

EXHIBIT A
FINDINGS FOR APPROVAL
PA #14-044, Central Park South
Site Plan and Architectural Review (SPAR), Site Development Planning
Application (SDP), and Vesting Tentative Subdivision Map
885 El Camino Real & 15, 25, and 31 9th Avenue
Parcel #034-200-220, -150, -140, -130
May 12, 2015

As approved by the Planning Commission on --- , 2015

- I. Adopt the Mitigated Negative Declaration as Adequate to Assess Environmental Impacts, Finding that:**
 - a. The 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;
 - b. 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.
 - c. 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.
 - d. The Initial Study and Mitigated Negative Declaration that constitute the record of the proceedings are on file at the City of San Mateo Planning Division.
 - f. Approval of the Mitigated Negative Declaration reflects the independent judgment of the approval authority of the City of San Mateo.

- II. Approve the Site Plan and Architectural Review for the Demolition of Existing Structures and Construction of a 33,400 square foot Office Building and a 77,800 square foot Residential Building with 60 New Apartment Rental Units with a State Density Bonus Request and use of a Reduced Setback on**

the Multi-family Building Development Parcel to Accommodate Uncovered Parking Spaces (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 height, bulk and materials of the office building and residential apartment building have been designed to transition with other residential buildings in the neighborhood; the development provides on-site landscaping and open space; access to the building fronting a street, and parking which meets the City requirements for each use is provided on-site.
2. The development will not be detrimental to the harmonious and orderly growth of the City because it is consistent with General Plan policies and meets Zoning Code standards for building height, floor area, number of parking spaces, and landscaping. All potentially significant environmental impacts identified in the Mitigated Negative Declaration have been mitigated to a point where no significant impacts will occur.
3. The development will not be detrimental to the harmonious and orderly growth of the City; in that while the proposed project would alter the appearance of this corner views from Central Park as park users look towards the south, it does not block views to the Bay, Peninsula hills or other vistas from adjacent properties and the development of an office building and sixty (60) new multi-family residential apartment units represent an upgrade of the property.
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, building code, or other municipal codes that exist on the site, meets the development standards of the E2-1 and R6-D District of the City's Zoning Code with respect to density, building height, floor area, landscaping and open space; complies with the City's Multi Family Dwelling Design Guidelines and many of the recommendations of the City's Design Review architectural consultant; and will be constructed to meet all applicable provisions of the Uniform Building Code.
5. The development 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 through conditions of approval.

III. Approve the Site Development Permit for Removal of Major Vegetation (Municipal Code § 23.40.040), Finding that:

1. The project will result in the removal of major vegetation including 18 trees over 6" in diameter (Dragon tree, Black Acacia, Bronze Loquat, Olive, Lemon Bottlebrush, Glossy Privet, Cherry Laurel, and Sirinam Cherry trees). The removal of these eighteen trees will not be detrimental to public welfare or injurious to other property in the vicinity. In addition, 23 trees are proposed for removal that are considered to be a "heritage" trees under the City Heritage Tree Ordinance (Chapter 13.52 of the San Mateo Municipal Code). These trees conflict with the footprint of the proposed construction including the proposed buildings, underground garages, and driveway accesses to allow reasonable economic enjoyment of the property. The applicant is required to plant fifty-three (53) new trees to comply with the Zoning Code which requires the full Landscape Unit Value of the existing trees to be removed to be replaced. A standard condition of approval has been included to address the tree removal and replanting requirements.
2. All concerns regarding removal of the trees on the site have been addressed as conditions of approval requiring conformance to the City's landscape regulations, through the provision of 53 additional trees, shrubs, groundcover plantings, and landscaping as shown on the project plans. Mitigation measures have been included for tree preservation requirements.

IV. Approve the Tentative Parcel Map (Municipal Code § 26.48.060), Finding that:

- (1) The proposed map is consistent with applicable general and specific plans in that the project site is designated for commercial office and residential uses and the project meets the E2-1 (Executive Offices) and R6-D (Multiple-Family Dwellings Downtown) Zoning standards and Executive Office and High Density Multi-Family Residential designation of the General Plan..
- (2) The site is physically suitable for the proposed development in that the site is flat, all required parking is provided on-site at grade and in a below-grade garage on each lot; adequate private and common open space areas are provided for the commercial office building and project residents; and all potentially significant impacts have been mitigated to a point where no significant impacts will occur.
- (3) The site is physically suitable for the proposed density of the development in that the proposed 60 units represents a density of 50 units per acre plus 6 units for density bonus, which does not exceed the maximum allowable density; adequate private and common open

space areas are provided of project residents; and all required parking is provided on site.

