



CITY OF SAN MATEO

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Administrative Report

Agenda Number: , Status: Agenda Ready

File ID: 2019-119

TO: City Council

FROM: Drew Corbett, City Manager

PREPARED BY: Community Development Department

MEETING DATE: Tuesday, February 19, 2019

SUBJECT:
1, 2, and 3 Waters Park Drive - Project Approval

RECOMMENDATION

Adopt a Resolution to approve the Site Plan and Architectural Review, Planned Development Special Use Permit, Site Development Planning Application, Vesting Tentative Map, General Plan Amendment, and Zoning Reclassification for a property located at 1, 2, and 3 Waters Park Drive for 190 new residential units and associated common area; and adopt the Mitigated Negative Declaration, as adequate to assess the environmental impacts of the project, based on the Findings for Approval; and subject to the Conditions of Approval including the revision of Condition of Approval #20 recommended by staff.

BACKGROUND

Project Description

The project (PA-2018-013) proposes to demolish three (3), two-story office buildings and construct 190 for sale dwelling units, including 28 two-story detached single-family homes, and 162 three- and four-story attached multi-family homes. The project proposes a total of 425 parking spaces and 285 bicycle parking spaces. All of the units (single-family, townhome, row, and block homes) will have a two-car garage, for a total of 380 enclosed parking stalls. 45 parking stalls will be located along the private road and will be dedicated for guest parking. The project also proposes private and public common open space, including a publicly accessible, privately-owned trail along Borel Creek, which leads to a dog park.

The project plans are included as Attachment 2.

Site Description

The project site consists of two parcels approximately 11.12 acres in size bounded by Borel Creek to the north, single-family residences to the east and south, and Highway 101 to the west. There are three (3) existing two-story office buildings with approximately 163,000 square feet of floor area. The site is accessible from Norfolk Street and the Borel Creek bridge, which has a shared easement with the neighboring office building to the north at 1900 South Norfolk Street. The project site has a General Plan land use designation of Executive Office and a zoning designation of E-1, Executive Park. A site location map is included in Attachment 3.

State Density Bonus Law

The proposed project utilizes provisions of the State Density Bonus and Other Incentives Law - State Government Code Section 65915. The City, to comply with the state density bonus law and to implement the housing element of the San Mateo General Plan, provides increased residential densities, use of statewide

parking standards, and “incentives or concessions” for projects providing certain amounts of affordable housing. The maximum allowable density on the subject parcel is 35 dwelling units per acre, which equates to 387 units. However, the applicant is not requesting a density bonus increase in the number of units. The applicant is proposing 17.1 dwelling units per acre, for a total of 190 units, 19 of which will be affordable units.

By providing the 10% affordable units, the project is eligible for one incentive or concession, While the applicant is not requesting a density bonus in the increase in the number of units, they are asking for an increase in floor area. The maximum allowable floor area based on the zoning code is 0.85, which equates to 411,942 square feet. The applicant is requesting a floor area ratio of 0.896, for a total of 434,466.

The applicant’s density bonus and concessions request letter is included as Attachment 4.

Planning Commission Discussion/Recommendation

The project was presented and heard before the Planning Commission on January 23, 2019. The Commission voted 3-0 to recommend approval to the City Council of the project.

The Commission was in favor of the project and had the following comments:

- Fulfills a community need for housing
- Improved building and site plan design from initial study session
- In favor of taller, multi-family buildings toward the center and north of the property
- Concerned with rear facing window in 4th bedroom located on second floor
- Had clarification questions regarding:
 - Grade/topographic differential between project site and adjoining properties
 - Traffic impacts

The Draft Planning Commission Meeting Minutes are included as Attachment 5.

In addition to the Planning Commission Public Hearing, the following public meetings were held for this project:

- Planning Commission Study Session (Design Focus) - May 22, 2018
- Planning Commission Pre-Application Study Session - December 11, 2017
- Neighborhood Meeting (City requirement) - November 9, 2017

Additionally, the applicant voluntarily held several neighborhood meetings to discuss concerns identified by the adjacent property owners.

