

County of San Mateo
Planning and Building Department
San Mateo County History Museum Taube Family Carriage House Addition
County File Number: MNA2020-00019

Introduction

This document contains the response to comments and text revisions for the October 2020 Initial Study/Mitigated Negative Declaration (IS/MMD) for the San Mateo County History Museum Taube Family Carriage House Addition project. The document was circulated for public review from September 23, 2020 to October 22, 2020. The County received one comment letter from the City of Redwood City (City) during the comment period. This document contains responses to the comment letter received and a list of text revisions to the IS/MMD in response to the comments.

RESPONSE TO PUBLIC COMMENT

Written responses to the one comment letter received is provided below. Each numbered comment is presented, and a response is given to the comment. A copy of the letter is included as Attachment 1.

Letter A: City of Redwood City, Community Development & Transportation Department, Planning Division, October 22, 2020

Comment A-1: Relationship to Redwood City's Downtown Precise Plan (DTPP) (Page 18) - The project site is located within Redwood City's downtown and the MND identifies that the site is located within Redwood City's Downtown Precise Plan (DTPP). The Plan states that the City shall encourage cooperative planning with public agencies in order to achieve the City's goals and visions. The City would encourage collaboration and consistency with the DTPP during the Project's design development phase.

Response A-1: *The project is consistent with development in the City's downtown core with civic buildings and does not introduce new land uses that would conflict with existing or planned uses in the project area. The San Mateo County Historical Association (SMCHA or applicant) endeavors to assist the County in working collaboratively with the City as the project moves forward.*

The San Mateo County History Association project design team has and will continue to engage in cooperative planning with the City. The History Association has held several meetings with Redwood City Planning and Building (Community Development) and Public Works staff prior to the publication of the IS/MND to discuss parking, lot line setbacks, trash enclosure area, design compatibility, utilities, Federal Emergency Management Agency (FEMA) flood mapping, entitlements, encroachment permits, and historic sensitivity. The Historical Association team also met with the Redwood City Fire Marshal to discuss roof and fire concerns. Future meetings with the City's Planning and Community Development and Public Works Department are planned to discuss utility and drainage infrastructure. The County will continue to provide the City with notifications of all County approvals during this project development process. The County encourages and welcomes the City's input at the appropriate milestones.

Although the requirements of the DTPP specifically do not apply to County projects on County-owned land, the DTPP does provide a regulatory framework for new development in the surrounding downtown area and is therefore useful as contextual background for understanding project consistency with the surrounding visual resources and regulatory environment. The DTPP regulates historic resources, land use, the creation of new streets, public frontage, building placement and landscaping, parking, building height and disposition, façade composition, architectural character, and signage. Project consistency with specific DTPP guidelines and standards are discussed further under comments A-2 and A3, below.

Comment A-2: Cultural Resources (Page 38); The Courthouse building is a designated historic resource and the MND also identifies that the DTPP includes a chapter on Historic Preservation which has Standards and Guidelines for additions that mitigate impacts to historic structures. The City would recommend consistency with the design requirements linked here (2.1 Resource E) and as stated below especially regarding architectural style, materials, and height in order to mitigate impacts to the Courthouse Building:

1. Standards

a. The dome, rotunda, Courtroom A, and Broadway, Middlefield, and Hamilton Street façades must be retained and shall not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Any addition must be located completely behind the historic 1910 structure. More specifically, no addition to this property may be located south of the 1940 North Annex, east of the Middlefield façade, or west of the Hamilton façade.

d. No addition may exceed the height of the Broadway façade's cornice.

2. Guidelines

a. All surviving historic interior features should be preserved.

b. The Hamilton Street and Middlefield Road facades of any attached addition should be visually subordinate to the Historic Courthouse. This should be accomplished by using a "hyphen" at the junction between the two buildings, or by setting back the Hamilton and Middlefield facades of the addition further than the Hamilton and Middlefield facades of the Historic Courthouse.

c. It is recommended that any addition to this structure conform to the "Neoclassical" architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. New signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

Response A-2: *Although the project is not required to be consistent with DTPP Standards and Guidelines, the project design is consistent with the intent of the DTPP. The proposed Carriage House addition meets the above stated standards and guidelines as follows:*

Standards:

- a) *The dome, rotunda, Courtroom A, Broadway, Middlefield, and Hamilton street facades will be retained and not modified in any way;*
- b) *The Museum Addition would be attached to the Annex which is not a historic structure. The proposed Museum Addition would not modify the exterior walls of the Courthouse building.*
- c) *The Museum Addition will be constructed toward the property line as encouraged for other development in the Redwood City downtown area and following precedent set by the City restroom facility on Hamilton and the placement of the Lathrop house. The location of the addition provides balance on the lot.*
- d) *The Museum Addition will not exceed the height of the Broadway façade's cornice.*

Guidelines:

