CITY OF SAN MATEO
PLANING COMMISSION
MINUTES OF THE REGULAR MEETING
MAY 13, 2014

Approved

The meeting convened at 7:30pm by Chair Massey.

Roll call: Commissioner Bonilla, Commissioner Drechsler, Vice-Chair Hugg, Chair Massey. Commissioner Whitaker.

Minutes from April 23, 2014.

Bottom of page 4, change adjournment from Tuesday to Wednesday.

Motion by Bonilla, 2nd by Hugg, vote 4-0-1. Commissioner Whitaker abstained having been absent.

Chair opened the public comment period. The following people spoke: Garret Rice, San Mateo; Bertha Sanchez, San Mateo; Erica Powell, San Mateo.

- My child goes to Centennial Montessori and they wanted to expand the school and build a fence. They received a provisional approval and began updating the school. They asked a second time about the fence height and placement, and were given approval. After the fence was put up, they were told it was not legal and may have to come down. I would appreciate having the fence remain and a variance issued, if needed, to allow the fence to stay. It provides a degree of safety to the children as the school sits next to El Camino Real.
- I have seen several development agreements (DA) on various properties, i.e., Hines, and Station Park Green. There is usually a two-year time frame for a project to be developed. I voted against a 10-year DA for Hines, suggesting instead for a 6-year agreement. New owners bought the Hines project and it has been several years now since that time. Why is there not, in an original agreement, a clause indicating that if a project takes longer than, say, 3+ years or if the property changes hands, why can't the project come back before the Commission and be reviewed again? A project on 2nd Avenue changed hands after two years and no review was done on the project even though it was longer than two years. How can projects that go beyond a certain period of time be tracked?
- Centennial Montessori: I support the fence issue that a previous speaker brought up. I believe that the only solution is an agreement that the school not have to pay a fee for doing something that they were told was okay.

Chair closed the public comment period.

ITEM 1
STUDY SESSION
PA14-020 Station Park Green Pre-Application

Lorraine Weiss, Contract Planner, gave the staff presentation.

Planning Commissioners had the following questions for staff:

- No questions for staff

Applicant presentation by Alan Talansky (Darin Schoolmeester, Grant McInnes, ARUP, Gary Strang, GLS, Jared Eigerman)

Planning Commissioners had the following questions for the applicant:

- In one of the illustrations I saw some solar panels, will the buildings have solar panels? *Architect: Yes. We are looking at including solar panels as part of the project.*
- What about car-charging stations? Have you thought about that? *Architect: We are still considering that and also the amount of them. We have been incorporating them in other projects.*
- Transportation Demand Management (TDM) Measures in the presentation weren't real clear. Please explain some of the TDM Measures that you propose. *Applicant: Rail passes and shared cars. It is important to reduce the number of cars by increasing the amount of transit. We also propose a shuttle from the project site to take people downtown.*
- I recall a resident plaza in the prior plans. Will there be one in this proposal? *Architect: We have recessed the building to provide the plaza at Delaware.*
- Does the bike path actually go under Highway 92? *Applicant: CalTrans doesn't allow bike paths crossing over freeway ramps. However, they can cross under the bridge by the railroad (Pacific Blvd).*
- On the old plan along the northern side, there used to be a wider access, an emergency vehicle access (EVA) lane. Does the Fire Department feel this is adequate? *Applicant: The Fire Department feels it is adequate and we will be discussing this with both the Fire and Police Departments as the project moves forward.*
- *Staff: More meetings will be held to look at the project in-depth detail. Right now, we are looking for Commission comments on the overall project. The details will be submitted and reviewed later.*

Chair opened the public hearing: the following people spoke: Ray Scott, San Mateo; Bill Nack, Foster City; Ben Toy, San Mateo; Edward Evans, San Mateo; Kara Cox, San Mateo; Jeanne De Feliz, San Mateo; Rich Hedges, San Mateo; Jeff Hylton, San Mateo; Anna Kuhre for Laurie Watanuki, San Mateo; Anna Kuhre, San Mateo; Cheryl Hilton, San Mateo; Jessica Burtis-Linderman, San Mateo.

