



Neighborhood Meeting

Two West 3rd Ave

October 16, 2019

Project Location: Two West 3rd Ave, San Mateo, CA 94402

Meeting Location: The Cedar Room-City of San Mateo Main Library

Meeting Date and Time: October 16, 2019-7PM to 8PM

Attendees: Public-See Sign-In Sheet

Purpose of Meeting: Neighborhood outreach to provide a description of the proposed project and obtain feedback and answer questions from interested parties.

Welcome/Introduction: Phillip Brennan, City Planner, reviewed the purpose of the meeting and provided an overview of the format of the meeting.

Presentation: Douglas Oliver, Project Architect provided an introduction and presented a brief overview of various components of the project including a walkthrough of the site plan improvements to the pedestrian environment, building plans, uses by floor, elevations and architectural style of the building, and proposed parking through in-lieu fees instead of providing onsite parking. Douglas described the constraints of the small site and soil contamination which are the contributing factors to proposing parking through the in-lieu fees.

Comments (C), Questions (Q), and Answers (A) Session:

Please note, in the summary below, comments and questions have been grouped by subject for clarity and do not necessarily represent the actual chronological order they were given.

Q: (Unidentified Speaker) There are construction trucks currently on the site. What is happening there now?

A: (Doug Oliver) The activity on the site is not related to the project application. Since there was previously a gas station on the site, there has been monitoring of the soil and below ground water for contaminants. The time frame for required monitoring has passed, and the monitoring devices are being removed with the work permitted by the city.

Q: (Unidentified Speaker) There was a residential project previously approved on the same site. Why isn't that project moving forward?

A: (Doug Oliver) The cost to build the project became unfeasible due to the contaminated soil on the site and the proposed underground parking. The current commercial office building being proposed avoids disturbing the soil and provides a better investment.

Q: (Unidentified Speaker) Is the site free from contaminants, how is the project getting away from remediation?

A: (Doug Oliver) It is yet to be determined if the site is free from contaminants. The project has not been absolved from remediation of the site and will be required meet the mandatory measures on environmental quality from San Mateo County. The approach of the newly proposed project is to limit the amount of expose to soil contamination by not digging an underground garage. The project would "cap" the soil with a matt slab foundation which would require significantly less digging and potential contamination clean up.

Q: (Unidentified Speaker) There is a bulb out shown on the site plan at the corner of El Camino Real and 3rd Avenue. Is it necessary?

A: (Doug Oliver) The city is mandating the installation of the bulb out.

C: (Unidentified Speaker) The bulb out is a bad idea. Bulb outs were not built on the two recently built project across El Camino Real. This will be the only corner with a bulb out.

C: (Unidentified Speaker) The bulb will cause a backup of traffic turning West onto 3rd Avenue.

Q: (Unidentified Speaker) I'm concerned about the loss of a driving lane on 3rd Ave by building a bulb out and adding parking along the curb. Will emergency vehicles be able to move down that street especially since there are many 911 call from the adjacent 12 story residential tower?

A: (Doug Oliver) Public works, Fire and the Police departments have reviewed the project plans and provide comments on issues. No comments were provided on this issue as proper turning radius have been provided.

Q: (Unidentified Speaker) Has fire accepted the layout?

A: (Phillip Brennan) All departments have reviewed the application and provided comments.

Q: (Unidentified Speaker) The project proposes three new metered parking spaces on 3rd Ave along the project frontage. Currently the spaces further to the west on 3rd Ave are permit parking. Will the permit parking spaces be converted to metered parking?

A: (Doug Oliver) That is a public works decision, and the project application does not have information regarding the subject.

Q: (Unidentified Speaker) Are the curbs of the street changing along the proposed project site?

A: (Doug Oliver) Only at the bulb out. The remaining curbs are to remain in their current location.

C: (Unidentified Speaker) Parking is a problem in the neighborhood. There is no parking enforcement in the area. This project will only compound the lack of parking. (Much passionate discussion and agreement about this subject).

Q: (Unidentified Speaker) How many parking spaces are required by the project?

A: (Doug Oliver) 52 spaces are required by code.

Q: (Unidentified Speaker) How does the city determine how much parking is required for a project.

A: (Doug Oliver) City zoning determines amount of parking. For this project a parking ratio of 2.6 spaces per 1,000 SF is required.

