

**Neighborhood Meeting**  
**1650 South Delaware Street**  
**March 23, 2016**

PLANNING APPLICATION:	PA16-080 1650 South Delaware Pre-App Apartment Complex
PROJECT LOCATION:	1650 South Delaware Street, San Mateo, CA
MEETING LOCATION:	San Mateo Garden Center, Large Room
MEETING DATE/TIME:	March 23, 2017, 7:00-8:00 p.m.
ATTENDEES:	Public – See Sign-In Sheet
PURPOSE OF MEETING:	Pre-Application neighborhood outreach meeting to present the proposed project to the neighbors and to obtain feedback and answer questions from the neighbors.
WELCOME/INTRODUCTION:	Roscoe Mata provided general background on the purpose of the meeting, which is to establish a positive dialogue between the property owner and the neighbors, and to receive comments from the neighbors about the proposed project. Roscoe provided information about contacting the City and where to email comments. Meeting will be one hour and is the first of the meetings where the neighbors can provide their input. Roscoe explained the process - preliminary application and formal application. Roscoe announced that there is an April 25 <sup>th</sup> Planning Commission study session at City Hall that begins at 7:30pm.
PRESENTATION:	
Part 1: Applicant	Jeff Warmoth introduced himself and the design team. Jeff described the property owners' goal of robust community engagement, and offered to make himself available via phone, email, and in-person meetings to gather neighbor input about the project ("We want to hear what the public has to say and listen to positive ideas and address negative concerns about the project.") Jeff noted that the property tenant is currently the AAA and that AAA will be relocating. In addition, Jeff noted that the existing building is a 2-story office building with approximately 20,000 SF. Jeff stated that the San Mateo Rail Corridor Transit-Oriented Development Plan started conversations about redevelopment. Jeff pointed out to the neighbors that when looking at the presentation boards, it was important to note that while the project design appears to be completely done, these are preliminary plans. Jeff stated that the property owners' were happy to consider their neighbors ideas and comments. Jeff provided his personal contact information: Jeff Warmoth – <a href="mailto:jeffwarmoth@gmail.com">jeffwarmoth@gmail.com</a> – (650) 400-6293
Part 2: Architecture	Richard Handlen with EDI introduced himself. He described his design ideas and the architecture and described each of the presentation boards. He also explained the architectural

interface with the Station Park Green project. Richard provided a few key design features: the ground floor setback and upper stories are setback the same distance from S. Delaware Street as the buildings in the Station Park Green project, the parking is all inside the building (including guest parking), there is a two-story living room facing S. Delaware Street, and every unit has its own balcony.

### Part 3: Summary

Jeff stated that a successful project will create a “great place to live”. He noted that the proposed project was designed with lots of natural light, wider corridors and with amenities like outdoor terraces and a large living room area for the residents. Jeff stated that our team designs its projects to conform to the rules, and that we work hard to not ask for exceptions from the rules. Jeff noted that the project is fully consistent with the specific plan setbacks and heights. Jeff noted that we’ve heard that the issues in the neighborhood are related to the number of units already approved, the amount of office space already approved, existing traffic problems, existing parking problems, and issues with impacts from construction. Jeff pointed out that the study session will determine what studies that the project will need to have prepared (or pay the City to have prepared). Jeff stated that process is very comprehensive, and that all potential impacts will be addressed by the project application, and reviewed by City and/or further studied by City. Jeff discussed that the property owner engaged the traffic consulting firm, Kimley-Horn, who prepared traffic analysis comparing the traffic from the existing use (office) to the proposed use (residential). Jeff stated that the Kimley-Horn report concluded that assuming that the project implements a transportation demand management (TDM) program as required by the San Mateo Rail Corridor Transit-Oriented Development Plan, the proposed project will add only 10 total trips a day (with a reduction of 25 Peak AM trips and a reduction of 61 Peak PM trips. Jeff stated that office uses are busier during commute times whereas residential traffic activity is dispersed throughout the day. Jeff stated that the Kimley-Horn traffic study will be reviewed by the City and the City’s chosen traffic engineer. Jeff stated that even without TDM, the proposed project is under the threshold of 100 new trips to trigger the requirement for a traffic study. Jeff noted that the provided parking is higher than what City requires pursuant to the San Mateo Rail Corridor Transit-Oriented Development Plan. Jeff stated that the construction staging process will be worked out as the proposed project progresses through required approvals.