- (4) That the design of the development will not cause substantial environmental impact nor injure fish or wildlife in their habitat in that the project site is located in an urbanized areas; has been formally used primarily for commercial and multiple housing; and has been mitigated, through conditions of project approval, to a point where no significant impacts are anticipated.
- (5) That the design of the subdivision or type of improvements is not likely to cause serious public health problems in that City's ordinances reduce potential air quality and noise impacts during construction, and the project will also contribute to public improvements roadways and public facilities and will otherwise not constrain the delivery of public services.
- (6) That the design of the project will not conflict with easements because the building envelope and major site improvements will not obstruct or be located on such easements to create a conflict.

3. General Plan Conformity

- I. The project conforms to the following policies of the Land Use Element of the General Plan:

LU 1.6: Residential Development. Facilitate housing production by carrying out the goals and policies in the Housing Element.

LU 1.7: Multi-Family Areas. Allow multi-family areas to develop at densities delineated on the Land Use Map.

LU 1.10: Commercial Development. Encourage industrial, service, retail, and office development which is compatible with the desired character of the area and with adjacent residential areas in terms of intensity of use, height, bulk and design as delineated on the Land Use Plan, Building Height Plan and Building Intensity Plan. Commercial development adjacent to residential areas shall address concerns pertaining to traffic, truck loading, trash/recycling activities, noise, visual impacts, and public safety including hazardous material storage, fire safety, air pollutant emissions and odors.

LU 2.3: Local Employment. Encourage uses which provide

opportunities for employment of all the City's residents, with emphasis placed on major employers that provide high value-added jobs.

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 3.3: El Camino Real. Retain the general residential and landscaped character of El Camino Real north of Tilton Avenue. Promote the visual upgrading of El Camino Real south of Ninth Avenue through increased landscaping, coordination of public improvements, property maintenance, and sign control, through conformance with the El Camino Real Master Plan. Residential uses shall be encouraged to provide diversity to the existing commercial character, and building setbacks from adjoining residences used to reduce perceived building mass from El Camino Real. Pedestrian activity and safety should be encouraged.

LU 4.32: Recycling. Support programs to recycle solid waste in compliance with State requirements. Designate an area on a site plan for new multi-family developments exclusively for recycling.

LU 8.4: Sustainable Development. Incorporate Sustainability into existing single family and multifamily housing. Require sustainable features and techniques so address energy and water efficiency in remodels of existing structures.

The project is consistent with these policies in that the development of the commercial office building multi-family residential apartment housing on the site is consistent with the Land Use Designation of commercial office and high density multi family, there is a designated trash/recycling enclosure on the site, and the project will implement Green Building techniques as indicated on the project Green Point Rated Checklist. The project provides office and residential development on adjoining properties with a more urban character adjacent to the El Camino Real and the Downtown.

II. The project conforms to the following policies of the Circulation Elements of the General Plan:

C 1.2: Minimize Curb Cuts On Arterial Streets. Discourage creation of new curb cuts on arterial streets to access new development. Take

advantage of opportunities to combine driveways and reduce the number of existing curb cuts on arterial streets.

C 2.4: Transportation Fee Ordinance. Require new developments to pay their proportionate share of the costs for planned on and off site roadway improvements. 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 2.5: Traffic Studies. Require site-specific traffic studies for development projects where there may be a substantial impact on the local street system. Traffic impacts caused by a development project are considered to be unacceptable and warrant mitigation if the addition of project traffic results in a cumulative intersection level of service exceeding the acceptable level established in Policy C-2.1; where there may be safety hazards created; or where there may be other substantial impacts on the circulation system.

C 2.10: Transportation Demand Management (TDM). Participate in the TDM Program as outlined by the San Mateo City/County Association of Governments (C/CAG). Encourage TDM measures as a condition of approval for development projects, which are anticipated to cause substantial traffic impacts. C/CAG requires the preparation of a TDM program for all new development that would add 100 peak hour trips or more to the regional road network.

C 4.5: Pedestrian Enhancements with New Development. Continue to require as a condition of development project approval the provision of sidewalks and wheelchair ramps where lacking and the repair or replacement of damaged sidewalks. Require that utility poles, signs, street lights, and street landscaping on sidewalks be placed.

C 5.1: Parking Standards.

1. Adopt parking requirements to provide adequate parking supply as a condition of development approval.
2. Adopt parking requirements to provide adequate parking supply for change and/or expansion of land use resulting in increased parking

demand.