C: (Unidentified Speaker) That parking ratio is not appropriate, and the City needs to change the ratio.

Q: (Unidentified Speaker) Where will people park?

A: (Doug Oliver) The project is proposing parking via In-Lieu fees as allowed by the zoning code. Parking would be available in any of the city owned /operated locations. Within three block of the proposed project there are three Central Parking Improvement District parking garages with over 800 parking spaces available.

Q: (Unidentified Speaker) How Much is the in-lie parking fee?

A: (Doug Oliver) The in-lieu fee is slightly above \$25,000.

Q: (Unidentified Speaker) Could part of in-lieu parking fee go towards parking enforcement in the neighborhood? Currently there is in enforcement on streets.

A: (Phillip Brennan) The city controls parking in-lieu fees, and it has not been previously discussed to use some of the fees for enforcement. Please call parking enforcement when there is a problem with on street parking.

Q: (Unidentified Speaker) Can the current 2-hour parking in the neighborhood be changed to permit parking?

A: (Phillip Brennan) That is a public works issue and decision.

Q: (Unidentified Speaker) If in-lieu parking is approved, will the city build more parking spaces before the project is built?

A: (Phillip Brennan) Parking is an ongoing concern, and the city is looking at parking throughout the city.

C: (Unidentified Speaker) I'm fed up with loosing street parking to provide bike lanes.

Q: (Unidentified Speaker) What is the timing for the project

A: (Douglas Oliver) If approved, completion of project is +/- three years out. The planning and design process require and least another year, and construction would be 18-22 months.

Q: (Unidentified Speaker, living to the north of project on Arroyo Court) Noise will be an issue during construction. How will the project mitigate the noise.?

A: (Douglas Oliver) San Mateo has a construction policy which includes allowable time frames for construction and noise. The project will be required to comply with city rules governing construction.

Q: (Unidentified Speaker) Is it safe to assume that the parking along Arroyo Court on the proposed property will be blocked during construction?

A: (Douglas Oliver) San Mateo has a policy which governs site construction and limits the amount of sidewalk and road area that can be blocked. The construction of each project is different, and a construction plan has not been developed yet. If the project is approved the General Contractor who will build the project will work with the city in developing an appropriate construction plan. However, no, it is not safe to assume that the parking along Arroyo Court would be blocked.

Q: (Unidentified Speaker) Is the project proposing to keep the trees along the western property line?

A: (Douglas Oliver) Yes, the large oaks will remain in place.

Q: (Unidentified Speaker) Are the sidewalk trees shown in the rendering the size they would be planted or the size they would be after several years.

A: (Douglas Oliver) They are shown as if they have been in the ground for several years. Typically, smaller trees would be planted, but within several years the trees could be the size shown. The size of the trees planted could be discussed further. The tree types are different on each street front and are dictated by the city's arborist.

Q: (Unidentified Speaker) How wide is the sidewalk on El Camino Real? It is very hard to walk along the street there, especially if there is someone coming in the opposite direction.

A: (Douglas Oliver) From the face of curb to the building it is 15'. This entire width would be sidewalk. Between the tree grates and the face of building there is 11'. The sidewalk will be amply wide enough for multiple pedestrians. The proposed sidewalk is significantly wider than the current condition.

Q: (Unidentified Speaker) I live on the third floor of the adjacent residential tower. What will the shadow impact be on my unit?

A: (Douglas Oliver) The proposed project only three stories tall and drops to two stories towards the western side of the property and the 12-story residential tower. There will be approximately 75' between the two-story part of the proposed building and the residential tower, and approximately 100' between the three-story part of the proposed building and the residential tower. The proposed building is located to the North East of the residential tower. Given the comparative sizes of the buildings, the separation of distance, the site location of the proposed project – to the north, and the math of solar angles, there will be very little - if any - impact to the residential tower units.

C: (Unidentified Speaker) I hope they build this project. It will complete the gateway to downtown at this corner. It's the remaining unbuilt lot and has been underutilized for too long. The building is designed nicely. Appreciates the proposed steel construction type given the possibility of earthquakes.

C: (Unidentified Speaker) Appreciates the design. Likes this design better than the previously approved residential project.

C: (Unidentified Speaker) The design of the building is nice. My problem is not with the design, it's the parking in the neighborhood.

C: (Unidentified Speaker) It will be great to have the lot developed. I support the project.