

**ATTACHMENT 1**  
**FINDINGS FOR APPROVAL**  
**PA-2019-033, CITY-OWNED DOWNTOWN AFFORDABLE HOUSING AND PARKING GARAGE**  
**SITES, SPAR (2) + SDPA + SUP**

480 E 4TH AVENUE AND 400 E 5TH AVENUE, SAN MATEO, CA 94401  
PARCEL # 034183060, 033281140  
AS APPROVED BY THE CITY COUNCIL ON \_\_\_\_\_

**FINDINGS:**

- I. Adopt the Mitigated Negative Declaration, including the Mitigation Monitoring or Reporting Program, as adequate to access environmental impacts, finding that:**
  1. On the basis of the whole record before it, the City Council finds that there is no substantial evidence that the project will have a significant effect on the environment.
  2. The location and custodian of the documents or other material which constitutes the record of proceedings on which this decision is based is the City of San Mateo Planning Division.
  3. 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 construction of a mixed-use project consisting of a 234,350 square foot, 225-unit residential building and a 210,509 square foot parking garage (San Mateo 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:
    - a. The design of the building and materials used are high quality and enhances the existing character of the surrounding area;
    - b. The development provides a cohesive transition between the downtown to the west, mixed-use and commercial buildings to the north and south, and the existing lower-density residential neighborhoods to the east;
    - c. The on-street loading zone adjacent to the site is appropriate for the project and the neighborhood as there are several existing loading zones in the vicinity of the project; and
    - d. The pedestrian improvements create a walkable and inviting pedestrian realm that are consistent with the City's guidelines and policies relating to sidewalks.
  
  2. The development will not be detrimental to the harmonious and orderly growth of the City because:

Findings for Approval

PA-2019-033, CITY-OWNED DOWNTOWN AFFORDABLE HOUSING AND PARKING GARAGE SITES,  
SPAR (2) + SPDA + SUP

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- a. The project is consistent with the General Plan, Downtown Area Plan, and Zoning Code and Bicycle Master Plan, and Pedestrian Master Plan;
  - b. The project satisfies the Zoning Code standards for building lines and setbacks, bicycle and vehicle parking; and
  - c. Development would be orderly as it would not create an abundance of loading zones in the vicinity of the project or the downtown.
3. The development will not impair the desirability of investment or occupation in the vicinity, and otherwise in the best interests of the public health, safety, or welfare because:
  - a. The project site consists of two existing surface public parking lots and a worker resource center.
  - b. The proposed project would entail a net benefit to the community providing a 100 percent affordable housing development and a public parking garage in a location that is within close proximity to the San Mateo Downtown Caltrain Station;
  - c. The proposed project will increase the desirability of the vicinity as the property owner's investment in the site represents an improvement to what currently exists.
4. The development meets all applicable standards as adopted by the Planning Commission and City Council, conforms to the General Plan, and will correct any violations to the Uniform Building Code, Zoning Code, and or municipal codes in that:
  - a. The project meets the development standards of the CBD/S zoning district with respect to land use, building height, parking, and open space;
  - b. The project complies with the City's Downtown Area Plan policies;
  - c. The project complies with the recommendations of the City's Design Review consultant; and
  - d. The project will be constructed to meet all applicable provisions of the Uniform Building Code.
5. The proposed project will not adversely affect matters regarding police protection, crime prevention, and security in the that the buildings, on site paths of travel, and parking facilities will be required to conform to the City's current Security Ordinance through Conditions of Approval.

**III. Approve the Site Plan and Architectural Review for an on-street loading zone (San Mateo Municipal Code § 27.64.390), finding that:**

1. Adequate on-street parking is available along the frontage of E. 4th Avenue to accommodate a loading vehicle;
2. The location of the on-street loading zone is located at least 50 feet from any intersection, and provides convenient access to building entrances; and
3. The street width is adequate to accommodate loading vehicles without impeding use of the sidewalk or local traffic circulation or otherwise be detrimental to public safety.

