

Neighborhood Zoom Meeting Summary

Prepared by Madrone Ventures

Proposed Development located at 477 E. Hillsdale Blvd.
May 18, 2022

PRESENTERS LIST:

Dusan Miletich – President, Madrone Ventures
Jared Gamelin – VP of Real Estate, Madrone Ventures
Michaelle Williams, Designer, Madrone Ventures
Eric Muzzy – Entitlement Project Manager, Dahlin
Wendy Lao - City of San Mateo, Associate Planner
Manira Sandhir - City of San Mateo, Planning Manager

QUESTIONS - GROUPED BY TOPIC

Project Information

Dennis Murphy: Can we get a copy of this PowerPoint? Is the meeting being taped and can other neighbors access it at a later date? Where can we get a copy of it?

Response: The Power Point will be provided to the city of San Mateo along with the Q&A summary to be posted following their posting guidelines and process. The plans and drawings used in this presentation have already been posted on both the city "What's Happening Website" and the developer's website. The meeting was not recorded.

Dennis Murphy: It looks like most of the residents in the neighborhood received a postcard meeting notice, as we had we agreed with the previous developer. I didn't see the Hillsdale Inn mentioned there and people might just ignore it with the rest of the junk mail if they don't see it.

Response: We did our best to voluntarily notice everyone in the Village, which goes beyond the required city noticing. The project description mentions that this is the Hillsdale Inn site, but we will do a better job to call that fact out on future voluntary notices provided by the developer.

Drew: Can the slide with the concessions be shown again?

Response: Yes, the State Density Bonus Waivers Slide was presented again to be reviewed. Please note that these are all waivers, and not concessions, under Government Code Section 65915. This slide can be found in the powerpoint presentation that we have concurrently posted with this summary

Sally Carnevale: Did the previous owners share any of the concerns of the SM Village residents some time ago?

Response: As long-term property owners, we are very sensitive to the concerns of the Village residents, particularly since we plan on being your neighbor for many years to come. In preparation for this initial meeting, we have been informed of the concerns shared with the former owners and have reviewed the previous neighborhood meeting minutes. As mentioned at the start of this presentation, we are at the very beginning of this process and looking to hear from the public. This is one of several opportunities for your feedback on this project, which will be used to further refine our plans PRIOR to our final submittal. Our hope is that this process will lead to a high-quality "Gateway" project that we can all be proud of, while providing much needed housing opportunities for new neighbors to enjoy the great community you call home.

Marilyn: How can I see all the comments submitted?

Response: The Q&A summary will be provided to the City of San Mateo and will be posted following their posting guidelines and process.

Genel Morgan: Will union labor be used to build this project?

Response: There is not a specific requirement for union labor to be used on this project. Further unlike the previous owner Swenson, we are not a General Contractor and we will be hiring a major general contractor to help us deliver this community. Given the nature of the local labor market, it is likely that some of the subcontractors on this project will be union. With that said, the market realities at the time of construction will dictate that choice.

Dennis Murphy: We haven't heard anything about this project since our last "Community Meeting" on Dec. 10, 2020 regarding this project. Now we have new ownership. When did that happen? Why weren't we told earlier? Philip Brennan said environmental analysis and traffic study was being done. Now hearing that it hasn't been done. What has been going on for the last year and a half?

Response: Madrone Ventures was established in 2021 and took possession of the Hillsdale Inn in July of 2021. We are just now re-starting this project as new owners and this neighborhood meeting is the first step in this new process. Everything you see today is where we are beginning, and nothing has been finalized. We hope to be transparent and continue to seek feedback from the community as we move forward.

Richard Hedges: Concerned about union usage with the previous owner., Has a degree in urban planning and feels that site is problematic for this level of density.

Response: Similar to the previous response to Dennis Murphy, we are really just at the beginning this process. All sites come with their own challenges and we will do our best to address neighborhood and site issues through the planning process and public

forums (such as this one). We plan on owning this project for the long haul and want to create something that we are proud of and that is additive to the community. In regards to use of Union Labor by the previous owner, that is out of our control as we are a new owner.

David Shum - didn't reach out to neighborhood communities. City is saying this is a new project but has the same issues

Response: Addressed previously. The previous submittal by the old owner was never completed or permitted. We are new owners with a new submittal.

