



Item No: 1
Meeting Date: 5/12/2015

To: Planning Commission

Date: 5/5/2015

Authorized By: Ron Munekawa
Chief of Planning

By: Lorraine Weiss, Contract Senior Planner
(650) 522-7205 / Fax: (650) 522-7201
lweiss@cityofsanmateo.org

Subject: PA 14-044 CENTRAL PARK SOUTH FORMAL SPAR APPLICATION;
885 S. El Camino Real, San Mateo, CA; APNs: / 034-200-220, -150, -140, -130

RECOMMENDATION

That the Planning Commission approve the project by making the following motions:

1. Adopt the Mitigated Negative Declaration, as adequate to assess the environmental impacts of the project pursuant to the California Environmental Quality Act (CEQA) regulations, based on the Findings for Approval attached as Exhibit A; and
2. Approve the Site Plan and Architectural Review (SPAR) for demolition of existing structures and construction of two four-story buildings consisting of an approximately 33,400 square foot office building at the corner of El Camino Real and 9th Avenue and an approximately 77,800 square foot apartment building with 60 rental apartment units located along 9th Avenue; Site Development Permit for grading and removal of 23 heritage trees and 18 non-heritage trees; and a Vesting Tentative Parcel Map to merge the three existing residential parcels into one parcel for the multi-family residential building development based on the Findings in Exhibit A and Conditions of Approval in Exhibit B.

SITE DESCRIPTION

The project site consists of four parcels that total approximately 1.84 acres. The site is located on the northeastern corner of South El Camino Real and 9th Avenue. The site is currently developed with a two-story bank/office building at the corner of El Camino Real and 9th Avenue, a Project Ninety facility and multi-family units along 9th Avenue. The site borders El Camino Real on the west, the City's Central Park to the north and 9th Avenue to the south. There is extensive mature landscaping (primarily mature trees) located at the south and north ends of the project, between 25 and 31 9th Avenue and along the east end of 31 9th Avenue adjoining the adjacent multi-family complex. (Refer to Attachment 1 – Vicinity Map.)

Presently, the on-site structures include a two-story bank/office building at the corner of El Camino Real and 9th Avenue, a Project Ninety facility and multi-family units along 9th Avenue.

The site is zoned R5 (Multiple Family Dwelling – High Density) and is designated in the General Plan as High Density Multi-Family. This zoning allows for residential uses to be developed on the project site in accordance with the High Density Multiple-Family Dwelling development standards and the Multi-family Dwelling Design Guidelines.

The site includes 58 existing trees of which 53 trees have been identified as heritage trees. Of these trees, 41 trees are proposed for removal (23 of these trees are heritage and 18 are non-heritage trees). The heritage trees consist of Coast Redwood, Bay Laurel, Coast Live Oak, Southern Magnolia, Mock Orange, Monterey Pine, Pittosporum, Cedar, and Black Acacia. The remaining 18 non-heritage trees proposed for removal qualify as Major Vegetation and consist of Dragon, Black Acacia, Bronze Loquat, Olive, Lemon Bottlebrush, Glossy Privet, Cherry Laurel, and Sirinam Cherry trees. (Refer to Attachment 2, Arborist Report.)

PROJECT DESCRIPTION

The proposed project consists of the demolition of all existing structures on the project site and construction of two four-story buildings consisting of an approximately 33,400 square foot office building at the corner of El Camino Real and 9th Avenue and an approximately 77,800 square foot apartment building with 60 new for-rent apartment units along 9th Avenue. (Refer to Attachment 3, Project Plans). The proposed residential project would consist of a mix of 45 one-bedroom units, 1 one-bedroom unit with study, and 14 two-bedroom units. The office building and multi-family residential building are proposed on separate lots, though, are being entitled as part of a single planning application.

The project requires Site Plan and Architectural Review (SPAR), a Parcel Map to merge the three parcels for the residential development, and a Site Development Planning Application for tree removal and grading, and a Density Bonus request for 6 additional units beyond the 54 units allowed by the San Mateo Zoning Code/General Plan for a total of 60 residential units. Draft findings for these entitlements are included as Exhibit A.