- I live in Sunnybrae, and some of my questions are: Specifically, the drawings indicated a critical mass of trees. What does this mean? What is the specific use of the park? Is it possible to give everyone who wants a tree, a tree? It's all about traffic and density. The improvements along Delaware look very nice. If you have ever driven in that area in the late afternoon/early evening, it is very crowded. Terms such as Transportation Demand Management (TDM) and other terms regarding getting people to use Transit-Oriented Development (TOD) sounds great; however, where will people park who come to visit residents in this development?
- Individual spoke on behalf of the Building Trades Council. We support the project. This development does support the various plans such as Rail Corridor, General Plan, etc.

- This project will be good for moving San Mateo into the 21st century. We are still too much in the 20th century. We need to move towards TOD. This is the right type of development for us.
- Carpenters Local 217, union carpenters that cover all of San Mateo County. We are in favor of this project. It is a sustainable project which gives a piece of San Mateo back to itself. This is an underutilized area and this project is good. This area needs to be developed. Our population is going to continue growing over the next several years and we need housing. This project will allow people jobs and afford to live in this community. Let's engage the CalTrain station; one that is the most underutilized.
- I reviewed the prior application that was submitted in 2011. The main downside to the plan is that words such as "should", "encourage", etc. give the impression of options. Instead, things should be "required". The new design is too weighted towards residential; not providing enough retail for residents. It is not TOD because where do they walk? Too many alleys, should be more woonerfs. Please demand TOD at this development. Please do not use the word "should" to the developer's responsibility, though, "shall".
- Resident of Sunnybrae. I strongly support the proposed plan but do have comments and questions. This development is forward-thinking, though, not enough. There are two points that I would like to make: 1) Rail corridor and CalTrain – Hayward Park is a local stop and not every train is stopping here. Once trains are electrified, will they continue to stop at Hayward Park? 2) I think there should be more zoning for retail; the type that will bring people together. A town square that has a park in the middle, such as in Europe, would service this project well. Bringing people together is essential. Common areas and indoor game areas. I believe that families will come to this community and not just single couples.
- I am excited about this development. It is a vision of 3 legs of this community: 1) Mixed use at Rite-Aid, 2) Hines with office; and 3) Station Park Green. I like the changes that are proposed including adding parking to the center of the buildings with a roof. We can put solar on top of the roof. Unbundled parking is a good idea. Just as an offer of proof as to what is happening at Bay Meadows, we interviewed people in Bay Meadows, and well over 55% of the people are taking the train. These developments are self-selecting for transit. The garages will help disabled people to park on the floor where they live. The parks are an improvement. This will fit in with the Rail Corridor Plan. Local crafts people will be able to work on this project and be able to live here.
- 19th Avenue Park resident for 27 years. One thing that looks great is the street looks appealing along Delaware Street in the grand entrance. Some of the more recent projects in San Mateo are more box-like with no curb appeal. Development around Bay Meadows, near Whole Foods, is a very appealing area, and looks nice.
- Station Park Green project has many positive qualities that make it a benefit for San Mateo. The lower heights along Delaware Street is good as is the higher buildings back towards the train tracks. The proposed parking is unique and enclosed within building which allows residents who live on a floor to park on the same floor. Smaller housing units are more for people living near TOD and for seniors.
- 19th Ave resident. Neighbors are depending on you, the Commission, to ensure that traffic circulation, retail, etc., are beneficial to the community. One change is that retail has replaced residential along Delaware Street which is not a good thing. (A hand-out was given to the Commission summarizing issues.)