**# of attendees = 18 excluding City and project team members.**

COMMENTS, QUESTIONS, AND ANSWER SESSION:

#	Speaker	Comments/Questions/Responses
1	Unidentified Speaker	<p>Q: If you count all the new development, is it (vehicle trips) built into traffic study?</p> <p>A: Traffic studies include all planned, proposed and existing development. Project generates less than the 100 new trip threshold to require a traffic study to review additional intersections.</p>
2	Unidentified Speaker	<p>Q: Will management [of the apartment complex] be on-site? Is there access at the back of project? [Is there] only one way in [to the development]?</p> <p>A: There will be 24/7 full time management. Guest parking is inside the parking structure and there is one entrance/exit at the front of the project. Behind this project is a private park located on the Station Park Green site. We are working with the adjacent property owner to provide access to the rear. Right now, you would have to walk around the block [to get to the train station].</p>
3	Unidentified Speaker	<p>Q: How many parking spaces are provided per unit? How many bedrooms are you providing... it appears you're only providing one car per unit.</p> <p>A: We are providing the number of spaces as required by the San Mateo Rail Corridor Plan. Self-selection process limits residents to those without excess cars. Studies show that people that choose to this live in these projects don't have multiple cars.</p>
4	Unidentified Speaker	<p>Q: I am a 19<sup>th</sup> street community member with a question on spillover parking and construction worker parking... how will this be handled?</p> <p>A: Our project will have a good construction staging and parking plan that will end up being very detailed. The property owner doesn't want these issues as well.</p>
5	Unidentified Speaker	<p>Q: I have a question about temporary vs. permanent situation of traffic, especially with Station Park Green's 600 additional units. I can't imagine that things won't get worse [with the number of units you're proposing].</p> <p>A: In our experience, even projects with less than one parking space per unit in other transit developments present no issues. I live in a building where many of the parking spaces are unused.</p>
6	Unidentified Speaker	<p>Q: Does the traffic study show less traffic?</p> <p>A: The triple AAA lease [contract] is less than a year [from being over]. The traffic study assumes a fully occupied building after re-tenanting the office building square footage. The next tenant, if site stays as is, would generate the existing traffic currently in the report. Traffic engineers used standard generation rates for office and residential uses. Results in net negative peak trips in AM (25) and PM (61).</p>
7	Unidentified Speaker	<p>Q: Is AAA site fully occupied?</p> <p>A: AAA currently uses less space (not fully occupied), but their lease is over in less than a year. The property owner may elect to remodel the building and lease the full building.</p>