The office building is proposed to be close to El Camino Real and 9th Avenue to help create an urban edge/gateway to the City's downtown. A grove of mature redwood trees is proposed to remain along 9th Avenue. The buildings are proposed to have a modern "California Urban" look with strong base and building corncicing caps utilizing brick and cement plaster with metal elements at entry ways and balconies. Brick, glass and metal canopies define the main entries. Protruding balconies are proposed for the residential building above the ground floor to add further interest and variety to the elevations. The roof is proposed to be flat on the office building and primarily a pitched mansard style for the residential building. The colors will be earth tones with some lighter color anchored by a brick wainscoting for each building.

The project consists of 88 total parking spaces for the office building including 31 spaces at grade and 57 spaces located in one-level in an underground garage, and a total of 112 parking spaces for the residential building including 10 spaces at grade and 102 spaces located in two levels in an underground garage. Twelve (12) visitor parking spaces are provided for the residential development. Access to the garage and the upper stories is provided with stairs proposed at either ends of the building and a more centralized elevator. A two-way driveway is proposed east of the office building along 9th Avenue. The building is designed to allow for a single tenant or multiple tenants. Service delivery and truck access is proposed to be provided on-grade in the visitor parking area. Trash and recycling pickup is proposed at this time for an enclosed area at the northeast end of the office site in the on-grade parking lot.

Bicycle parking is provided for both the office and residential components with the following: For the office development, two (2) short-term racks located at the building frontage for four (4) bicycles and three (3) long-term lockers for six (6) bicycles. The residential development includes two (2) short-term racks for bicycles and 64 long-term racks in secured rooms for 64 bicycles.

Open space for the project is provided primarily to the west and south of the proposed office building and to the northeast in a courtyard for the multi-family residential building. Existing mature landscaping is also proposed to remain at the east end of the residential project adjoining the existing multi-family project to the east. All of the residential units have individual patios or above the first floor have balconies to provide private usable open space. The courtyard proposed for the multi-family building provides some common open space and will contain a barbeque with tables and seating areas.

The office building height is 54 feet to top of plate line, which is within the maximum permitted height of 55 feet. The residential building height is 40 feet to top of plate line, which is under the permitted height of 55 feet.

Unit sizes range from 775 square feet up to 1,180 square feet. The proposed residential density is approximately 56 units per acre, which exceeds the General Plan density of 50 units per acre. The applicant has requested a density increase under the State Density Bonus and Other

Incentives Law – State Government Code Section 65915, which allows for a density increase in exchange for the provision of affordable housing. By providing 15% very low income rental units as required by the City’s adopted BMR program, the applicant would be allowed a density bonus of up to 27.5 percent, the use of the Statewide Parking Standards, and one concession or incentive.

Please refer to Attachment 4 for the Project Description.

CODE AND POLICY COMPLIANCE

General Plan:

The General Plan Land Use Diagram designates the project site as Executive Offices for the corner parcel, and High Density Multi-Family Dwellings for the parcels located at 15, 25, and 31 9th Avenue. Applicable General Plan policies are provided in Attachment 5. The policies that apply to this project address a variety of topics, including land use, traffic, housing, design, and noise.

Specifically, the City’s Housing Element policies include protection of established single-family and multi-family residential areas, encouraging the provision of affordable housing by the private sector, and incorporating sustainability into future multi-family housing. The project meets these policies. The proposed residential density of approximately 56 units per acre, exceeds the General Plan density of 50 units per acre. With the requested density increase pursuant to the State Density Bonus and Other Incentives Law, the project can provide a density increase in exchange for the provision of affordable housing. The applicant proposes to 10% of the unit (prior to taking into account the density bonus units), 5.4 units, be affordable housing units in compliance with the City’s Below Market Rate requirements with five (5) on-site units for a total of 15% at a very low income rental rate as required by the City’s adopted BMR program and pay the applicable in-lieu fee for the .4 fractional unit.

Design: The General Plan’s Urban Design Element policies call for new multi-family developments to conform to the City’s Multi-family Design Guidelines that address the preservation and enhancement of neighborhood character through building scale, materials, architectural style, open space, location of parking and lot size. Modifications have been subsequently incorporated into the project to ensure the project meets the City’s Multi Family Dwelling Design Guidelines. These changes included the following as summarized in the City’s Design Review Report, Attachment 6, and the project has been determined to generally conform with these guidelines:

- The dead-end drive aisle on the north side of the office building was modified to provide for a vehicle turn-around.

