

Meeting Notes for
PA 13-058 Classics at San Mateo Pre-Application
Pre-Application Neighborhood Meeting
November 20, 2013

CITY OF SAN MATEO
COMMUNITY DEVELOPMENT

SEP 26 2013

PLANNING DIVISION

The Pre-Application Neighborhood Meeting for PA-13-058 Classics at San Mateo Pre-Application was held at the San Mateo Central Park Recreation Center on Tuesday, November 20, 2013. Scheduled to begin at 7:00 pm, the meeting actually commenced at approximately 7:15 when power was restored to the Central Park Recreation Center which was blacked out by an area-wide power outage at approximately 5:30 pm. In addition to City and applicant representatives, there were approximately 27 individuals in attendance at the meeting; 23 groups registered their attendance on the Neighborhood Meeting Sign-In Sheet. Julia Klein, Associate Planner, City of San Mateo Planning Division, attended the meeting. Applicant representatives in attendance were Adam Kates, Vice-President of Classic Communities, Inc. ("CCI") and Scott Ward, Senior Vice-President of CCI.

Mr. Kates led the presentation, describing the purpose of the meeting, the format for the meeting (a presentation of the project, followed by Questions and Answers from those in attendance) and the process for further review and consideration of the application by the City. Mr. Kates described CCI's extensive background and long-term experience in the development of infill sites such as 110-120 Tilton Avenue (which encompasses approximately 45 projects and about 1,600 new housing units), highlighting CCI's development of the Classics at Creekside Lane project located at Second Avenue and Humboldt Street in San Mateo. Mr. Kates noted that a project of 52 condominium units, four stories in height with three levels of underground parking, on the subject property was approved in 2010 and that the entitlements for this project remained effective. Mr. Kates stated that CCI's plan was for a different type of development incorporating some single-family and some multi-family elements into a community that would balance competing interests in the site and respect the existing neighborhood. He noted that the site's location in the downtown area and near the Caltrain station might warrant higher density development, but the property is also situated adjacent to a notable group of single-family homes that are built at a much lower density. CCI's approach to the site is to deliver higher density single-family homes and townhomes, in a range of approximately 35 units per acre, which is below the R-5 Zoning District maximum density of 50 units per acre and well below the 67 unit per acre density range of the project previously approved on the site (a density bonus was granted for the previously approved project because of its delivery of very low income below market rate housing units). The 27 units that CCI is proposing for the property will be three stories in height, above a single level, fully underground garage. Mr. Kates stated that CCI's objective is to make the development as nearly conforming with Zoning Ordinance standards, acknowledging that it was likely that there would be some minor variances from those standards. Mr. Kates concluded his presentation and invited questions from the audience.

Forthcoming questions and answers were as follows:

1. Will there be Below Market Rate units in the development?

Mr. Kates confirmed that the project will be subject to the requirements of the City's inclusionary zoning ordinance.

2. What will the proposed homes sell for?

Mr. Kates indicated that, subject to market conditions when the units are delivered to market in a couple of years, the homes are likely to sell in the \$700,000 to \$800,000 range. Later in the Q and A session, Mr. Ward indicated that, if the homes were available today, it is likely that they would sell in the \$800,000 to \$900,000 range.

3. Where will the perimeter fence be located and what type of fence will it be?

Mr. Kates indicated that the perimeter fence would be a precast concrete wall that would be entirely on the project site.

4. Will the project incorporate green measures?

Mr. Kates indicated that the project would incorporate green measures, which would be quantified in accordance with the Green Point Rating checklist from "Build It Green", a Bay Area nonprofit whose mission is to promote healthy, energy- and resource-efficient building practices in California through outreach and education.

5. How much bicycle parking will be provided in the garage?

Mr. Kates indicated that the current plan provides for approximately 23 bike parking spaces in the underground garage plus a few visitor bike parking spaces on the podium level.

6. Has the development team considered the location of the windows with respect to both privacy and to natural light in the interior of the homes?

Mr. Kates affirmed that the design provides ample natural light within the units while being mindful of privacy concerns between units within the project as well as neighboring properties. Mr. Kates noted that the west facing 2nd and 3rd stories windows proximate to Tilton Terrace have raised sills to preserve privacy for the Tilton Terrace residents while still providing natural light in the proposed units.

7. Have you made any provision for delivery vehicles and moving vans that may serve the residents of the development, such as a turnout lane or parking space aligning Tilton Avenue?

Mr. Ward responded that no such provision had been made and that the proposed density reduction and product type should reduce the deliveries to the project and the frequency of resident turn-over. Mr. Ward noted that it was unclear whether the smaller units in the previously approved Magnolia Place project would have ultimately been sold or leased. Another neighbor in the audience shared his experience operating a business on or near El Camino Real adjacent to a large residential complex, and he shared his view that even a much larger residential project that did not have a loading zone had not adversely impacted traffic flow over the many years he had operated his business at the location.

8. What will the floor treatment within the homes be? Will there be hardwood floors or only carpeted floors?

Mr. Kates responded that the floor treatments vary by location in the house and homebuyers do have some choices with respect to upgraded floor finishes. Mr. Kates noted that the sleeping areas would most likely be carpeted and the living area could be carpeted or hardwood, subject to homebuyer preference.