8	Unidentified Speaker	<p>Q: My wife and I have lived in San Mateo for 32 years, and traffic gets worse and worse. We live behind the Hillsdale Garden complex, which was sold and new owners allow multiple tenants to live in a one-bedroom apartment. They provide one parking spot per car and all the other cars are in the street. We live on Greenway and it is a very bad situation; if we leave in the evening we can't park in front of the house. The owner on E. 16th street also has problems with parking. We are now allowing more units without proof about how many people have cars at Station Park Green and how it affects the South Delaware approach to 92. Delaware has already been reduced from 2 lanes in each direction to 1. Traffic backs up past the stop sign. What will happen when all these new units with 1 and 2 bedrooms and have 2 and 3 cars per unit and traffic studies don't take into account multiple tenants in smaller units? People will use the train station but will still require a car and I think this will be a disaster... and improvements to the South Delaware access to 92 needs to be made.</p> <p>A: A residential parking program can be implemented to deal with parking problems and it has worked in the past. The City has a program for the neighborhood to explore and look into a permit-parking program.</p> <p>Q: Parking permit doesn't work as well at night...</p> <p>A: This is a City enforcement issue. The neighborhood can have permit parking at night. The proposed project is not of a quality where multiple people will rent a 1 bedroom. The proposed project will be higher end, brand-new, and will not attract renters that pack apartments with lots of people. There will be professional management in building. There will be occupancy limits since the property owners do not want multiple tenants in units.</p>
9	Unidentified Speaker	<p>Q: I live in the Claremont area and I'm a younger person that bikes to the grocery store and uses the train. I appreciate other neighbors' concerns. I just do not foresee the parking and tenancy concerns of other neighbors'. Traffic problems are due to the jobs / housing imbalance in the region. There are more jobs in San Mateo county than there are housing units. I support the project since it removes jobs and adds housing. Most of the traffic is overflow traffic resulting from commuters on the 92 and 101 that are using local roadways to avoid freeways. More people living here will allow them to use mass transit and will help improve traffic situation.</p> <p>A: I would not say that anyone is wrong about their personal traffic concerns. Everyone has a different opinion about traffic and we want your ideas and input to figure out how to make things better. The property owner will be a long time property owner. The property owners want a well-run project and to be a good neighbor, want to create a project that will be a great place to live.</p> <p>Q: Lower income housing and BMR are required in the City. What level of affordability are you proposing? Low and very low helps the current affordability situation.</p> <p>A: We will have an answer by the Planning Commission study session. State law would allow 5% very low. The City's rules allow 10% very low.</p>
10	Unidentified Speaker	<p>Q: Are there any issues with the sewage system, gas, electric lines and utility capacities with all this new development?</p> <p>A: After the Planning Commission study session, and as part of the formal application process, there will be a detailed analysis of the public facilities. For instance, if the existing sewer lines are not sized sufficiently, it becomes the property owners' full or partial responsibility. Typically, required upgrades do not use taxpayer/City money. There are no known issues with capacities of existing public facilities. We'll have additional answers as the proposed project moves through the City approval process.</p>
11	Unidentified Speaker	<p>Q: Are there any estimates of residents using Caltrain doing commute?</p> <p>A: A TDM plan will be done by a 3<sup>rd</sup> party and studied by City or the City's consultant to make sure the assumptions in the TDM plan are verified. It is anticipated that people who live here will choose to use Caltrain.</p>

12	Unidentified Speaker	<p>Q: What sort of access [is provided] from the project to Caltrain – it seems access is blocked off by Station Park Green. [Will there be] backdoor (access)?</p> <p>A: There are discussions with Station Park Green to allow access from the back of the site to Caltrain. The neighbor is a private property owner. Otherwise, people would have to go around the block.</p> <p>Q: [What] other types of access (are provided)? [What about access for] buses, bikes?</p> <p>A: There is an on-site delivery zone since there are bike lanes on S. Delaware Street that cannot be blocked. These days, everything is delivered by Amazon / UPS, etc... and we will have a large package / mail room. There will be no blocking of bike, travel lanes or sidewalk allowed. There are spaces for 106 bicycles, even though 75 are required. The best way to encourage people to use bikes is to provide room for them.</p> <p>Q: Is there a bike room in the garage?</p> <p>A: There are two large storage areas for 100 bikes, plus 6 temporary bicycle parking spaces.</p>
13	Unidentified Speaker	<p>Q: There is more bike parking than car parking (106 bike spaces)...</p> <p>A: That's the goal, to provide bike parking to get more people to use the bikes.</p>
14	Unidentified Speaker	<p>Q: Any other local projects that you have done?</p> <p>A: This ownership entity has done a lot of projects. I have completed projects in downtown Campbell and downtown Los Altos. I am happy to go through list of projects done.</p>
15	Unidentified Speaker	<p>Q: What's your name?</p> <p>A: Jeff Warmoth, contact me at <a href="mailto:jeffwarmoth@gmail.com">jeffwarmoth@gmail.com</a>. If you want to Google me, my new company is 33 North Development Group and we are working on a 114-acre residential infill project in San Diego. We recently received approvals for a 25-acre infill with 450 residential units in Sunnyvale.</p>
16	Unidentified Speaker	<p>Q: The pictures look beautiful and elegant and I'm glad it's not a block building like others. Have they looked into adding more parking? [Maybe] go underground? Hard for me to envision people knowing where to park. Where are they parking? Very nice elements on decks and balconies and podium... where do guests park and what if they have a truck and not a mini car, how will they park?</p> <p>A: The proposed project was designed to bring nice building architectural elements to the S. Delaware frontage. The front elevation creates visual interest for residents and for the neighborhood. Parking is all covered and the parking/traffic study says 94 parking spaces will be sufficient. The City code requires 13 guest stalls, and the remainder will be resident parking. Currently, the proposed project has 4 more parking spaces is than required, which may be used to support more BMR units / total units. Going below ground is a problem, since there are geotechnical issues and bay mud.</p>
17	Unidentified Speaker	<p>Q: With self-driving cars, people won't own their cars and there will be a glut of parking...</p> <p>A: There are lots of people spending time and money to get us out of our cars.</p>

