

The meeting was convened at 7:30 p.m. in the City Council Chambers and was called to order by Chair Massey.

Those present were: Commissioner Bonilla, Commissioner Drechsler, Commissioner Whitaker, Vice-Chair Hugg, and Chair Massey

Motion made by Commissioner Bonilla, and 2<sup>nd</sup> by Commissioner Whitaker to approve the minutes of March 11, 2014 as amended.

Vote: 5-0 Motion passes

Chair Massey opened the Public Comment Period. No one wishing to speak, the Chair closed the public comment period.

**ITEM 1**  
**STUDY SESSION**

**PA13-052 CVS PHARMACY AND ADDITIONAL RETAIL PAD PRE-APPLICATION**, preliminary review for the proposed subdivision of a 3.19 acre commercial property into three parcels for use by the existing Fish Market restaurant, a new 16,556 square foot pharmacy with a drive-thru window, and a 4,000 square foot retail building with parking reconfiguration, landscaping and related site improvements. The project site is located at the southeast corner of Norfolk Street at Fashion Island Boulevard, bounded by Fashion Island Boulevard to the south, Marina Lagoon to the east; Susan Court to the north, and Norfolk Street to the west. The project site is zoned C1-1 (Neighborhood Commercial).

Lorraine Weiss, Contract Senior Planner, gave the staff presentation.

The Planning Commission had no questions for staff.

The applicant gave a presentation regarding the project.

The Planning Commission had no questions for the applicant.

The Chair opened the public comment. The following people spoke: Sam Naifeh, San Mateo; Rick Cooley, San Mateo; Buddy Saupe, San Mateo; Michael Sewell, San Mateo; Christiane Barth, San Mateo; Laura Wood, San Mateo; Daniel Schorr, San Mateo; Garrett Dunwoody, San Mateo; Stuart Bruins, San Mateo; Andrew Lomano, San Mateo; Sandra Weins, San Mateo; Carrie Drake, San Mateo; Steve Doukas, San Mateo.

Their comments included the following:

- Resident of Harbortown. Neighbors are not fond of this project. Salient points are: 1) architecture is out of harmony with everything around it; 2) don't want big stucco box; 3) the street is already at a Level of Service (LOS) F, already a high volume of traffic; 4) environmental impact report is necessary; 5) slough is precarious, 6) precious site on the lagoon, why put a drug store there?
- Resident of Harbortown. Serious concern regarding this piece of land that is not fully developed. What is the highest and best use of a piece of property like this along the lagoon?
- Traffic and parking are my concern. Over the course of 3 days, my wife observed traffic at 12 p.m. and 6:30 p.m. for parking. 145 average parking spaces taken up during dinner, during the week. On the weekend, the parking lot there is full. We just do not think that there is enough parking to accommodate another retail building. The traffic is a problem because 2 lanes merge into one. The pedestrian crossing is unlit at night and pedestrians are in danger. Too much cross traffic from vehicles trying to turn into the CVS parking area. Also the large truck turning must be considered.
- This particular stretch of road is extremely busy and dangerous in the evenings. If we have another business that draws people, the traffic will only get worse. I walk to Parkside Plaza and people just do not pay much attention at this particular spot. I am pro-business but this is too much of a neighborhood for something this large.
- Most reasons have already been stated. I don't think this plan really blends with the Fish Market. The CVS at Crystal Springs blends in with the rest of the commercial area. I don't think this design is promoting access to the slough. All residents should have access to the slough. People are not going to want to sit behind this building. The water park (Aqua Park) nearby is already full and in the summer there is even less parking available. Spill-over parking already occurs onto Roberta. The nearby schools also contribute to the increase in traffic. Accidents on Highway 92 cause traffic spill over onto Norfolk. No beautification of the area has been done.
- For all of the Parkside residents, access to southbound 101, is through this Norfolk corridor to Fashion Island Blvd. Anyone going south/north on 101 will pass through this intersection. The traffic backs up onto Fashion Island Blvd for those trying to make left turns on Norfolk which gets severely backed up. Rush hour traffic is very heavy. The Fish Market on the weekends (Friday and Saturday) experiences 150-190 cars during the dinner hour. This project only allows 167 spaces for the 3-parcel site. There is a high demand for parking at the Fish Market. Lighting for this project in the parking lot is going to be on for a good portion of the night, if not all night. A lifetime resident of San Mateo County told a story about a friend that became an architect who wanted to build cities. There are other areas to have pharmacies. This is an opportunity for a better idea for this property. This project doesn't appear to go along with the vision of our city. Traffic study to be done, birds impacted by trash should be studied, and an environmental impact report is needed.
- A number of CVS stores, Walgreens, Target, and Rite-Aid all within 5 miles of this property. We don't need another one. There is no new residential around here. This location would take away from others already established.
- Full-time realtor and neighbor indicated that a lot of speakers are concerned about this project. Do any of you live or boat on the lagoon? He invited the Commission to visit lagoon. This project isn't going to produce another dollar of revenue for the city. We need a place for people to congregate and enjoy the lagoon. This project, as proposed, would have people going in and out of the site without enjoying the area. The Fish Market has an amazing track record of being good stewards of this area.