9. Do you have a schedule for demolition of the existing structures on the property?

Mr. Kates noted that a demolition application had been submitted several months ago and that the developer is awaiting permission from the City to raze the site.

10. What are the work hours for demolition activities?

Mr. Kates indicated that he was not certain of the exact permitted hours for demolition and assured that they would work within the standard City work hours. Ms. Klein indicated she would verify the permissible work hours.

11. Do you have any plans to trim the trees on the site, some of which are now encroaching on neighboring properties and in some cases close to power lines?

Mr. Kates responded that the developer would investigate the condition of the trees and prune as prudent.

12. How are you addressing safety and security concerns associated with the current state of the property?

Mr. Kates responded that a temporary construction fence has been erected to secure the site and that a private security patrol has been engaged to make regular patrols of the property. In addition, Mr. Kates reiterated that CCI has requested permission from the

City to demolish the structures and conveyed that CCI views the structures as an attractive nuisance, unsafe for human habitation and beyond rehabilitation.

13. Will there be a trash collection room and, if so, will it be located in the garage?

Mr. Kates affirmed the trash collection room would be located in the underground garage.

14. How do you get from the podium level to the garage level of the development?

Mr. Kates explained there are two stair wells and an elevator from the garage level to the podium level.

15. Are there loft spaces above the third floors of the homes?

Mr. Kates stated there are no lofts and that the homes are truly three-story structures.

16. Is it the case that there all of the interior space is located on three different floors and, therefore, the homes are not likely to be suitable for seniors and disabled persons?

Mr. Kates responded that the 3-story layout of the homes would not be conducive to occupancy by a disabled person using a wheelchair. The common areas would be designed to comply with the American with Disabilities Act to accommodate visitors using wheel chairs.

17. Will any traffic control measures be required as a condition of approval of the project?

Mr. Ward stated that the City's Department of Public Works would determine what permanent traffic control measures, if any, would be imposed as condition of approval on the project.

18. Will the residents of the new homes be entitled to the same residential parking permits that are available to other residents of the neighborhood?

Ms. Klein stated that the new residents of this community would have to follow the established City process for obtaining residential permits for parking on the public street and that they would be eligible to do so.

19. How many parking spaces are there for each unit in the proposed development and will the project increase the demand for on-street parking spaces?

Mr. Kates stated that for each three-bedroom unit there are 2 parking spaces are for each two-bedroom unit, there are 1.8 parking spaces, plus 5 guest spaces and 3 ADA accessible spaces. The garage achieves 57 parking spaces in total in compliance with the minimum parking requirement established by applicable zoning.

20. What is the length of the driveway ramp to the garage and have you given thought to potential conflicts with the driveway access to the parking lot for the adjacent clinic and medical offices?

Mr. Ward stated that the City's traffic engineer would evaluate any potential issues with respect to the proximate driveways on the subject property and the adjacent medical complex. Subsequent to the meeting, Mr. Kates verified on the plans that the driveway ramp is proposed to be 48 feet long from property line to the covered garage entry.

21. What is the current and proposed width of the sidewalk in front of the site and are you aware that sidewalk width, with respect to the disabled and seniors, has recently become an issue on some projects in San Mateo?

Mr. Kates responded that he was unaware of the sidewalk width issue that had affected other projects in the City and then referred to the plans and stated that the public sidewalk is proposed to be 6.5 feet wide as measured from back of curb. Subsequent to the meeting Mr. Kates reviewed the plans and confirmed that the existing sidewalk is also 6.5 feet wide.

22. Do you know that parking in the general vicinity has recently become more difficult as a result of Draper University activities?

Mr. Ward responded stated that he was unaware of any parking shortage created by Draper University. Another neighborhood attendee shared her perspective that Draper University had not adversely impacted street parking availability.

23. Will any street lighting adjustment be required as a result of your development?

Mr. Kates responded that the City would specify the street lighting fixture and street light offsets within the public right of way.

24. Do you think this development will add value to other properties in the neighborhood?

Mr. Ward responded that property values are influenced by a broad range of factors, but that all things being equal, we would expect the improvements proposed with our project to enhance the appeal of the immediate neighborhood and that historically our redevelopment projects on similar infill sites have added value to surrounding properties.

25. Will you pull fiber to the project?

Mr. Ward responded that there was no present intention to pull fiber optic cable to the project.

26. Have you specified the design of the pre-cast wall?

Mr. Kates responded that the pre-cast concrete perimeter wall is presently specified as 6' high but that no specific wall design had been determined.

27. Will any street cleaning measures be included in parking control requirements for the development?

Mr. Ward responded that post-construction street cleaning measures are entirely within the purview of the City.

28. Has the design of the buildings taken into account screening of satellite dishes?

Mr. Ward stated that there had not been any specific design consideration regarding the visibility of satellite dishes. Mr. Kates added that the project CC&Rs would restrict the size and color of any satellite dish installed by a homeowner to preserve the aesthetics of the community.

Mr. Kates invited additional questions. There were none. Mr. Kates adjourned the meeting at approximately 8:30 and then invited those in attendance to view the renderings and other architectural drawings of the proposed development on an informal basis and to ask any questions or express any opinions that might occur to audience members upon closer inspection of the drawings.