

# Waters Park

## Neighborhood Meeting Summary

### November 9, 2017

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PLANNING APPLICATION:	PA17-065: Waters Park Drive Pre-App
PROJECT LOCATION:	1, 2, 3 Waters Park Drive, San Mateo, CA
MEETING LOCATION:	1 Waters Park Drive, Suite 160, San Mateo, CA (Onsite)
MEETING DATE/TIME:	November 9, 2017, 7-8 p.m.
ATTENDEES:	Public – See Sign-In Sheet Brittini Barron– City of San Mateo Planning Division, Associate Planner Michael Cohen – Strada Investment Group, Principal and Applicant Lauren Stahl – CMG, Landscape Architect Don Ricci – Dahlin Group, Inc., Director of Neighborhood Residential Architecture
PURPOSE OF MEETING:	Outreach to neighbors in conjunction with the Project’s Pre-Application to provide a description of the proposed project and to obtain feedback and answer questions.
WELCOME/INTRODUCTION:	Brittini Barron provided general background on the purpose of the meeting which is required by the City of San Mateo to solicit the feedback of the neighborhood and to field questions and concerns as early as possible in the process. Brittini communicated that this meeting is the first step of an extensive application and review process by the City and that no decision will be made during this meeting on whether or not to approve the Project.
PRESENTATION:	
Part 1: Introduction	<p>Michael Cohen, Principal, introduced Strada Investment Group (“Strada”), the current owner of the office park at 1, 2, and 3 Waters Park Drive (“Waters Park”) and project applicant. Strada is a local investor and developer of institutional commercial and residential real estate throughout the San Francisco Bay Area.</p> <p>Michael also introduced Dahlin Group, lead architect, and CMG, lead landscape designer (also the firm responsible for the successful landscape programming and design at Bay Meadows) who were in attendance.</p> <p>Michael stated that although this first meeting is required by the City of San Mateo, Strada would like to invite those in attendance to assist in finding the best forum for ongoing communication and feedback from neighbors regarding the proposed development at Waters Park (neighborhood associations et al).</p> <p>Waters Park is currently a 163,000sf office park comprised of three, 2-story office buildings made of 1970’s wood-frame construction. Given the immense housing supply imbalance in San Mateo, Strada is exploring changing the use of the 11.1 acre site from office uses to 190 for-sale single family residences, which would reduce traffic to and</p>

from the Project when comparing existing office uses to proposed residential uses based on preliminary traffic counts and projections compiled by Fehr & Peers. The project will undergo a formal CEQA environmental review and approval by the Planning Commission and City Council, which includes an intensive survey of traffic impacts.

## Part 2: Site Plan

Michael Cohen, introduced the project site plan that was prepared by Dahlin Group, Inc and CMG. The site plan responded directly to feedback from the City of San Mateo Planning Division emphasizing the desire to respect the existing single family neighbors of the Project. Accordingly, the lowest density units—'Single Family Detached Homes'—were arranged along the southern and eastern project boundaries in order to respect the single family homes that immediately neighbor the site. More dense units—'Townhomes', 'Stacked Flats', and 'Row Homes'—are oriented towards the 101 Freeway to the western project boundary and Borel Creek at the northern project boundary. In summary, the 'Single Family Detached Homes' are intended to soften the edges of the Project and provide an appropriate step down to the neighboring residences.

The residential units will be accompanied by a new community park/garden, play area, and creek trail that will connect Norfolk Street to a new enclosed dog park. All landscape features are envisioned as publicly accessible privately owned and maintained community amenities that will provide gathering spaces for future home owners and existing neighbors. The project will maintain its two existing paths of ingress/egress over Borel Creek and onto Norfolk Street.

## Part 3: Landscape Amenities

Lauren Stahl with the project's landscape architect, CMG, walked through the community landscape amenities in greater detail. The landscape program is focused in two primary areas.

The first landscape focal point is along Borel Creek where the new Creek Trail will seek to augment the existing ecology with new native plantings and a series of quiet spaces and moments along the Creek, interspersed with public art and seating. The Creek Trail will connect Norfolk Street and the surrounding community to the new enclosed dog park.

The Creek Trail will also connect Norfolk Street to the other primary gathering node at the center of the Site Plan where the Community Garden, Children's Play Area, Grill Area, and Community Lawn are located. CMG highlighted the quiet nature of the Community Garden which is aligned with the 'Single Family Detached Homes' and along the southern project boundary which was intended to promote community health and wellness as well as bringing quiet uses to the project boundary. CMG also highlighted the signature community play structures that are more "sculptural" in nature to enhance the aesthetic appeal of spaces for children but also encourage active play. The grill area will be centered on a communal table promoting large or small gatherings and is consciously placed on the edge of the play and lawn area so that future parents can relax while keeping a close eye on their kids. Six garden walkways interspersed throughout the community are planned where stoops and not driveways are present. These are

intended as quiet, communal front yards for residents and landscape programming features meandering paths and seating. Landmark art pieces will provide way finding, accentuate attractive view corridors, and establish a sense of place within the community.

