

## Attachment 5 - Neighborhood Meeting Summary

### 477 9<sup>th</sup> Avenue (PA-2022-004 Pre-Application)

Thursday, April 14, 2022, 7pm-8pm

#### List of Attendees:

- **Public Attendees (13 total):** Laurie Watanuki, Stacey Kepler, Wendy Lane, Erika Powell, Jerry Davis, Richard Hedges, Fran Xu, Ed Caler, Curtis Driscoll, Sue, Drew, Bryan, Justin Osler
- **Project Applicant Team:** Stephen Siri, Patrick Swan, Ian Murphy, Nathan Simpson
- **City Staff:** Linda Ly, Julia Klein

#### Major Issues Raised

1. Parking count
2. Building height and scale
3. Traffic impact and congestion
4. Infrastructure funding use

#### Questions and Answers

**Q:** Hellen Polanski identified this as the next appropriate corridor for housing. The project will create a partial sound buffer for Caltrain, similar to the Windy Hill development. The street activation will be beneficial to those who like to walk and bike. Have you thought about using the state density bonus to increase density? How much office space is in the project?

**A: The Martin Group Response:** Yes, we are using the state density bonus to fit the max allowable unit count within 5 stories. There is 28,100 SF of office space which is a net add of 6,500 SF.

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**Q:** I thought there was something passed limiting development to 4 stories. The project statistics do not show how many bedrooms there are. You are building 240 units and only providing 120 parking spaces. Is that enough parking?

**A: The Martin Group Response:** We have proposed a 120 unit project, not a 240 unit project.

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**Q:** Where do the other cars park if there are multiple residents in one unit? How are the nearby 4-way stops going to be influenced by the project?

**A: The Martin Group Response:** 73% of the currently proposed unit mix is comprised of 1-bed units (20% are studios, 52.5% are 1-bedrooms). The project's proximity to Cal Train will result in many residents choosing public transit. In our experience, a 1:1 ratio provides a sufficient amount of parking. During the formal entitlement process, we will work with the City's traffic consultant to analyze traffic and parking for the project.

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**Q:** We generally appreciate the need for new housing, but we are concerned about the scale of the project and the impact it will have on traffic. I appreciate the commitment to keep one Oak tree, but would like to see the second oak tree stay. Is the city considering the other proposed projects when conducting their traffic analysis?

**A: The Martin Group Response:** Our goal is to preserve two oak trees that we are aware of. We will work with the city and an arborist throughout the entitlement process to refine our plan.

**City of San Mateo Response:** There will be traffic impact studies conducted during the entitlement process. The project is located in the downtown Central Parking Improvement District which requires additional traffic studies. As far as scale, the project is in the South Claremont district, which is primarily an auto district, and we

have development standards for height in this district. We are reviewing that the project is in compliance with those standards.

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**Q:** Without a new development, this is a congested corner already. If you observe the corner during rush hour, it is very congested and there is a lot of dangerous traffic. Regarding height, it would be nice if you set back the top 2 floors. I love this corridor for development, and I love that you're trying to preserve the oak trees and vegetation near the train tracks. Where are the traffic impact fees going? We want to ensure that they are going to protect our paths and crosswalks in the neighborhood.

**A: City of San Mateo Response:** The Planning Division does not commit to the use of infrastructure funds; however, staff will share the comment with the appropriate department (Public Works).

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**Comment:** This is going to be a tall building which impacts the cell reception in the neighborhood. We want to make sure that if we are impacted by cell reception that a small cell can be placed on the building or in the area. Also, we want to avoid traffic cutting through the neighborhood streets. We want to see the business that come in to pay for Caltrain passes for their employees. The neighborhood could really use the green street light plan because there are 35 dark spots. Please contribute funding to this.

**Q:** Something to consider long-term is the grade step. The train tracks may rise up and the building grade may lower. The building should have extra sound protection for higher level units in anticipation of a possible grade change. Also, the back of the building seems plain compared to the rest of the building. Could you make the back side of the building (near the train tracks) 6 stories and then set back the upper levels on the front side?

**A: BDE Response:** We have not studied that yet because we are trying to keep the building at a max of 5 stories. However, we will study that idea. We have built many projects next to train tracks and will follow the recommendations from our acoustical engineer regarding noise mitigation. Usually, the plans will call for higher STC windows and denser walls adjacent to railroad tracks. There is a trade-off with the sound considerations and additional design on the back wall. We will study the architectural design of the back wall.

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**Q:** I work at 700 south Claremont. The parking in that building was a nightmare before COVID for years. To the point they had to hire a guard to check who was using our parking lot. I am very concerned with the lack of parking in your plan.

**A: The Martin Group Response:** We acknowledge your comment along with several other similar comments.

**Q:** Is there a link to the presentation?

**A: The Martin Group Response:** Stephen and Linda will both share their information and we are happy to share the presentation.

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**Q:** When would construction start?

**A: The Martin Group Response:** It is too early to say now. The project still has not yet submitted our formal entitlement application yet.

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**Q:** Why did you choose that direction for the one-way driveway alley?

**A: BDE Response:** It is a two-way drive alley.

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**Comment:** Project team acknowledged additional comment on traffic impacts and congestion issues in this neighborhood.