**IV. Approve the Site Development Planning Application for the removal of 54 trees of six-inches or more in Diameter (San Mateo Municipal Code §23.40.040), finding that:**

The proposed removal of 67 trees, including 54 trees six-inches or greater in diameter including four Heritage Trees is necessary to accommodate the development as these trees are located within the development footprint. The tree species proposed for removal include: *Chinese Hackberry, Narrow-leaved Black Peppermint, Raywood Ash, Crape Myrtle, Chinese Pistache, London Plane, African Sumac, Carolina Cherry Laurel, Chinese Elm, Water Gum, Italian Stone Pine, and Oleander*. The removal of these trees will not be detrimental to public welfare or injurious to other property in the vicinity in that the applicant is required to comply with the Zoning Code which requires the full Landscape Unit Value of the existing trees to be removed. Under these provisions, all concerns regarding tree removal have been addressed. In addition to the Landscape Unit Values, the applicant will be replacing 11 street trees with 13 new street trees, and planting an additional 30 trees on-site which will help maintain the pedestrian experience along the perimeter of the building and for residents of the development.

**V. Approve the Special Use Permit for a parking facility use (San Mateo Municipal Code § 27.74.020), finding that:**

1. A parking facility is a special use permitted in the Central Business District (San Mateo Municipal Code § 27.38.030); and
2. The Special Use Permit will not adversely affect the general health, safety and/or welfare of the community nor will it cause injury or disturbance to adjacent property by traffic or by excessive noise, smoke, odor, noxious gas, dust, glare, heat, fumes, or industrial waste.

**VI. Approve the requested waivers to deviate from the *Building Bulk and Building Line and Setback* development requirements consistent with the provisions of San Mateo Municipal Code § 27.15.080. The request to waive or reduce development standards shall be considered by the decision-making body with the authority to act on the Covered Project, finding that:**

1. The requested deviations will not conflict with the General Plan.
  - a. The project is Transit Oriented Development utilizing the available provisions through State Density Bonus Law to maximize density.
  - b. The project balances the permitted increased density with substantial multi-family open space area and public plaza area.
  - c. The project is not built to the property-line as permitted, allowing for a landscaped building perimeter which enhances the pedestrian environment.
2. The development is of an excellent design quality and is consistent with applicable Design Guidelines.
  - a. The project design has gone through formal Design Review and determined to be consistent with the General Plan Urban Design Element and Downtown Area Plan.
  - b. The project utilizes high-quality finishes and variation of materials to provide a harmonious transitional design.
  - c. The project incorporates solar voltaic car ports on the roof top of the parking garage.
3. The development is in the best interests of the public health, safety, or welfare.
  - a. The waivers are necessary to provide increased housing density, resulting in additional affordable housing units, which will not impact public health, safety, or welfare.
4. The development will not impair the desirability of investment or occupation in the vicinity.
  - a. The 100 percent affordable housing project is of high-quality design and located within a half-mile of a major transit stop. The project will not impair the desirability of investment or occupation in the vicinity.
5. The project has demonstrated use of all allowable incentives consistent with Government Code Section 65915.
  - a. The project has increased its building height and housing density consistent with the provisions of AB 1763.

## VII. General Plan Conformity

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

### Land Use Element

- LU 1.4:**        **Development Intensity/Density.** Adopt and maintain the development intensity/density limits as identified on the Land Use Map and Building Intensity Plan, and as specified in Policy LU 6A.2. Development intensity/density shall recognize natural environmental constraints, such as flood plains, earthquake faults, debris flow areas, hazards, traffic and access, necessary services, and general community and neighborhood design. Maintain a density and building intensity range, with densities/intensities at the higher end of the range to be considered based on provision of public benefits such as affordable housing, increased open space, public plazas or recreational facilities, or off-site infrastructure improvements.
- 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 4.32:**      **Recycling.** Support programs to recycle solid waste in compliance with State requirements. Require provisions for onsite recycling for all new development.
- LU 2.4:**        **Downtown Plan.** Establish downtown San Mateo as the social, cultural, and economic center of the City with a wide range of office, medical, residential, entertainment, and retail uses at high intensities and densities while encouraging pedestrian activity and bicycle connectivity to adjacent neighborhoods.
- LU 2.10:**      **Optimize Development Opportunities.** Ensure that developments optimize the development potential of property in major commercial areas such as the Downtown Retail Core and along South El Camino Real.
- LU 3.1:**        **Downtown Plan.** As the social, cultural and economic center of the City, the downtown shall maintain a wide range of office, medical, residential, entertainment, and retail uses at high intensities and densities.