- The Central Park fence has been extended across the front of the parking lot on El Camino Real which relates to the sidewalk and landscaping of the project to the Central Park Street frontage.
- Benches have been provided along the El Camino Real frontage and at the plaza at the corner of El Camino Real and 9th Avenue.
- A clear pedestrian link has been provided between the northern office parking lot and the office entry on El Camino Real.
- The treatment of the auto forecourt at the residential building has been modified to provide a more visually unified paving solution.
- A low wall with brick pilasters and open wrought iron railings has been added along the 9th Avenue frontage of the residential building to relate the streetscape design to Central Park and existing residential frontages on Laurel Avenue.
- The landscaping between the office and residential buildings has been refined.

The City's design review consultant concluded that while these design recommendations were made, the design does not include several suggestions. First, the drop-off area at the east side of the office building appears shorter than the length of a car (approximately 18 feet). Larger cars parked adjacent to the drop-off might overhang the space at the drive aisle. This could make it difficult for a passenger to be dropped off near the curb. Second, the view at the residential auto forecourt and garage entry is not best as it focuses on the ramp to the garage to the view of the residential garage entry and office building façade design. As almost everyone will enter the project via the driveway at the east end of the parcel frontage, either to access the garage or to drop-off a passenger at the building entry on the right side of the car, this view focuses on the garage entry. An element could be designed to mitigate this view such as a landscape trellis feature supported on brick columns to match the building base. Third, the balconies seem too ordinary and resident's possessions on the balconies might be seen. Fourth, there is a recommendation to add a well-designed entry canopy for both the El Camino Real and parking lot entries. Lastly, the exterior design of the office building is heavy and not best suited to its location adjacent to Central Park where it will serve as a significant entry landmark for Downtown San Mateo. A fresher design approach was advised to reduce the visual bulkiness of the building. The applicant desired to retain the architectural style and approach proposed.

While the City's design consultant recommendations are suggestions that would further enhance the proposed residential design, though, are not required directly from the Multi-Family Design Guidelines, staff is recommending approval of the office building design for the following reason. The proposed development serves to anchor this important corner site that is a gateway to the entrance to the downtown area and includes some of, though, not all of the City's design consultant recommendations. It is a well landscaped site with improvements proposed to the public sidewalk on El Camino Real and on 9th Avenue which complements the existing streetscape in the public realm and is consistent with the Urban Design Elements of the General Plan. With the modifications that have been proposed by the applicant, the SPAR

findings to approve this design can be made. The City's design review consultant will be in attendance at the public hearing.

Trees: Preservation of existing street trees and planting of additional trees are key policies in the City's Conservation and Open Space Element of the General Plan. The applicant is proposing to remove a majority (41 total trees) of the existing on-site trees including twenty-three (23) protected trees. Four (4) of the heritage trees proposed for removal are based on condition of trees while nineteen (19) are based on design plans. The heritage trees consist of Coast Redwood, Bay Laurel, Coast Live Oak, Southern Magnolia, Mock Orange, Monterey Pine, Pittosporum, Cedar, and Black Acacia. The remaining 18 non-heritage trees proposed for removal qualify as Major Vegetation and consist of Dragon, Black Acacia, Bronze Loquat, Olive, Lemon Bottlebrush, Glossy Privet, Cherry Laurel, and Sirinam Cherry trees.

An additional 21 trees were identified in Central Park adjacent to the subject property and evaluated in the Arborist Report consisting of Monterey Pine, Mock Orange, Lemonwood, Bottle Tree, Southern Live Oak, Holly, and Coast Live Oak. All of these trees are proposed to be preserved (refer to Attachment 2, Arborist Report).

A replacement value has been assigned for the 41 trees proposed for removal has been assigned, Attachment 7, Required Tree Planting Form. As a result, a variety of 51 replacement trees consisting of London Plane, Red Cape Myrtle, Indian Laurel Fig, Pittosporum, Flax Leaf, and Vine Maple will be planted on-site. Of these trees, 23 will be a minimum of 24-inch box size to maintain a vegetative screen between the subject site and Central Park, and the adjacent parcel to the east on 9th Avenue. In addition, fees will be contributed toward the City's Tree Planting Fund.

Project conditions of approval include tree protection measures for trees on-site to be preserved in Central Park adjacent to the subject site and monitoring during construction, and replacement trees and funds paid to the City's Tree Planting Fund, as conditions of project approval, will reduce impacts to less than significant. In addition, a condition of approval which is a mitigation measure will mitigate any impacts to the existing heritage trees on-site and in close proximity to Central Park. This is further discussed in the 'Environmental Review' section below in this administrative report.