The project is consistent with these policies in that the project does not add any driveways to El Camino Real, will be required to pay a Transportation Improvement Fee, a traffic study was prepared for the project that did show a substantial impact on the local street system, the project meets the parking requirement for the proposed uses, and sidewalk improvements are proposed..

III. The project conforms to the following policies of the Housing Element of the General Plan:

H 1.1: Residential Protection. Protect established single-family and multi-family residential areas by the following actions:

1. Prevent the intrusion of incompatible uses not indicated in the Land Use Element as allowed in residential districts;
2. Avoid the over concentration on individual blocks of non-residential uses defined by the Land Use Element as being “potentially compatible” in residential areas;
3. Assure that adequate buffers are provided between residential and non-residential uses to provide design compatibility, protect privacy, and protect residences from impacts such as noise; and,
4. Review development proposals for conformance to the City’s multi-family design guidelines for sites located in areas that contain substantial numbers of single-family homes to achieve projects more in keeping with the design character of single-family dwellings.

H 2.1: Fair Share Housing Allocation. Attempt to achieve compliance with ABAG Fair Share Housing Allocation for total housing needs and for low- and moderate-income needs.

H 2.4: Private Development of Affordable Housing. Encourage the provision of affordable housing by the private sector through:

1. Requiring that a percentage of the units, excluding bonus units, in specified residential projects be affordable.
2. Requiring construction or subsidy of new affordable housing as a condition for approval of any commercial development which

affects the demand for housing in the City.

3. Providing density bonuses and priority processing for projects which qualify for density bonuses under State law.

H 2.6: Rental Housing. Encourage development of rental housing for households unable to afford ownership housing.

H 3.1: Sustainable Housing Development. Incorporate Sustainability into existing and future single family and multifamily housing:

1. Ensure that all existing and future housing, including both single family and multifamily housing, is developed in a sustainable manor.

The proposed project complies with the policies of the Housing Element in that the project would provide adequate buffers between the commercial areas and the residential areas. The project contributes sixty (60) housing units toward the housing demand of which 6 units of affordable housing integrated within the multi-family building. The proposed multi-family building is all rental housing. The project proposes LEED design and programs to potentially be rated LEED Silver. They have also submitted the CalGreen Mandatory checklist for Non-residential projects to meet the 2010 California Green Building Standards Code.

- V. The project conforms to the following policies of the Urban Design Element of the General Plan:

UD 1.5: Direct Corridors to Focal Points. Visually improve and direct toward focal points the major corridors of Third Avenue, Fourth Avenue, Hillsdale Boulevard and El Camino Real (SR 82) with the installation of street trees, street lights and consistent building setbacks.

UD 1.6: El Camino Real (SR 82) Ensure that new development and public improvements conform to the goals, policies, and guidelines established in the El Camino Real Master Plan to give El Camino Real an organized and appealing image. The street should maintain a landscaped residential character north of Downtown and allow mixed uses south of Ninth Avenue. The Guiding Principles of the Grand Boulevard Initiative shall be incorporated into future plans to be developed that involve El Camino Real in San Mateo.

UD 2.1: Multi-Family Design. Ensure that new multi-family developments substantially conform to the City's Multi-family and Small Lot Multi-family Design Guidelines that address the preservation and enhancement of neighborhood character through building scale, materials, architectural style, quality of construction, open space, location of parking and lot size.

UD 2.2: Building Scale. Ensure that new multi-family developments respect the existing scale of the neighboring buildings by providing a change in the building face at spacings common to existing buildings and by stepping down building height towards the street to more closely match the height of existing buildings.

UD 2.3: Style and Materials. Encourage the design of new multi-family developments in areas with a dominant building style or dominant type of exterior building materials to complement the style and incorporate the common materials of the area.

UD 2.4: Multi-Family Parking. Encourage new multi-family developments to place parking underground or towards the rear of the parcel to avoid blank, ground floor walls and to screen views of parking from the street.

UD 2.5: Multi-Family Open Space. Require that a portion of required open space be useable for passive or active recreation.

UD 2.6: Orient Buildings Toward the Street. Encourage commercial development to be located at the street in retail areas to encourage pedestrian activity and the use of on-street parking. Locate required parking towards the side and rear of parcels.

UD 2.7: Respect Existing Scale. Encourage new commercial development to respect the scale of surrounding buildings by providing breaks in the building face at spacings common to buildings in the area and by stepping back upper floors.

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.