- LU 4.2:**        **Developer's Contribution Policy.** Require new development to pay on an equitable basis for new or expanded public improvements needed to support the new or changed land use or development.
- LU 4.4.5:**    **Stormwater Treatment.** Continue to implement the San Mateo Countywide Stormwater Pollution Prevention Program to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) permit.
- LU 8.4:**        **Sustainable Development.** Incorporate Sustainability into existing single family and multifamily housing. Require sustainable features and techniques to address energy and water efficiency in remodels of existing structures.
- LU 8.9:**        **Air Quality Construction Impacts.** The City shall mitigate air quality impacts generated during construction activities by requiring the following measures:
1. Use of appropriate dust control measures, based on project size and latest Bay Area Air Quality Management District (BAAQMD) guidance, shall be applied to all construction activities within San Mateo.
  2. Applicants seeking demolition permits shall demonstrate compliance with applicable BAAQMD requirements involving lead paint and asbestos containing materials (ACM's) designed to mitigate exposure to lead paint and asbestos.
  3. Utilization of construction emission control measures recommended by BAAQMD as appropriate for the specifics of the project (e.g., length of time of construction and distance from sensitive receptors). This may include the utilization of low emission construction equipment, restrictions on the length of time of use of certain heavy-duty construction equipment, and utilization of methods to reduce emissions from construction equipment (alternative fuels, particulate matter traps and diesel particulate filters).
- LU 8.11:**      **Toxic Air Contaminants.** The City shall require that when new development that would be a source of toxic air contaminants (TAC's) is proposed near residences or sensitive receptors, either adequate buffer distances shall be provided (based on recommendations and requirements of the California Air Resources Control Board and BAAQMD), or filters or other equipment/solutions shall be provided to reduce the potential exposure to acceptable levels.

The project is consistent with the above policies in that the development of the residential building and parking garage on the same zoning plot is consistent with the land use designation, and is in compliance with applicable zoning code requirements.

### **Circulation Element**

- 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 1.3:**        **Protect Local Streets.** Minimize the impact of new development on local streets. When warranted, construct improvements on local streets consistent with the City's Neighborhood Traffic Management Program.
- C 1.4:**        **Neighborhood Traffic Management.** Manage traffic and speeds on arterials, collector and local streets using techniques specified in the City's Neighborhood Traffic Management Program (NTMP).
- C 2.4:**        **Transportation Fee Ordinance.** Require new developments to pay for on-site improvements to meet the needs of development and their proportionate share of the costs for mitigating cumulative traffic impacts within the City of San Mateo. Utilize a Transportation Fee Ordinance to finance necessary off-site improvements equitably. The off-site improvements will include intersection and street improvements to maintain intersection levels of service, traffic safety improvements and improvements to reduce single occupant vehicle trips such as bicycle system enhancements, pedestrian improvements, and trip reduction measures.
- C 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 2.12: Transportation Demand Management (TDM) in Downtown.** Establish and implement a TDM program, a Transportation Management Association (TMA), and other measures to reduce vehicle trips and encourage transit use and promote bicycle and pedestrian accessibility for development within one-half mile of the Downtown transit center.

**C 4.1: Bicycle Master Plan.** Implement the Bicycle Master Plan’s recommended programs and projects to create and maintain a fully-connected safe and logical bikeways system; support the City’s Sustainable Transportation Actions; and coordinate with the countywide system.

**C 4.4: Pedestrian Master Plan.** Implement the Pedestrian Master Plan’s recommended programs and projects to create and maintain a walkable environment in San Mateo and support the City’s Sustainable Transportation Actions.

**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 4.7: Pedestrian Safety.** Pedestrian safety shall be made a priority in the design of intersection and other roadway improvements.

**C 4.9: Pedestrian and Bicycle Connections.** Implement an area-wide pedestrian and bicycle circulation plan which will result in convenient and direct connections throughout San Mateo. Implementing connections in the Rail Corridor Transit-Oriented Development Plan (Corridor Plan) area and into adjacent neighborhoods and districts is a priority.

**GOAL 5:** Provide an adequate parking supply for new development.

**C 5.1: Parking Standards.**

- a. Review parking requirements periodically to ensure adequate parking supply as a condition of development approval.