Issues

Traffic

The City’s transportation consultant, Hexagon, conducted a Traffic Impact Analysis (TIA) and concluded that the proposed project will have an overall decrease in the number of daily trips. Gary Black of Hexagon clarified the methodology used to conduct the study during the January 23rd Commission meeting. To summarize:

Existing Conditions:

- On-site data collection (actual trips counted) February 2018 during AM (7 A.M. to 9 A.M.) and PM (4 P.M. to 6 P.M.) peak hours*
- AM peak hour trips

- **AM trips into site: 106 trips**
- AM trips out of site: 20 trips
- AM total trips: 126 trips
- PM peak hour trips
 - PM trips into site: 17 trips
 - **PM trips out of site: 118 trips**
 - PM total trips: 135 trips
- **Total daily trips: 1,305 trips**

*It should be noted that the existing office building is not fully occupied.

Proposed Project Conditions:

- Based on standard rates in Institute of Transportation Engineers, Trip Generation
- AM peak hour trips
 - AM trips into site: 20 trips
 - **AM trips out of site: 59 trips**
 - AM total trips: 79 trips
- PM peak hour trips
 - **PM trips into site: 61 trips**
 - PM trips out of site: 38 trips
 - PM total trips: 99 trips
- **Total daily trips: 1,145 trips**

Eight intersections were studied as part of the TIA, and of those, six of the intersections already exceed the City's Level of Service (LOS) standard. Both uses have reverse commute patterns during the AM and PM peak hours. While the project generates less daily trips than the existing office building, the project will generate additional trips into the site during the PM peak hours. The City uses a numeric threshold of four seconds of increased average delay at each studied intersection to determine whether the project requires mitigation. The net new project trips do not exceed the City's four second delay threshold at any intersection already in operation. Therefore, the added trips are not a significant impact and do not require mitigation.

Since the project does not result in a required traffic impact fee (TIF), the developer will be providing a voluntary contribution of \$250,000 to intersection improvements within the 19th Avenue/Norfolk Street/Fashion Island Boulevard intersection. The City will conduct its own analysis to determine the most appropriate improvements.

The Traffic Impact Analysis is included as [Attachment 6](#).

Planned Development

The Planned Development Special Use Permit is intended to enable and encourage flexibility of site design and may be approved if the project can demonstrate that deviating from the underlying zone will result in a superior site design. In this case, the requested reclassification would result in an R3 zoning district. Rather than proposing multi-story, multi-family residential units adjacent to a single-family neighborhood, the small lot single family units result in a more appropriate transition between adjacent neighborhood and the proposed project.

While the project is not zoned R-1, Single-Family Residential, the Commission looked at setbacks that would be required for the adjacent existing single-family residences as a basis of comparison. The Factual Data

Sheet in Attachment 7 compares the proposed single-family residences to the R-1 development standards.

Typical R-1 setbacks would require 15 feet to the first story and 25 feet to the second story. However, the proposed setbacks are a minimum of 15 feet to the second story in the Plan 2 design lots. As a result, the Commission requested that windows within the 25-foot setback be treated differently.

As part of the Commission's recommendation to the Council, the following Conditions of Approval were added:

FENCING REPLACEMENT - Building Permit application plans shall show any existing fencing along the southern and eastern property lines (adjacent to single family residential properties) to be replaced with new fencing that complies with Zoning Code Section 27.84.010 "FENCES-HEIGHT LIMITATION." Fence heights for street intersections and driveways must conform for driveways on the project site as well as for any existing driveway on adjacent properties. Any required building permits for fencing must be obtained from the Building Division. (PLANNING).