Dennis Murphy - Only 2 parking spots is this adequate, no one is listening, this is the same project but bigger. Intersection is major major issue and no one tells us anything. Hillsdale Inn would be more familiar. We want something that works for all of us.

Response: A traffic study is something that will be conducted in the course of the planning process, once we've submitted our final plans. Once we have that information, we will be able to implement mitigation measures and recommendations per the study. We understand that there have been previous studies, and further understand that this is something we need to look at very closely. Providing additional parking is a related, but separate issue that we could address with additional massing on the site, but our first pass was to maintain the character of the previous project as closely as possible (ie we'd probably have to add at least one more story to increase parking).

Unit Type

David Shum: It does not seem like your group has reviewed the previous input given to the City and the previous developers of this project. We were asking for less units and more ultra low income units and less market rate units. Not more overall units because of the unique issues with traffic at the "F" rated intersection.

Response: As new owners, our desire was to approach the project with "fresh eyes" and try to understand both the history of the project and the current environment, as very little had actually changed with the project since 2017. As we dug in late last year, we quickly realized that there was both the need and the desire for increased housing density, both at the state and local level. To that end we decided to resubmit the project under the State Density Bonus law, to increase the very low income units on the site (up from 16 to 23), while allowing for additional market rate units as well .

Lucy Reckseit: How many units will be ADA Compliant

Response: Accessibility Standards are based on the minimum guidelines set by the Americans with Disabilities Act. All units will be ADA compliant per the current code.

Unknown: How many more additional units does this new plan add from the previous plan?

Response: 78 more units.

Karen Devan: You talk about working with and being a good neighbor. Wouldn't reducing the number of units help mitigate traffic. The fact that having so many low income units gives "a bonus" doesn't mean you have to take the bonus of extra units, right? So really the project is only about making your company money and not about the welfare of the rest of the Village community.

Response: Similar to the answer given to David Shum, our desire is to be a small part of the solution for desperately needed housing in the city of San Mateo.

Lucy Reckseit: Why aren't you building senior housing on this site? It is appropriate for aging baby boomers and there is a need.

The simple answer is that we are not a Senior Housing developer, which is a highly specialized field. We seek to create housing that can be lived in by all ages, lifestyles, and family demographics, without creating a deed restriction on the property that would limit who could live there. Our hope is to provide apartment homes that are livable to seniors along with everyone else.

Claire Shum: So just to clarify, it's not that the site is unfeasible for senior housing, your company is choosing not to do senior housing.

Response: Same as above.

Anne: This location/size should be targeted to senior housing not families - destroying traffic flow and neighborhood community

Same as above.

Traffic Impact

Unknown: I don't think you are aware of how bad the traffic already is here. Access to Foster city, to the mall. This project will make things more horrendous. Adding that many units and that many cars will just make things horrible. Do you see the streets? You opening up another freeway entrance and exit? We want to see a legit traffic study- pre-pandemic levels even.

Response: Part of taking on this site as new owners was also inheriting an intersection that has a congested traffic problem. Since we are starting with a new project we will be conducting a new Traffic Impact Analysis (TIA) with AECOM (a new consultant that is not Hexagon, the group that did the previous study). The TIA will evaluate the impact of the project's trip generation and will comply with the City of San Mateo's Transportation

Impact Analysis Guidelines and San Mateo County's Congestion Management Program (CMP) TIA Policy. The findings, along with the Transportation Improvement Fee, will be used to mitigate the impact of our project.

Unknown: Foster city traffic and to the mall traffic?

Response: Same as above.

Steve: Single ingress/egress still poses major obstacle to residents who already have challenges getting in and out of our neighborhood. How has this been addressed? Thanks.

Response: Same as above.

William S: Only this should even be considered is if you work with the city to open up the freeway.

Response: Same as above. Additionally, the freeway is managed by Caltrans and not the City of San Mateo.

Roberta: I see that the only way out for the 250+ cars is to funnel out to Saratoga. Can you not have an exit directly out to Hillsdale.

Response: The concept of an exit onto Hillsdale Blvd was definitively eliminated as a possibility by Caltrans. A deceleration lane with ingress ONLY on E. Hillsdale Blvd was considered by the previous owners, but has been eliminated from the preliminary plans because we do not possess site control with land owned by Caltrans nor the City of San Mateo, that would be needed to construct such a lane. Additionally, new driveways (both ingress and egress) are not allowed under San Mateo Municipal Code or General Plan. Municipal Code section "27.64.025 DRIVEWAYS." states, "New driveway access to arterial streets (as defined in the Circulation Element of the General Plan) is prohibited unless no other means of access is available." The Circulation Element Section of the General Plan states the following, "C 1.2: Minimize Curb Cuts On Arterial Streets. Discourage creation of new curb cuts on arterial streets to access new development. Take advantage of opportunities to combine driveways and reduce the number of existing curb cuts on arterial streets."