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- Resident of Harbortown. I fully support all of the arguments put forth by everyone tonight. Our collective health and wellness also includes the health and wellness of our environment. At one point during low tide I noticed a shopping cart in the lagoon. The city needs to step up and protect this wonderful resource.
  - Harbortown resident. I do not face the Fish Market directly. My concerns echo what everyone else has said. I'd like to point out my concerns regarding the use of the property. The location is unique. People on the lagoon have put a lot into the landscaping, furniture, and property improvements to make it look good. There are logistical concerns. We know that noise carries across water differently than it does across land. The noise that the loading and trash trucks generate. The bright lights from the building glaring 24-hours into neighbors' homes are a concern.

No one else wishing to speak, the Chair closed the public comment period.

The Planning Commission had the following questions:

- The Commission addressed the question brought up by a speaker regarding whether or not the commissioners live near the lagoon by indicating that Commissioners do visit sites prior to Commission meetings. What type of environmental document will be prepared? *Staff: when a formal application is received, an environmental analysis is conducted in accordance with CEQA and a determination is made. A traffic and parking study, biology and wildlife study, hazardous materials analysis, and design review will be performed to determine what type of environmental document will be prepared.*
- Question for Public Works: 1) where are the approximate locations of all curb cuts on both sides of Norfolk. *Staff: the curb cuts do not line up on both sides of Norfolk. Mid-block crosswalk would require alignment with proposed paths. This was indicated as being both a pedestrian and a bicycle pathway.*
- Sidewalk width along Fashion Island Blvd and Norfolk – width? *Staff: not sure of existing width. However, there are sidewalk standards included as Attachment 4 of the Administrative Report.*
- Dangerous center left-turn lanes. *Staff: would look at this during the traffic study.*
- Turning left into a parking lot or out of a parking lot – is one more dangerous than another? *Staff: all of this would be looked at during a traffic study.*
- As we do not know the use of the middle parcel and I read in the report that the number of parking spaces calculated is based upon retail use, this would preclude the use of a restaurant in this location? *Staff: yes.*
- In the public commentary, there have been references to the intersection of Norfolk and Fashion Island Blvd, as classified as an LOS F. This assessment would be made in a traffic study? *Staff: yes. In 2005 it was identified as LOS C but will be updated in the traffic study.*
- Calls for this project to be put before the Public Works Commission due to the silting of the lagoon and the construction impacts on the condition of the lagoon. *Staff: there would be some construction related issues that would have to be addressed by Public Works. This would need stormwater retention basins and other improvements that do not currently exist and would not create an impact on the lagoon. Although no construction is proposed in the lagoon, there still needs to be limits and review. This is a body of water regulated by the Army Corps of Engineers. No Public Works Commission review is warranted or required.*
- Number of comments from the public, apart from the specific issues of the project, a CVS pharmacy or any other pharmacy, is just inappropriate for this site. There have been comments

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regarding the highest and best use for this property. What do the codes say about whether the commission has a decision on the best and highest use? *Staff: a pharmacy use is allowed by the Zoning Code and is consistent with the general plan land use designation. Comments may be made regarding the Special Use Permit required for the drive-thru operation, and within the findings required as part of a Site Plan and Architectural Review, and environmental issues can be evaluated by the Commission.*

- Possibility of 24-hour use of the store was brought up by a number of members of the public. Can we consider this and condition the project to limit the hours of operation? *Staff attorney: only the drive-through, not the retail use. Our code allows for 24-hour use. What is the height limit for this location and does this project fit that? Staff: the height limit is 35' and this project is within that limit.*

The Commission had the following comments:

- The parking situation is complex given the current use of the restaurant onsite. The mid-parcel and its parking requirements along with the parking required for CVS needs to be sorted out.
- We had lots of discussion regarding traffic and the impact. The traffic study will help sort this out.
- Trucks and the turning radius needed is a concern.
- The site has difficulty accommodating a 24-hour drive-through.
- Public access – a robust access plan should be proposed to the site and better description on how it is going to be handled. Will there be dedicated parking for pedestrian and bicycle access? People are going to use the public access parking for the restaurant.
- Mitigation is necessary for the trash pickup; the trash needs to be kept from leeching into the lagoon and the bay.
- Aesthetics are not as I would want them. I'm not happy with the overall architectural design. Emphasis on the front of the building but some attention needs to be attention paid to all sides of the building, specifically the lagoon side of the building.
- Circulation must be addressed.
- Interested in the comments made by the neighborhood at their meeting. They asked good questions and made good suggestions. Public Works involvement is essential. The owner of the property should begin some mitigation measures now and not wait until something is built. We should require the owner to mitigate trash issues now.
- The circuitous route that truck deliveries would take through the neighborhood to make deliveries is not acceptable. There has to be a better way.
- I think a drive-up window is a bit too much.
- The back side of the building is not good. I'm not real impressed with the proposed architecture. It needs to fit in with the context of the neighborhood. Lose the stucco, add wood, some lapsiding, better roofing, and propose a building which better fits with and reflects the lagoon.
- Achieve a building design that is sensitive to the waterway.
- Trash dumpsters on the back are not good. The noise will travel across the water to the neighbors on the other side of the lagoon.
- Bicycle path should connect Norfolk and Fashion Island Blvd.
- Too much parking on this site already and with 3 different lots, an unknown use for the middle parcel, and the parking is already full from the restaurant. I think 3 lots is 1 too many. I believe that it should be cut down to 2 lots to allow for better parking.