- b. Review parking requirements periodically to ensure adequate parking supply for change and/or expansion of land use resulting in increased parking demand.

**C 6.2: Single Occupancy Vehicles.** Reduce single occupant automobile usage for local trips by implementing flexible alternative transportation programs within San Mateo such as bike share programs, car share programs, additional local shuttles for Caltrain connections and other programs that support reduced single-occupant vehicle trips. Partners and program opportunities are identified and in the Climate Action Plan.

**C 6.5: Transit Oriented Development Areas (TOD).** Concentrate future development near rail transit stations in the City's designated TOD areas by collaborating with partners to provide incentives for development and transportation demand management within TOD areas, and encouraging developments within Transit Oriented Development Areas (TOD) to maximize population and employment within allowable zoning limits, consistent with direction from the City's Climate Action Plan.

The project is consistent with the above policies in that the project will be required to pay into relevant transportation fee programs. A Transportation Demand Management program will be implemented, and the applicant would be required to help fund the establishment of, and maintain membership in, a Downtown Transportation Management Association. The project is consistent with the Bike Master Plan in that it adds to the bicycle network by providing Class II bike lanes running east and west along E. 5th Avenue

### **Housing Element**

**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 overconcentration 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 traffic; 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 2.3:** **Public Funding of Low- and Moderate-Income Housing.** Continue to use available funds to increase the supply of extremely low, very low, low- and moderate-income housing through land purchases, rehabilitation and other financial assistance by partnering with nonprofit sponsors and applying for other subsidized financing from federal and state sources, tax credits, and the like.

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

**H 2.9:** **Multi-Family Location.** Provide for the development of multi-family housing to create a diversity of available housing types

**H2.10:** **Housing Densities.**

1. Maintain a density range, with densities at the higher end of the range to be considered based on provision of public benefits such as affordable housing, increased open space, public recreational facilities off-site infrastructure improvements, or location adjacent or near (generally within a half-mile walking distance) transit nodes (Note: Related to Land Use Element Policy LU 1.4)
2. Ensure that in appropriate densities are not permitted for lots of less than one-half acre.

**H 2.12:** **Mixed Use.** Continue the policy of encouraging residential uses in existing commercial areas, or in locating adjacent or near transit nodes, where the

residences can be buffered from noise and safety concerns and can provide adequate on-site parking and usable open space. Provide floor area and/or height bonuses for residential development in selected areas of the City.

**H 2.13: Transportation Oriented Development (TOD).** Encourage well-planned compact development with a range of land uses, including housing, commercial, recreation and open space, in proximity to train stations and other transit nodes. Encourage the maximization of housing density where possible.

**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 manner.

The residential and public parking garage project is consistent with the City's Housing Element in that the project is a Transit Oriented Development providing high-density affordable rental housing in close proximity to a major transit stop.

### **Urban Design Element**

**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 1.7: Minor Corridors.** Provide visual and pedestrian improvements on arterial streets such as Alameda de Las Pulgas, Peninsula Avenue, San Mateo Drive, Delaware Street, Norfolk Street and Mariner's Island Boulevard.

**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 2.3: 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 2.5:**        **Multi-Family Open Space.** Require that a portion of required open space be useable for passive or active recreation.

**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.

**UD 2.15:**       **Integrate Sustainable Design.** Encourage integration of sustainable design features and elements into the building early in the design process. Important considerations include:

a. Use of recycled, sustainably harvested, or locally sourced building materials such as siding, paving, decking, and insulation.

b. Preservation and/or adaptive reuse of structures is preferred over demolition. Recycle and reuse materials on-site from dismantling and/or demolition of a building or site improvements as much as possible. c. Consideration of heat reflecting roof systems to reduce roof heat gain. Balance the benefits of light colored roofs with aesthetics.

**UD 2.16:**       **Design and Placement of Solar Access and Panels.** Encourage applicants to incorporate solar energy systems into their projects. Building owners can minimize non-renewable heating and cooling methods and maximize solar heat gain by using solar panels and innovative building design features such as the use of overhangs, having south-facing windows and planting trees that provide shade.

The proposed project complies with the above policies of the Urban Design Element in that the building will contribute to establishing a new presence along E. 4th Avenue, enhancing this gateway into the downtown corridor. The project will also provide physical improvements to visually enhance the corridor with landscape improvements, landscaped areas around the perimeter of the residential building, and a public plaza.