Ali- Taner: The traffic study company the City uses is not great. Please find an alternate vendor. We'd like some real data.

Response From our understanding the City has contracted a new consultant (AECOM) and will not be using the group that did the previous TIA.

Vlad: There has been at least 5 incidents involving vehicles crashing into peoples homes along E Hillsdale blvd, my home was one of the 5 I mentioned. By introducing a significant amount of new families to the neighborhood, what are your plans to increase schools capacities for the new influx of students and pedestrians.

Response: Thank you for sharing what must have been a very traumatic experience and we hope that no one was injured. We plan to provide better connectivity from public bikeways and sidewalks into our project. We will review the new TIA as mentioned before and implement mitigation measures as suggested. In regards to your question about schools, school fees are required as part of the development process. How the school fees are used and allocated is up to the school district.

Karen Moses - how can you do a full traffic study right now. There are a lot of issues that are already there that exist

Response: Same as above.

Julie Lindsay - math of X number of units - full on traffic study. So much traffic

Response: Same as above.

Steve - lived here for 12 years and traffic has gotten progressively worse. Worried about peak hours

Response: Same as above.

Parking

Anne: Parking is severely inadequate - Huge negative impact to Saratoga and entrance to the village

Response: Our current parking count meets the standards defined in Government Code Section 65915(p). We are going to do our best to promote alternative transportation methods and want to guide your future neighbors to use bicycle and Caltrain as much as possible. The project will be integrated into the city's bicycle master plan.

Unknown: Why don't you build a 3-story supplementary parking structure at the supplementary lot for an additional 50 spaces.....it'll serve as buffer from freeway noise, too

Response: Our parking issue is much more complex than just adding another story of parking. We are limited to how many stories we can go below grade due to the high water table and base flood elevation so the only other solution would be to go up a story. This would require us to increase the massing of the building to 5 stories. This is an option we have considered but we believe that a 4 story scale in this area is more in sync with the current urban fabric and neighborhood environment

Unknown: Car sharing? Push people not to use cars? Lol nope you don't live here for sure

Response: We are proposing car sharing area on the southwest corner of the site as well as a connection point to one of the city's major bike paths to promote alternate forms of transit for the project.

Merrit Yee: Have they also thought about ground settling which happened over the housing project near 19th Ave. park area??

Response: We are unfamiliar with this issue and will concur with any geological and structural decisions that our engineers access are needed for this site.

Charlene Steinert: Is it feasible that residents in San Mateo Village be given permit parking in Village streets. Excluding residents from your facility.

Response: Anything beyond the scope of our property would need to be addressed by the city. We will be providing parking requirements specific to our project.

Michael Adler: The proposed parking is completely inadequate. Most units will only have one parking space and even a couple in a one bedroom apartment often have two cars. The parking on E Hillsdale Court is already difficult and tenants already difficult and tenants already living on E Hillsdale Court will be severely impacted.

Response: Same as above.

Unknown: I like the massing and design of the project, but parking is severely lacking. With its location so close to 101 access, and the lack of transit available in that particular location, you can assume that most residents of this project will have two cars, because they will need cars to get around -- and again being so close to the freeway is a bonus and frankly, will be a selling point to new residents.

Response: As mentioned above we are in full compliance with state and city requirements per unit count.

Grace Ang: I applaud your aspirations to direct folks to using bikes and ride shares. Just for 6 quick data points, would the 3 people from Hillsdale development, as well as Eric Muzzy, Wendy Lao and Manira Sandhir share how many cars each of their household has.

Response: Same as above.

Dennis Murphy: with the additional 78 units being added, how many parking spaces are being added? The City has said they've looked at mitigation along Hillsdale Blvd. I've not heard of anything. What exactly have they done?

Response: We have added 2 parking spots with our latest revision.

Dennis Murphy - F rated intersection - no real solution and nothing has been done. Transparency concerns, 10 months since formed with unit increase. Concerns with additional parking units - lives a block away from the project.

Response: Same as above.