- The lighting needs to be very respectful of the neighbors and the birds and wildlife that live on the lagoon. Headlights shining across the lagoon into the neighbor's homes are not good.
- There needs to be an environmental impact report. The lagoon is a park.
- I don't like the drive-thru.
- Proposed drawing gives the impression of over-building on the site. I believe a redesign of the space is needed. This particular CVS doesn't seem to fit in this area. We owe a degree of concern to the residents, and the wildlife around the lagoon. Traffic is a very big concern.
- The right-of-way widths need to be looked at carefully. Utility easements at the back of sidewalks push pedestrians closer to the roadway.
- I would like to see more trees on the site. Some screening is necessary for the noise and light pollution generated by the project.
- Elevations, as presented, reflect a corporate style. There is language in the neighborhood meeting minutes that the building has to be this way because that is the way the corporate look is. Yes, corporate has a standard plan but it is not impossible to get the corporate look to change so that a building fits more with the area.
- In the applicant's letter on page 4, the applicant has indicated items that visibility of the building interiors will be provided. Specifically, that law enforcement will have a clear view to the cash registers, etc. I only see this at the drive-thru and the entrance doors. I don't think this building relates to the site at all. In the General Plan, Shoreview Planning area, it encourages that the applicant design a building that is sensitive to the waterway.
- Site circulation around the building is not good. Drive-thru, truck delivery, trash and recycling pickups have to go all the way around the building.
- Front entry of CVS doesn't face the street.
- The proposed truck route through the residential neighborhood is not in conformance with General Plan policy.
- Proposed parking for the Fish Market is short the required number of spaces.
- Street-side elevation and lagoon side have no windows, just blank.
- Trash compactors and garbage bins on the lagoon side of the site is not appropriate.
- Everyone in agreement that the proposed building looks like a standard pharmacy building that could go anywhere. This is not an 'anywhere' site. Our General Plan makes it quite clear that this is a special site and regardless of what is built. It has to do with the building and what is being built there has to fit in with the surrounding area and enhance the lagoon. This building doesn't do that.
- This is a situation where the city will have to adhere strictly with the elements of the General Plan. The City must look closely at all of the impacts and requirements of the General Plan. There are areas where this project currently does not meet these requirements.
- Traffic will be sorted out in the traffic study. I am concerned about the truck route and it violates the General Plan policy. Can't have trucks travelling through residential neighborhoods. There would be impacts from trash trucks and other vehicles servicing this project.
- The project, under the current design, must adhere to the parking requirements of the zoning code. Each of these 3 lots will have to meet the minimum parking requirements, including the Fish Market.
- Lighting and noise impacts are concerns.
- I'm not opposed to a drive-thru but have serious issues with respect to site circulation and the traffic that will be generated. It is inappropriate to have a 24-hour drive-thru. This type of project this close to residents should have limits on hours of operation.

- Redevelopment shall maximize access to the lagoon. The project does not maximize access to the lagoon.
- The Circulation Element reiterates truck movement should not pass through residential neighborhoods and requires improving the visual character of neighborhoods. This project doesn't do that.
- A tricky site. A building that has public streets on 3 sides if you consider the water a type of street.

#### Announcements/Communications

1. From staff
  - a. Public workshop on Housing Element on Wednesday 3/26
  - b. Planning Commission 4/8 – commercial condominium conversion and annual review of Bay Meadows Development Agreement.
  - c. 4/15 - Station Park Green neighborhood meeting. Planning Commission study session on 5/13.
  - d. 4/22 – First reading by City Council of the Reasonable Accommodation Ordinance.
  - e. 4/23 – Public Hearing of Espresso Lane and draft Housing Element that will eventually be reviewed by the State Housing and Community Development Department (HCD).
  - f. 5/1 – St. Matthews Catholic Church neighborhood meeting (required by conditions of approval)
  - g. 5/13 – Station Park Green Planning Commission;
  - h. Pre-application submittal for the Bridgepointe Ice Rink has been submitted.
  - i. Consider starting meeting earlier for certain projects, such as Bridgepointe Ice Rink. Perhaps start meeting at 6:30pm. Allowing time for more public comments.
  - j. Field trip day.
2. From the Commission
  - a. Reminder that the Form 700 reports due one week from today.

The Chair adjourned the meeting at 9:25pm on Tuesday evening.