The proposed project complies with the policies of the Urban Design Element in that building massing and modulation visually divides the development into sections compatible with the scale of the neighborhood and a majority of the parking is provided in an underground garage while the surface parking has ample landscaping which successfully screens views of parking from the street and includes other visual enhancements such as decorative modular paving, and open spaces.

VI. The project conforms to the following policies of the Conservation and Open Space Element of the General Plan:

C/OS 6.6: New Development Street Trees. Require street tree planting as a condition of all new developments in accordance with the adopted Street Tree Master Plan.

C/OS 6.8: Street Tree Preservation. Preserve existing street trees; ensure adequate siting, selection, and regular maintenance of City trees, including neighborhood participation, for the purpose of keeping the trees in a safe and aesthetic condition.

The applicant is proposing to plant new street trees along El Camino Real and 9th Avenue and removal a majority of the existing mature trees on the site due to the proposed development footprint while enhancing it further with additional tree and other plantings. All of this landscaping is required and made a condition of project approval to adhere to the proposed landscaped plan.

VII. 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.

N 1.2: Exterior Noise Level Standard. Require an acoustical analysis for new parks, play areas, and multi-family common open space (intended for the use and the enjoyment of residents) which have an exterior noise level of 60 dB (LDN) or above, as shown on Figure N-1. Require an acoustical analysis which uses Leq for new parks and play areas. Require feasibility analysis of noise reduction measures for public parks and play areas. Incorporate necessary mitigation measures into residential project design to minimize common open space noise levels. Maximum exterior noise

should not exceed 67 dB for residential uses and should not exceed 65 dB (Leq) during the noisiest hour for public park uses.

N 2.2: Minimize Noise Impact. Protect all "noise sensitive" land uses listed in tables N-1 and N-2 from adverse impacts caused by the noise generated on-site by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit long-term exposure increases of 3 dB (LDN) or above at the common property line, or new uses which generate noise levels of 60 dB (LDN) or above at the property line, excluding ambient noise levels.

A Noise Study was prepared for the project. 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, which are standard conditions of approval for the planning application, will reduce noise impacts to less than significant.

VIII. The project conforms to the following policies of the Downtown Area Plan of the General Plan:

b. Utilize street trees and/or landscaping, street furniture, and street light in the public right of way to enhance the view and pedestrian connection between Central Park and the Downtown core.

c. Enhance view and pedestrian connections between Central Park and other plazas (both public and private).

The project improves the streetscape within the public realm along El Camino Real and 9th Avenue by planting new street trees, landscaping, street furniture and lighting in a manner which complements that fronting Central Park along El Camino Real. This upgrade of the streetscape along El Camino Real enhances the view and pedestrian connections between Central Park and plaza at the corner of the El Camino Real and 9th Avenue.

II.8: Office Development. Encourage the establishment of offices within the Downtown Retail Core and surrounding commercially designated areas.

The project includes a four-story commercial office building.

III.2: Pedestrian Amenities. Enhance the sidewalk environment of primary pedestrian streets as indicated on the Pedestrian, Park and Open Space Policies map, by providing improvements to the appearance, comfort, convenience and safety of pedestrian areas. Develop a Coordinated Streetscape Plan for future sidewalk amenities and physical improvements.

The project improves the streetscape within the public realm along El Camino Real and 9th Avenue by planting new street trees, landscaping, street furniture and lighting in a manner which complements that fronting Central Park along El Camino Real and enhances the view and pedestrian connections along El Camino Real and 9th Avenue.

IV.1: Building Heights. Relate the height of new buildings to the pattern of downtown and to the character of existing and proposed development.

The proposed project consists of two four-story buildings up to 54 feet high to top of plate line that anchor this corner site and complement the existing surrounding development.

V.7: Downtown Plan Parking Standards. Maintain reduced parking requirements within the Downtown Plan area for non-residential uses.

The proposed parking complies with the parking requirements of this district on-site.

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. 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.

As a condition of project approval, the project incorporates TDM measures to

reduce parking and traffic impacts. The City's traffic consultant provided a list of possible TDM measures of which many will be used to satisfy this condition.

4. Downtown Area Plan

I. The project conforms to the following Downtown Plan policies of the Downtown Area Plan:

I.1: Downtown Core High Density/Intensity Development. Encourage the development of mixed-use high density residential projects and high intensity commercial projects within the Downtown Retail Core.

VIII.2: Transportation Demand Management (TDM). Required participation in TDM, 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.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.

The project is a mixed-use commercial office and multi-family residential apartment development consisting of two four-story buildings with approximately 33,400 square feet of commercial office space and approximately 77,800 square feet of multi-family residential space. The project is conditioned to include TDM as part of its transportation management.