- 10-year resident of Sunnybrae. I love that San Mateo promotes living in the 21st century. I would like to understand how this project is going to improve the quality of life for those of us in Sunnybrae. I'm hoping we can be mindful of open-space. Will the restaurant areas have outdoor seating? This is the future of our community. The increase in housing prices shows the need for more housing. I didn't hear where commuters are going to park. Where are they going to park? Don't use the 19th Avenue area as a parking lot. What happened with the Delaware Street improvement? Will it connect to the Bay Trail? There was also discussion about a synchronized light.
- I have questions. Are these units for sale/rent? Is Essex going to buy or develop this? What is meant by undevelopable block? Does this mean that there will be future development on these blocks? Do we know whether or not CalTrain is going to keep the Hayward Park Station open? If not, the TOD idea will not succeed. What will happen with State Route (SR) 92? Will it be widened? The size of the units are going to fit in with younger people who are not interested in owning land right now. What about a water collection system that can be reused for watering the landscaping? Stack parking should be considered.
- This project could take pressure off of the rental situation. I am in favor of this project and want to know how long is it going to take to build this project? The economy could change downward by the time this project is built. Vehicle miles per capita is dropping which is an indication that young people are opting for transit-oriented-development. A community like this will provide facilitation for TOD.

Chair closed the public hearing.

The Commission addressed questions brought up by the speakers:

- Plans for trees, critical mass of trees, *Architect: as we combine spaces we have more room for Trees and parks.* Commission: Do you have specifics as to what will go in the parks? *Landscape architect: Regarding the comment about every resident can have a tree is true for residents of 19th Ave Park who each may have a tree in their yard. The "critical mass" means a lot of trees in the park and we have a tree plan in place and will continue to use that model. Central Park is proposed as is, and the other parks will have its own personality based upon where it is located within the development.* Commission: Will the activities in the parks be passive use, i.e., not baseball, no soccer? *Landscape architect: Yes, that's correct.*
- How much visitor parking is allowed in the current plan? *Applicant: There is street parking that will be dedicated to shared cars and some will be for residents and workers of the retail uses. The retail section will have its own parking that will service the retail/office. Staff: The original specific plan assumed some shared parking. As we move forward we will be looking more in-depth at the amount of parking and where it is located.*
- Comments suggested regarding the original and revised Specific Plan were about sustainability. The language can be read to mean that methods for sustainability were voluntary and the developer can back away from that. *Staff: Development of the original Specific Plan and Design Guidelines did not have the degree of review regarding sustainability that is done today. In the absence of a specific building, we will bring forward the specific areas to you and will work with the applicant to address what sustainability measures are being incorporated.*
- What is the current level of service and future level of service at Hayward Park CalTrain Station? *Staff: At this time, we don't have specifics regarding the level of service at the train station.*

There have been some discussions regarding Hayward Park Station and ridership is down. It does not have the express trains and only local service right now. The schedule will change with electrification of the trains but that won't happen for a while. Commission: the Environmental Impact Report (EIR) was recently prepared for the electrification, was anything said about level of service? *Staff: Will have to check into it.*

- What is happening with the proposed traffic light for the Sunnybrae area: *Staff: The traffic signal for this intersection is still being evaluated. Some work has been done for conduits and pull boxes for future signals. We need to do some studies in that area as the corridor is being developed.*
- Provisions for outdoor seating. *Applicant: We have some retail uses in block one where outdoor seating is a possibility. There is outdoor seating planned in a few areas where people can sit and have food. It would be part of the final plan.*
- Are these units going to be for sale or rent? *Applicant: They will be for rent. There will be no condominium map, though a parcel map to merge the two existing lots into one lot and then subdivide into four parcels.*
- What is meant by undeveloped lots? *Applicant: The central or main park is an example of an undeveloped lot which will remain open space.*
- In the original agreement, it is noted that different home builders would be brought in to build a specific building. Is this still the case? *Applicant: No. There will only be one builder to do the entire project. Essex is showing great interest in this project.*
- *Applicant: For Leadership in Energy and Environmental Design Neighborhood Development (LEED ND) Gold,* we *have to meet a high standard from the beginning to succeed as LEED Gold.*
- At one point, there was a question of residential units along Delaware. *Applicant: Part of Delaware Street towards Concar will be retail, above it is residential.*
- What about collecting rain water and recycling it? *Staff: This is certainly something to be considered. There is a lot involved in being able to do this, but it is a possibility.*
- What about the widening of SR92 at El Camino Real? *Staff: This particular part of SR92 is not being widened; only the on-ramps and off-ramps are being changed.*

The Commission had the following questions for staff and the applicant.