The project includes private open space areas for each of the residential units.

A noise study with acoustical analysis that shows compliance with the City's Noise Ordinance has been submitted. The project is also specifically conditioned during construction activities in order to reduce noise impacts.

Zoning Code:

The proposed project meets all of the development standards for the E2-1 (Executive Office) and R6-D (Multiple Family Dwellings Downtown) zoning classifications in that the project is

consistent with the City's Zoning Ordinances and Districts. However, the project proposes 60 residential units where the maximum allowable is 54 units for the subject site. The project, though, includes a request for a Density Bonus to allow six (6) additional dwelling units beyond that allowed by the Zoning Code. The current San Mateo zoning permits 50 dwelling units to the acre on the residential apartment site for a total of 54 units for this project and the additional six (6) units would provide a total of 60 units for the residential development. The project complies with the regulations of the State Density Bonus Law and the City of San Mateo Density Bonus Ordinance in that of the 60 units, 10% of the units (prior to taking into account the density bonus units) would be made available to very-low income households or 5.4 units. Thus, the project would provide five (5) very low income units and pay the applicable in-lieu fee for the .4 fractional unit. Additionally, the applicant would ensure that the very-low income units continue to be affordable at the applicable very-low income rates for the life of the project as is the City's policy, though, and not the 30 years required pursuant to the State Density Bonus Law.

Pursuant to California Government Code 65915 and City Code Section 27.16.060(d)(2)(A), the applicant requests one concession for reduced setbacks on the multi-family apartment building development parcel to accommodate the uncovered parking spaces as shown on the project plans. The applicant requests reduction of two side yard depths to accommodate two (2) visitor parking spaces and a loading area. As such, a reduction of the front side yard setback along 9th Avenue from the standard 20' setback to 5'-2", and reduction of the side yard setback to the east from the standard 15' to 10'-4" are proposed.

The applicant needs to locate the visitor parking stalls in the side and front yard areas as shown on the plans in order to meet code requirements that there be visitor parking outside the gated garage. No other locations are suitable for these parking stalls on the site due to potential impacts to tree roots from trees growing on adjacent property and access issues. This on grade visitor parking allows visitors on-site parking which will alleviate visitor use of surface parking on the street.

The loading area is located in the front yard area to create a pull through drop off to allow for delivery trucks, moving trucks and visitors to pull in off the street to access and provide service to the building. This responds to concerns about deliveries and drop offs causing street congestion. If the loading zone were located outside of the front yard setback, it would be configured as a pull-in space perpendicular to 9th, and the delivery and moving trucks would have to back out into traffic.

A Multi-Family Residential Data form and Commercial Data are included as Attachments 8 and 9, respectively, which summarize the project's compliance with applicable requirements.

The project site is located within approximately .4 miles from the Downtown Caltrain station and, while the site is not zoned Transportation Oriented Development (TOD), the proposed 50

units per acre density plus 6 units for density bonus is consistent with the TOD density range of 35 - 50 units per acre.

The project is located within the City's Central Parking and Improvement District (CPID) area, outside of the primary benefit zone. The Zoning Code specifies that residential parking is required to be provided on-site to meet citywide standards since the site is not within the Downtown Retail Core. As proposed, the project meets the minimum parking requirements.

Sustainable Building Design:

The applicant completed a BUILD IT GREEN for New Housing Checklist. The applicant has indicated 82 points in green building techniques and methods on the Green Point Rated Checklist. The project is proposed to be developed in accordance with LEED Silver Certification Standards and CalGreen. The LEED Silver certification standard is expected to reduce energy consumption below 15% below compliance with Title 24.

The applicant completed a CALGreen Code for New Non-Residential Checklist and CALGreen Residential Mandatory Measures Checklist. For the office building component of the project will include, but are not limited to the following items: storm water pollution control, short-term bicycle parking, long-term bicycle parking, designation of low-emitting fuel-efficient and carpool/van pool spaces, water reduction features, and irrigation controllers. The residential development will incorporate, though not limited to the following features: water saving fixtures or flow restrictors, 60% of construction waste generated by the project will be recycled or salvaged, irrigation controllers (refer to Attachment 3, Project Plans, sheets 3 and 4, CALGreen Code for New Non-Residential Checklist Point Rated Checklist and CALGreen Residential Mandatory Measures Checklist.)