18	Unidentified Speaker	<p>Q: Where does your daughter live? Have you lived in a project that has a new building and 600 units?  A: I live in downtown Los Altos that replaced an animal hospital that was open 24/7. Now the building has 20 residential units and the traffic dropped by half or more. There is 1 parking space per bedroom and the parking garage has never been more than 60% full.</p> <p>Q: Have you driven down 92 at 6pm?  A: The reality is that with Waze, people drive down streets that used to never have any traffic. The traffic backups on 92 and [the app] makes people use surface streets to avoid 92. Traffic circulation ends up commuting through our communities. Not building is not the solution. The traffic is largely because people need to commute to their jobs.</p> <p>Q: The building is pretty, but the neighborhood is changing. I appreciate your perspective, but for someone who lives around here and is concerned about property values, there are concerns. [There are] 94 new parking stalls and if even half of those enter traffic on 92, it adds to the congestion.  A: I feel for the people who have to deal with traffic, but hopefully people will continue to use / increasingly use Caltrain to access the massive amounts of employment that has been located along the Caltrain corridor. Cities are putting offices near mass transit.</p>
19	Unidentified Speaker	<p>Q: [I live in] 19<sup>th</sup> Ave park and [because of] the way in and way out of the neighborhood, people are cutting into Delaware to get to Grant. [The] cut through is a shortcut because Delaware is congested.  A: It's because of Waze. You are encouraged to talk to the San Mateo DPW about traffic calming methods.</p> <p>Q: Meeting location is too far and not enough notice time.  A: Roscoe says City is compliant with legal noticing requirements and that the city has a website to opt in to get notified about development projects, including this project. We encourage all to spread the word. Please have one of the neighbors to put my contact info on Nextdoor, if you would like.</p>
20	Unidentified Speaker	<p>Q: What do you expect these units to rent for?  A: The market dictates pricing at that time. These will be nice apartments in a nice building. There will be fewer amenities than the larger projects, so it is a lifestyle choice to live in a smaller building.</p>
21	Unidentified Speaker	<p>Q: What studies absorbs the 600-unit project next door?  A: The traffic studies have to take into account all existing, proposed or planned projects. [What they take into account is] existing background + already approved projects + proposed project.</p>

Roscoe concluded the Neighborhood Meeting by providing information about the April 25<sup>th</sup> Planning Commission study session.

Jeff states that after the property owner gets feedback from the public and the Planning Commissioners at the April 25<sup>th</sup> Planning Commission study session, the design team will complete a formal application package, including any additional studies requested by the Planning Commission.