- Administrative Report, page 8: Discussion about whether it is a Class 1 bicycle path or multi-use path along Concar. Is there a conflict if it is both pedestrian and bicycle? *Staff: The development easement included in SPG on the north side is designed to be a shared-path.* Commission: Will this be a development of the City or the developer? *Staff: I believe it will be the City. I will take a look at the development agreement. The path cannot be built until the underground utilities are in place.* Commission: I'm interested in who is going to design the path. *Staff: Preliminary designs have already been done. Dimensions are already done.* Commission: Part of this also involved the Hines project. Will there be a bicycle path going in both directions? *Staff: Shared-use paths are becoming more commonplace. Bicycles will continue to be able to travel both directions on Concar and on the shared path. Some paths have striping. There are many ways to ensure that pedestrians and bicycles work together.*
- Is the parking in the center of each building at grade or stacked parking? *Applicant: It is fully enclosed multi-level parking.*

- What are the proposed sidewalk widths along Concar? *Applicant's attorney: Those are tied into the public benefits that were in the development agreement and we have met those obligations. It now belongs to the City.*
- Is the circulation of the streets bi-directional and one-way? *Architect: There is a combination of both depending on the area in the development.*
- We have traffic and parking studies from the previous Specific Plan proposal. Are there plans to update those traffic and parking studies? *Staff: We will verify whether or not there have been any changes to the numbers provided in those studies.*
- What is the building height proposed for the frontage on Delaware Street which was 35 feet previously? Can the height limits being planned be confirmed? *Staff: The building heights are not changing, 35 feet is the height limit along Delaware.*
- Why is it that the new plan concentrates all the retail/office space in one building, as opposed to the original plan where it was parceled out? *Applicant: The major building was going to be Michael's so there will be less retail square footage.*

The Commission had the following comments:

- Likes the level of sustainability. Economic activity proposed is good.
- I believe this project does meet the goals and intent of the Rail Corridor Plan. I believe there should be some consideration regarding family housing. Perhaps the below market rate (BMR) units can be arranged for families. There should be more diversity in the unit sizes.
- Like that there is cognizance of the drought. I would like to see solar panels and roof-top gardens. Can we recover some of the green space originally proposed which was for communal use with each individual building?
- Well-planned project.
- Perhaps parking agreement with Hines for after-hours, weekend shared parking.
- I agree that the revised Specific Plan continues to meet the goals and intent of the Rail Corridor Plan. I also believe it continues to provide ample connectivity of adjacent uses to the Hayward Park Train Station.
- Some concerns about the site plan include: I would like to see more retail use scattered throughout the project and not concentrated in one corner. The revised site plan proposes four developed blocks, whereas the original proposed eight. This results in fewer, larger buildings which are less interesting for pedestrians walking to the Caltrain station.
- Very pleased to have this project before us again. Supportive of the changes being proposed. There are some aspects of the original plan that I prefer. I am concerned about the size of the buildings. They are larger than the original ones. There seemed to be more walkways in the original plan.
- I have a concern about the entrances that will be facing the railroad tracks. How attractive are those dwelling units going to be? I would encourage some imagination with these to give them a unique and desirable appeal. Stoops are an Americans with Disabilities Act (ADA) concern.
- Staff and applicant should take a closer look at visitor parking.
- Consider a children's play facility as people with families are going to live here.

Communications/Announcements:

1. From Staff
    a. Boards and Commissions dinner, May 16th
    b. Field trip on May 17th
    c. May 27th, 6:30pm start time for Bridgepointe study session
    d. Housing Element to be heard on June 19th
    e. Senior Commission and Community Relations Commission will review Housing Element prior to being heard by the Planning Commission.
    f. June 10th review of a single-family-dwelling.
2. From Commissioners
    a. Interested in having more educational meetings during the year between the Commission and the public.

Adjournment at 10:40pm on Tuesday, May 13, 2014