Impact on Central Park

The change in the project site will also alter views from Central Park as park users look towards the south. Currently views towards the south consist of an important vegetative screen along the park's southern property line. Although this screen does not fully conceal buildings on the adjacent properties it does break up the views of them. Most of the vegetation that creates this screen exists on the park site; although additional vegetation located mostly on the eastern half of the project site also contributes to this vegetative screen. The height of this screen varies, though, a substantial portion of this height, created by four (4) existing large Heritage Pine trees located in the Central Park within twelve feet of the park's southern property boundary, reach to heights that in one case (tree #1) is close to the height of proposed four-story office building and the remaining three (3) trees (trees #13, 16 and 18) are above the proposed buildings. These mature trees provide valuable visual screening of the proposed buildings as viewed from the park, provide shade to park users, and contribute to the identification of Central Park as a peaceful and refuge for the public to enjoy.

The recommended Tree Protection measures for trees on-site to be preserved and trees in Central Park adjacent to the subject site and monitoring during construction, replacement trees and funds paid to the City's Tree Planting Fund, as conditions of project approval, will reduce impacts to less than significant. In addition, a mitigation measure to mitigate any impacts to the existing heritage trees on-site and in close proximity to Central Park would reduce this impact to less than significant. Refer to condition of approval #61 of Exhibit B.

Trees on Adjacent Property to the East

There are neighboring trees (trees #58 through 78) that are located adjacent to the fence line, east of the proposed residential development as identified in the Arborist Report dated January 23, 2015 (Attachment 2, Arborist Report). Some of these trees are also shown on sheet 22 of the plans. Trees #59, 60, 61, 62, 63, 64, 65, and 66 are all located on the adjacent parcel to the east of the proposed residential development.

Page 6 of the Arborist Report, dated January 23, 2015, states that "Trees 59 through 66 have massive roots that encroach onto the project property but there is an existing building that is approximately 100 inches away from the trunk; there will not likely be roots of significance below the building."

A Supplemental Memo, dated March 31, 2015, was prepared by Arborwell to address these trees (refer to Attachment 10). The memo indicates that the plans show three (3) visitor parking spaces within the tree protection zone of Tree #59. However, these parking spaces can be moved into the garage so they are no longer within Tree #59's TPZ. Condition of approval #62 will mitigate any impacts to the tree #59 to a less than significant impact. Refer to condition of approval #62 of Exhibit B.

The March 31, 2015 Supplemental Memo goes on to indicate that a sidewalk will be located within the tree protection zone (TPZ) of Trees #60 through #67. However, there will be no excavation below six (6) inches of existing grade for the sidewalk. There is to be no more than six (6) inches of grading or filling below or above the existing grade within the TPZ of any tree to be preserved throughout the project. No materials will be stored, stockpiled, dumped, or buried within the TPZ.

In order to mitigate the impact of construction on trees 60-67, condition of approval #63 has been imposed. Refer to condition of approval #63 in Exhibit B.

Recommendations pertaining to root pruning, irrigation, tree preservation, and post-construction monitoring and care are included in the Mitigated Negative Declaration/Initial Study (refer to Attachments 12 and 13).

Central Park Master Plan

While the City is in the process of preparing a master plan for Central Park, a master plan has not been yet been approved. Construction of this project, should it be approved, would not preclude or have an adverse effect on the Central Park Master Plan. The Park and Recreation Commission reviewed the proposed project at its meeting on April 1, 2015 with respect to how the project impacts Central Park (refer to Attachment 11 for meeting minutes).

Traffic

Hexagon Transportation Consultants prepared a Traffic Study, dated January 20, 2015. The Traffic Study analyzed intersection levels-of-service at nine (9) intersections, including the following:

1. El Camino Real and 3rd Avenue
2. El Camino Real and 4th Avenue
3. El Camino Real and 5th Avenue
4. El Camino Real and 9th Avenue
5. Palm Avenue and 9th Avenue
6. B Street and 9th Avenue
7. El Camino Real and 12th Avenue
8. El Camino Real and Barneson Avenue
9. El Camino Real and 17th Avenue/Bovet Road

The Traffic Study concludes that the project, as proposed, would not create any significant traffic impacts by itself, in addition to approved but not yet constructed projects, or in combination for the project. It further indicates that there is no difference in the level of service on El Camino Real with or without a driveway. As condition of approval, the project will be required to pay the San Mateo transportation improvement fee. Payment of this fee will ensure that the project contributes its share toward funding improvements to accommodate cumulative traffic conditions. In addition, a trip reduction plan or transportation demand management (TDM) program will be implemented to further reduce the project's contribution to cumulative traffic conditions, although this not required as mitigation for a significant impact. The TDM program is required as a condition of project approval.

