higher buildings should generally adopt a defined base, middle, and top as a primary modulation. Along Concar Drive the building articulation should provide variety, visual interest, and points of reference. Façade step backs, recesses, and projections should continue above the ground floor to create visual interest and rhythm. The Design Guidelines emphasize substantial architectural detailing, wall plane changes, recessed windows with articulated patterns, top floor building setback with a varied sky silhouette, and height variations and roof shapes to create attractive rooflines.

As listed previously in the 'Proposed Project Modifications' section, the applicant has made a number of revisions to the building designs. The applicant has made various alterations to break-up the mass of the building forms along Concar Drive. Staff finds that these modifications are improvements to the overall design and meet the intent of the Station Park Green Design Guidelines.

Ground floor Interface with the Public Realm: The Planning Commission provided feedback to the applicant in the previous Study Sessions that focused on the length and scale of the structures as related to the pedestrian experience in walking to and from the Caltrain Station. The pedestrian experience is relevant to the residents and tenants of this project and to all nearby neighborhood residents and commercial tenants. The design of the ground floor spaces with the public realm has been enhanced to create a richer and enjoyable pedestrian experience. Additionally, there is a wider buffer between the sidewalk and private living space.

The proposed ground floor throughout the development achieves a pedestrian environment supportive of transit-oriented design.

Retail Storefronts: The Design Guidelines encourages varied and visually interesting storefronts. As presented to the Planning Commission at the October 28, 2014 Study Session, Storefront Guidelines (refer to Attachment 9, Storefront Guidelines) have been created to provide storefront prototypes with a variety of materials, colors, rims, mullions, glazing, and sign locations. It is intended that this document be used for tenant storefronts that can be for staff to determine substantial compliance and consistency with the document when storefront designs are submitted for Building Permit.

Signage: Signs must comply with the City of San Mateo's Sign Ordinance, Chapter 25.06, of the Municipal Code. The Design Guidelines emphasize that storefront signage should help create architectural variety from establishment to establishment. In multi-tenant buildings, signage should be used create interest and variety. Business signs, including face signs, projecting signs and window signs, are encouraged to be oriented primarily to pedestrians.

The signage shown on the project plans are meant to show where signs could be placed. However; the commercial and retail storefront signs will be reviewed by staff as each tenant submits for tenant improvements.

Based on the project plans and demonstrated also by the explanation of compliance by the applicant, staff finds that the proposed design adapts to the Station Park Green Design Guidelines.

PUBLIC NOTIFICATION:

In accordance with Government Code section 65090, notice of this hearing was published in the Examiner newspaper 10 days before this hearing. In accordance with Government Code section 65091 and the City's Municipal Code noticing requirements, this hearing was noticed to the following parties a minimum ten days in advance of the January 13, 2015 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 E-Notify 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.

At the time this Administrative Report was published no written comment was received on the project. However, written public comment received during the study session process are again attached for the Planning Commission's reference.

ENVIRONMENTAL REVIEW

The findings for approval (Exhibit A) include environmental findings for reliance on the previously certified Mitigated Negative Declaration and approved by the City Council on January 28, 2011 which tiered off of the San Mateo Rail Corridor Transit-Oriented Development Plan (Corridor Plan) Environmental Impact Report (EIR) (August 23, 2010). The findings document that no additional environmental documentation is necessary pursuant to California CEQA Guidelines Section 15162 since there are no substantial changes in the project; new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous Initial Study/Mitigated Negative Declaration was certified; or substantial evidence in the record revealing that there have been substantial changes with respect to the circumstances under which the project is undertaken. As such, an Addendum to the Mitigated Negative Declaration has been prepared for the project in accordance with the California Environmental Quality Act (CEQA) (refer to Attachment 10, Addendum to the Station Park Green Initial Study/Mitigated Negative Declaration).

STAFF RECOMMENDATION

Staff recommends that the Planning Commission recommends City Council approval of the Site Plan and Architectural Review (SPAR) planning application (including all related entitlements) for the construction of a mixed-use transit oriented development with office, retail, residential and public use facilities, including 599 residential units, 10,000 square feet to 15,000 square feet of commercial, 25,000 square feet to 30,000 square feet of retail, and 2.3 acre of parks.

The findings for approval (Exhibit A) demonstrate that the project is in conformance with the Station Park Green Design Guidelines Amendment, the Station Park Green Specific Plan Amendment, the San Mateo Rail Corridor TOD Plan, and the City's General Plan and how the design achieves specific project design goals.

EXHIBITS

- A. Findings for Approval
- B. Conditions for Approval

ATTACHMENTS

- 1. Location Map
- 2. Book 1: Applicant's Project Description – dated November 20, 2014 (*provided under separate cover*)
- 3. Reduced Station Park Green Plans (revised) prepared by MVE + Partners Architects – dated received on November 20, 2014 (*provided under separate cover*)
- 4. Planning Commission Study Session Meeting Minutes – dated August 26, 2014, October 14, 2014, October 28, 2014
- 5. Book 2: Applicant's Description of Modifications – dated November 20, 2014 (*provided under separate cover*)
- 6. Applicable General Plan and Rail Corridor TOD Plan Policies
- 7. Station Park Green Specific Plan Amendment – dated July 31, 2014 (*provided under separate cover for previous Study Session*)
- 8. Station Park Green Design Guidelines Amendment – dated July 31, 2014 (*provided under separate cover for previous Study Session*)
- 9. Storefront Guidelines – dated October 28, 2014 (*provided under separate cover for previous Study Session*)
- 10. Addendum to the Station Park Green Initial Study/Mitigated Negative Declaration
- 11. 2014 Update to the Station Park Green Traffic Analysis, Hexagon Transportation Consultants, Inc., dated October 3, 2014
- 12. Public Comments

Attachments 7, 8, and 9 that were previously distributed to the Planning Commission for previous Study Sessions may be found electronically on the City's What's Happening page at <http://www.cityofsanmateo.org/index.aspx?NID=2808&ART=6579&ADMIN=1>.

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Interested Parties (if email address was provided)

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