### **Conservation and Open Space Element**

**C/OS 6.1:**       **Tree Preservation.** Preserve heritage trees in accordance with the City's Heritage Tree Ordinance. **C/OS 6.2: Replacement Planting.** Require significant replacement planting when the removal of heritage trees is permitted.

- C/OS 6.2: Replacement Planting.** Require significant replacement planting when the removal of heritage trees is permitted.
- C/OS 6.3: New Development Requirements.** Require the protection of heritage trees during construction activity; require that landscaping, buildings, and other improvements located adjacent to heritage trees be designed and maintained to be consistent with the continued health of the tree.
- 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 6.7: Street Tree Planting.** Encourage the planting of new street trees throughout the City.
- 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.
- C/OS 10.1: Public Open Space Design.** Review planning applications for opportunities to promote exceptional design and use of public open spaces in new developments and new public buildings.
- C/OS 16.5: Development Fees.** Assess appropriate fees and taxes to ensure that new development contributes adequate funding to compensate for its impacts on recreation facilities and services.

The project includes on-site trees, on-site heritage trees, and street trees. The removal of these trees will not be detrimental to public welfare or injurious to other property in the vicinity in that the applicant is required to comply with the Zoning Code which requires the full Landscape Unit Value of the existing trees to be removed and replaced. Further, the applicant will replace 11 existing street trees with 13 new street trees, and plant an additional 30 trees on-site across the project.

### **Noise Element**

- 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.

Noise measures and monitoring during construction, which are standard Conditions of Approval, will be mandatory, and the applicant will be required to abide by construction work hours and comply with the City's Noise Ordinance. The proposed land uses itself will not produce significant noise.

## VIII. Downtown Area Plan Conformity

**Policy 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.

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

- a. Pedestrian access to peripheral garages should provide a safe and attractive walking environment.

b. Sidewalks should be well maintained and be widened as opportunity becomes available to provide a pedestrian boulevard experience that might include elements such as outdoor dining.

c. Vertical street elements should be minimized to improve pedestrian access.

d. Continue practice of using pedestrian scale lights in the Downtown.

e. Monitor the placement of utilities and other similar items to ensure that they do not adversely affect pedestrian movement and safety

**Policy V.1: Downtown Parking.** Enhance Downtown Parking Supply. The following should be examined for feasibility:

a. Public parking at 5th and Railroad Avenues in combination with redevelopment of the site at 4<sup>th</sup>, 5<sup>th</sup>, and Railroad (former Kinko's site).

b. Additional parking in the vicinity of 5th Avenue and San Mateo Drive in the event that the existing Central Park Tennis Court Garage is demolished. This to replace the eliminated spaces.

c. Public parking at the City-owned site bounded by 5<sup>th</sup> Avenue, the railroad, and South Claremont.

**Policy V.4: Public/Private Downtown Parking Partnerships.** When sites are redeveloped, opportunities should be pursued for private/public partnerships to provide additional public parking within Downtown San Mateo. These may include providing excess parking for public use above project requirements, joint use of parking lots, or use of private lots during off-peak hours.

**Policy V.8: Parking for Projects Within One-Half Mile of the Downtown Transit Center.** On a case-by-case basis, consider parking reductions for projects within 0.5 mile of the Downtown Transit Center.

**Policy VII.1: Re-use of the City's 4th Avenue Site (former Kinko's site).** Execute sale or lease of this City owned property for a suitable re-use.

**Policy VII.2: Re-Use of City's 5th Avenue Site.** Determine a suitable re-use for the City owned site bounded by 5th Avenue, the railroad, and South Claremont Street.

**Policy VII.5: Private Development in Conjunction With Public Facilities.** Wherever feasible, encourage private development in conjunction with public facilities, including air rights development and leased space.

**Policy 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.

**Policy 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 complies with the above Downtown Area Plan policies in that the project consists of a new residential building and public parking garage being developed on two City-owned opportunity sites. Sidewalk amenities will be improved with a public plaza area with outdoor seating and landscaping around the residential building's perimeter. The building design incorporates visual articulation, high-quality finishes, and a variety of materials. The project also will participate in a Transportation Management Association and a Transportation Demand Management Plan.