Hexagon performed a queuing analysis for the intersection at El Camino Real and 9th Avenue. The southbound left turn storage during the peak hours would be sufficient. However, the westbound left turn storage would not be sufficient for either the AM or PM peak hours. Therefore, a condition of approval has been imposed that would require the Keep Clear zone marked on 9th Avenue in front of the bank driveway be realigned with the proposed office driveway. (Refer to condition #77, Exhibit B). The Keep Clear zone would allow the driveway to function even when the queues on 9th Avenue extend past the site.

Site Access and On-Site Circulation

Hexagon Transportation Consultants reviewed the proposed site access and on-site circulation for vehicles, trucks, pedestrians, and bicycles and found it to be adequate. Generally, the proposed plan would provide adequate connectivity through the parking areas for vehicles, bicycles, and pedestrians.

Design of Driveway on El Camino Real

Originally, a new driveway was proposed on El Camino Real. However, the City of San Mateo has a policy to discourage new driveways on arterial streets. Driveways create conflict points for vehicles, bicycles, and pedestrians. Driveways should be located on lower volume and lower speed streets whenever possible. At this particular location on El Camino Real, there is a bus stop that would create sight distance problems with a driveway. Therefore, for these reasons it was recommended that the project be designed to have access to both sites along 9th Avenue. The current plans submitted for the Formal SPAR review, do not have access to the project site on El Camino Real.

Parking

As noted in the 'Project Description' above, the project proposes 88 total parking spaces for the office building including 31 spaces at grade and 57 spaces located in one-level in an underground garage, and a total of 112 parking spaces for the residential building including 10 spaces at grade and 102 spaces located in two levels in an underground garage. Twelve (12) visitor parking spaces are provided for the residential development. These amounts are based on 1.6 stalls per one-bedroom unit, 1.8 stalls per two-bedroom unit, and 0.2 stalls per unit for visitor spaces.

The proposed parking for the office development component and the residential apartment building meets the on-site parking demands and would not impact existing parking conditions. Hexagon Transportation Consultants reviewed the parking plan and finds it meets the City parking standards.

Noise

As indicated in the Initial Study for the project (Attachment 12), construction of the project would increase noise levels in the project area over the entirety of the construction period. Noise generated during construction would differ depending on the construction phase and the type and amount of equipment used at the construction site. Construction activities have the potential to result in short term significant noise impacts to nearby residences and other noise sensitive uses. Normal construction activities would affect ambient conditions for a temporary period at surrounding areas. This is a short-term adverse impact. Noise measures and

monitoring during construction are standard conditions of approval for the planning application which will reduce noise impacts to less than significant.

PREVIOUS CITY MEETINGS:

Planning Commission Pre-Application Study Session Review

On October 8, 2013, the Planning Commission reviewed the pre-application submittal at a Study Session for the Site Plan and Architectural Review (SPAR), Site Development Planning Application, and Vesting Tentative Subdivision Map. Staff provided a presentation and the Planning Commission asked several questions for staff. The applicant gave a presentation that provided an overview of the design approach to the site plan and the Planning Commission asked several questions of the applicant.

Six (6) members of the public provided testimony. General questions and comments expressed by the public related to construction schedule, parking, trees, below market rate units, need for prevailing wage jobs, project design and traffic.

The Planning Commission asked questions of staff and the applicant, answered questions from the public and made comments regarding project access on El Camino Real, architectural elevations, sidewalk design, parking, trees, traffic, and relationship to Central Park. The minutes of the October 8, 2013 Planning Commission Study Session meeting for this project are provided in Attachment 13. Responses to comments expressed by the Planning Commission are provided in the Administrative Report sections above.

Park and Recreation Commission Review

On April 1, 2015, the Park and Recreation Commission reviewed the formal SPAR planning application for the Central Park South project. The purview of their review was to provide comments relative the project impacts on Central Park. Two (2) members of the public provided testimony expressing concerns regarding traffic and construction impacts along 9th Avenue.