MODIFY ALL REAR FACING WINDOWS - The applicant shall utilize alternative window treatments on all second-story, rear facing windows, which may be either frosted/obscure window glass, clerestory window, or removal of the window. The alternative treatment shall be included in the building permit plan set and shall be approved by the Zoning Administrator as sufficient to satisfy the intent of the Planning Commission prior to the issuance of a building permit and installation will be confirmed prior to issuance of a certificate of occupancy. (Planning)

However, the intent of the window condition is to address the second story window (4th bedroom) on all "Plan 2" parcels to address privacy concerns raised by the public. Currently, only the rear facing window for the 4th bedroom in Plan 2 is located 15 feet from the proposed property lines.

Staff is proposing an alternate condition to clarify the intent of the window treatment on the second story window (4th bedroom). Rather than applying the window treatment to all second-story, rear facing windows, including those that meet the 25-foot standard setback, staff proposes the following condition which would apply to only second-story, rear facing windows which deviate from this required setback:

ALTERNATIVE WINDOW TREATMENT - The applicant shall utilize alternative treatments on all "Plan 2" second story rear facing windows located in the fourth bedroom. Alternative treatments may consist of frosted/obscure window glass, clerestory window, or removal of the window. The alternative treatment shall be included in the building permit plan set and shall be approved by the Zoning Administrator as sufficient to satisfy the intent of the Planning Commission prior to the issuance of a building permit and installation will be confirmed prior to issuance of a certificate of occupancy. (Planning)

The alternative condition is included in the recommendation section of this report.

Attachment 8 illustrates the window location and the site plan identifying the "Plan 2" units.

Grade Differential/Topography

The Commission also discussed the differences in grade between the project site and the adjacent properties to the south and east. Attachment 9 provides a cross-section depicting a typical/average grade difference between those properties. It should be noted that the grade difference between each adjacent property can vary.

BUDGET IMPACT

The project does not impact the City's budget as it is a privately funded development project. However, the developer is contributing \$250,000 for intersection improvements within the project corridor.

PUBLIC COMMENTS

Additional public comments were received after the January 23, 2019 Planning Commission Public Hearing and are included in Attachment 10.

ENVIRONMENTAL DETERMINATION

The project requires the preparation of an environmental impact assessment under the provisions of the California Environmental Quality Act (CEQA). The City prepared the Initial Study/Mitigated Negative Declaration (IS/MND), which identified and discussed potential environmental impacts of the project. The public review and comment period for the IS/MND was November 28, 2018 to December 28, 2018. The IS/MND concluded that the project would not have any significant effects.

The Initial Study/Mitigated Negative Declaration was distributed to the City Council on November 28, 2018; therefore, a hard copy is not included with this report. However, a copy is available online at:

[<https://www.cityofsanmateo.org/3692/PA17-065-Waters-Office-Park-Residential->](https://www.cityofsanmateo.org/3692/PA17-065-Waters-Office-Park-Residential-)

The Mitigation Monitoring or Reporting Program (MMRP) identifies the required mitigation measures outlined in the IS/MND and is included as Attachment 11.

NOTICE PROVIDED

In accordance with Government Code section 65090, notice of this meeting was published in the San Mateo Daily Journal newspaper at least 10 days before this Public Hearing and noticed to the following parties:

- Property owners, residential tenants and business tenants within 1,000 feet of the project site;
- The City's "900 List" which contains nearly 100 Homeowner Associations, Neighborhood Associations, local utilities, media, and other organizations interested in citywide planning projects;
- The City's Planning "Notify Me" email list; and,
- The interested parties list which includes interested individuals who contacted the City and requested to be added to the project notification list.

ATTACHMENTS

Att 1 - Proposed Resolution

Att 2 - Project Plans

Att 3 - Location Map

Att 4 - Density Bonus Request Letter

Att 5 - Draft Planning Commission Meeting Minutes, January 23, 2019

Att 6 - Traffic Impact Analysis

Att 7 - Factual Data Sheet

Att 8 - Window Location Illustration

Att 9 - Cross-section

Att 10 - Public Comments

Att 11 - Mitigation Monitoring or Reporting Program

STAFF CONTACT

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