Part 4: Traffic

Applicant presented preliminary traffic findings compiled by Fehr & Peers showing a reduction in traffic counts when comparing existing office uses to proposed residential uses based on preliminary traffic counts and projections. The project will undergo a formal CEQA environmental review and approval by the Planning Commission and City Council, which includes an intensive third party survey of traffic impacts.

Part 5: Open Comments, Questions, and Responses:

#	Speaker	Comments/Questions/Responses
1.	Unidentified Speaker(s)	<p><u>Comment(s) on the Effectiveness of Outreach</u></p> <ul style="list-style-type: none"> <li>• <b>Comment 1:</b> One attendee commented that her neighbors on Norfolk did not receive proper notice in the mail from the Applicant regarding the neighborhood meeting. Another attendee expressed interest in including more of the neighboring community than just the individuals residing within the city-mandated 1000 foot radius. Sentiment was seconded by a number of attendees. The attendee would like Strada to conduct extensive community outreach, not leave it to residents to communicate.</li> <li>• <b>Comment 2:</b> Other attendees affirmed that this requirement to notice only those residents within 1000 foot radius from the proposed project for this City mandated meeting is the responsibility of the City and not the developer itself.</li> <li>• <b>Applicant Response:</b> Strada would like to use this initial meeting mandated by the City as a mechanism to establish an ongoing and much more robust forum for continued feedback, above and beyond what the City requires. Strada will engage a radius well beyond the City mandated 1000 feet to all those with an interest in the project.</li> </ul>
2.	Unidentified Speaker(s)	<p><u>Comments About Traffic:</u></p> <ul style="list-style-type: none"> <li>• <b>Comment:</b> Traffic one of the biggest concerns discussed by attendees. Neighbors feel strongly that the project will increase traffic, despite the math presented in Strada's presentation. Feel currently trapped by freeways, Saratoga is nonstop traffic. Concerned over bottlenecks on Norfolk due to the single entrance and exit. 19th Ave Right turn - apparently is incredibly difficult to manage. One gentleman requested that Strada take steps to fix this problem at 19th Ave.</li> <li>• <b>Applicant Response:</b> Preliminary traffic findings compiled by Fehr &amp; Peers show a reduction in traffic counts when comparing existing office uses to proposed residential uses based on preliminary traffic counts and projections. Comprehensive and in-depth traffic studies will be conducted as part of the City mandated CEQA process.</li> </ul>

3.	Unidentified Speaker	<p><u>Comment About Fire Safety:</u></p> <ul style="list-style-type: none"> <li>• <b>Comment:</b> There was concern about escape routes from the project because of the single exit from the Project.</li> <li>• <b>Applicant Response:</b> Applicant pointed out to the attendee that there is a second route of ingress/egress over Borel Creek in addition to the primary ingress/egress onto Norfolk Street. The site plan will conform to city code and all requisite fire and safety requirements. Further, Strada has shown the preliminary site plan to the Design Review Board which consists of representatives from the City of San Mateo Police Dept, Fire Dept, Parks and Recreation Dept, Public Works Dept, and Planning Dept. The site plan meets the circulation and access requirements by the Fire Dept.</li> </ul>
4.	Unidentified Speaker	<p><u>Comment About Density:</u></p> <ul style="list-style-type: none"> <li>• <b>Comment:</b> An attendee was upset that the developer was not able to build higher buildings at the northern edge of the property—requested 8 stories. Was disappointed by the height limit set for the project. Wants to raise the height limit and increase the number of units that are not neighboring single-family homes.</li> <li>• <b>Applicant Response:</b> The City mandated a 50 foot height limit which would prevent this kind of density on the site.</li> </ul>
5.	Unidentified Speaker	<p><u>Comment About Privacy:</u></p> <ul style="list-style-type: none"> <li>• <b>Comment:</b> One attendee had questions about the landscaping and distance between the new single-family homes that will be constructed adjacent to her backyard.</li> <li>• <b>Applicant Response:</b> Residents have a right to their privacy and the site plan is designed with privacy in mind with appropriate landscaping and distance between the buildings in addition to a 15 foot setback.</li> </ul>
6.	Unidentified Speaker	<p><u>Comment About Utility Access:</u></p> <ul style="list-style-type: none"> <li>• <b>Comment:</b> One attendee worried about how PG&amp;E will be able to access power lines.</li> <li>• <b>Applicant Response:</b> Strada will abide by code and will cooperate with utility agencies regarding access and service easements. This is a standard part of the development process.</li> </ul>
7.	Unidentified Speaker	<p><u>Comment(s) About School Impact:</u></p> <ul style="list-style-type: none"> <li>• <b>Comment 1:</b> One attendee concerned over the number of children that would be able to attend local schools. Worried that these new families would put a burden on the school district.</li> <li>• <b>Comment 2:</b> Another attendee commented that with the construction of a new elementary school, tied with Strada's school fees, this should not be a problem.</li> <li>• <b>Applicant Response:</b> Applicant will pay mandated City Impact Fees to mitigate potential impact on local schools.</li> </ul>