The Park and Recreation Commission asked questions of staff and the applicant, answered questions from the public and made comments related to view impacts on Central Park and design.

Minutes of the April 1, 2015 Park and Recreation Commission meeting are included as Attachment 14. Responses to the Park and Recreation Commission meeting are provided in the Administrative Report sections above.

ENVIRONMENTAL REVIEW

A Mitigated Negative Declaration, which reviewed the environmental issues as required by the California Environmental Quality Act (CEQA), was circulated for a 20-day public review period

from April 6, 2015 to April 27, 2015. A copy of the Mitigated Negative Declaration and Initial Study are provided in Attachments 12. As discussed previously, tree protection measures for trees on-site to be preserved in Central Park adjacent to the subject site and monitoring during construction, and replacement trees and funds paid to the City's

Tree Planting Fund, as conditions of project approval, will reduce impacts to less than significant. In addition, mitigation measure to mitigate any impacts to the existing heritage trees on-site and in close proximity to Central Park would reduce this impact to less than significant. The conditions of approval and mitigation measures would be applied to the Formal SPAR and Site Development Planning Application approval.

The environmental studies prepared for this project including an Arborist Report, Design Review Report, Geotechnical Investigations, Traffic Study, Greenhouse Gas Emissions Report, Noise Study, Wind Impact Analysis, and Storm Water Management Plan. These documents were previously distributed to the Planning Commission for the review of the Mitigated Negative Declaration and Initial Study and may be found electronically on the City's 'What's Happening' page at <http://www.cityofsanmateo.org/index.aspx?NID=2901>.

NOTICE PROVIDED

In accordance with Government Code section 65090, notice of this hearing was published in the Examiner newspaper 10 days before this Study Session. In accordance with Government Code section 65091 and the City's Municipal Code noticing requirements, this hearing was noticed to the following parties ten days in advance of the May 12, 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 interested parties list which includes interested individuals who contacted the City and requested to be added to the project notification list.

The May 12, 2015 Planning Commission meeting for this project was also advertised with the Notice of Intent to adopt a Mitigated Negative Declaration/Initial Study published on April 6, 2015, well before 10 days prior to the Planning Commission meeting.

At the time of printing of this report, twelve (12) written public comments had been received (refer to Attachment 15 - Public Comments). The comments and or questions raised in the letters include: 1) The amount of visitor parking provided in the project; 2) Require access to the project on El Camino Real as all project access on 9th Avenue would increase congestion at the El Camino Real and 9th Avenue intersection light further affecting the entire neighborhood; 3) Why are 23 heritage trees proposed for removal; 4) Increase in noise; 5) Increase in on-street

parking; 6) Require two cars per dwelling unit for on-site parking; 6) Support for the project; 7) The Traffic Study should include Palm Avenue; 8) Traffic impact on 9th Avenue; 9) The number of heritage trees removed; and 10) Traffic impact near St. Matthew's. Responses to these comments are provided in the 'Issues' section above of this report. Public comments received following the printing will be provided under separate cover to the Planning Commission at their desks on the date of the public hearing.

EXHIBITS

- A. Findings of Approval
- B. Conditions of Approval

ATTACHMENTS

- 1. Vicinity Map
- 2. Arborist Report, Arborwell, dated January 23, 2015
- 3. Project Plans
- 4. Project Description
- 5. Applicable General Plan Policies
- 6. Design Review Report, Larry Cannon Design
- 7. Required Tree Planting Form
- 8. Multi-Family Residential Data Form
- 9. Commercial Data Form
- 10. Supplemental Memo prepared by Arborwell, dated March 31, 2015
- 11. Traffic Study, Hexagon Transportation Consultants, Inc., dated January 20, 2015
(provided previously under separate cover as attachment to the Mitigated Negative Declaration/ Initial Study)
- 12. Mitigated Negative Declaration, dated April 2, 2015 and Initial Study, dated April 2, 2015
provided previously under separate cover as attachment to the Mitigated Negative Declaration/ Initial Study)
- 13. October 8, 2013 Planning Commission Study Session Meeting Minutes
- 14. April 1, 2015 Park and Recreation Commission Meeting Minutes
- 15. Public Comments

Website link to AR and attachments: (to be completed)

CC (AR and attachments (hardcopy) via USPS First Class Mail)

Applicant/Property Owners

CC (Website link to AR and attachments via Email)

Interested Parties (if email address was provided)