- a) *Not applicable to this project.*
- b) *The non-historic 1940 Annex provides a buffer between the Courthouse Museum and the proposed Carriage House. The Broadway Plaza Pavilions, the restroom building, and Lathrop House extend beyond the Courthouse sides.*
- c) *The architecture will be sympathetic to the historic architecture of the block. The proposed Carriage Gallery design is post-modern referencing early Neo-classical, 20th century civic buildings. Towers at each corner with arch-top windows reference heavy masonry structures like the Courthouse. The large window walls reference large well-lit service or industrial spaces similar to the stables that would have horse drawn wagons and carriages. The corner elements of the proposed Carriage House are Neoclassical in nature with solid wall and individual trimmed windows arched at the top floor.*
- d) *The color palette and materials will be complimentary to the existing buildings on the site. The stucco walls were common in the early 20th century. The stucco finish will be smooth to compliment the stone at Courthouse and Annex. Metal windows are used in both the Courthouse and Annex.*
- e) *Building signage at the Carriage Gallery Addition will be minimal, modest, non-obtrusive and serif type font.*

Comment A-3: Aesthetics (Page 22-25); The MND states that the site is not located within the County Design Review District, however the DTPP includes Standards and Guidelines for building, massing, and frontage design. City staff would recommend consistency with the Neoclassic architectural regulations linked here (2.9 A) and stated below:

Guidelines

- a. Roofs may be flat, or may be of a mansard type.
- b. Where roofs are visible, slate should be used.
- c. Wall cladding materials should be stone, ceramic tile, brick, or stucco. Only one primary material should be used within each Façade Height Articulation Element, but materials may vary from Element to Element.

- d. Trim materials should be stone, ceramic tile, wrought iron, or stucco. Multiple trim materials may be used.
- e. The forms, proportions, and ornamentation of window and door frames, columns, pilasters, capitals, and cornices should be taken from the Classical orders.
- f. Building Base and Building Middle Caps shall be simple horizontal belt courses, an ornamented frieze, or a classical cornice. Building Top Caps should be full entablatures (architrave, frieze, and cornice) properly detailed and proportioned according to the Classical orders.
- g. Bay windows should be polygonal in plan. The angles of the inside corners of the bay should be 135 degrees.
- h. Building Middle and Building Top window shapes should be simple and rectangular. Windows may have arched tops.
- i. Building Middle and Building Top windows should be clear and should not be tinted, should be inset a minimum of 6 inches from the adjacent wall plane, and should be of the double- or single-hung type.
- j. Building Middle windows should have a simple sill and lintel, although more ornate window trim will be allowed. Building Top windows should feature a prominent molded sill, lintel, and surround.
- k. When stucco wall cladding is used, colors should be white, gray, or light earth tones. Only one primary wall color material should be used within each Façade Height Articulation Element, but colors may vary from element to element

In addition, City staff would also recommend consistency with the Standards and Guidelines for the Façade Composition of the base and middle of the building as described above and linked here (2.8). City staff is available and would encourage working collaboratively on the design development of this project.

Response A-3: *Although the project is not required to be consistent with DTPP Guidelines and Standards, the project design team has taken the DTPP into consideration while designing the project. The proposed Carriage House addition meets the above stated standards and guidelines as follows:*

- a. Proposed Addition roof is flat with mansards and hip-roof corner towers.*
- b. Proposed mansard and hip roofs are standing seam metal similar to Broadway Plaza pavilions. Standing seam metal is appropriate for the post-modern Neo-Classic design. Courthouse Dome is metal roof.*
- c. Exterior walls are stucco.*
- d. Trim is faux-stone shapes in Neo-Classic style.*
- e. Trim is proportional to the openings and mass/scale of the wall.*
- f. Building mass is divided into three parts. The base is defined by solid walls with punched openings and a horizontal water table trim. The middle is defined with arch top*

windows in solid mass towers and large glass walls. The top is defined by second row of Archtop windows and mansard roofs.

g. There are no bay windows proposed.

h. Middle and Top windows are arched or rectangular. Center portion of building windows includes curtainwall to meet museum's intent of allowing exhibit to be observed from the street. See also 2c.

i. Arch-top windows will be recessed to mimic masonry wall aesthetics. Windows must be tinted to comply with California Energy Code requirements. Mirror type tinting is not proposed and will not be used.

j. Archtop windows feature a faux-stone masonry-look trim.

k. Color palette will be earth-tone.

The County and SMCHA will continue to work with the City regarding design details as the project moves forward.

Comment A-4: Site Plan Features (Page 12-13)

a. The MND states that the existing trash enclosure will be relocated. This relocated trash enclosure shall have a drain to the sanitary sewer to comply with the NPDES permit.

b. The replacement of existing sidewalk, curb, and gutter along the project frontage shall be included as a part of the site improvements.

c. A utility report identifying the proposed utility demand will be necessary to demonstrate that the existing utility infrastructure is sufficient to support the proposed addition. The project will also need to pay utility impact fees.

d. The new service connections shown in Figure 4 do not meet the City of Redwood City Engineering Design Standards. A service needs to be provided for recycled water because the building is required to be dual plumbed. All services need to have a minimum separation of 5' with the domestic and fire water connections having a minimum of 10' separation to the sewer, irrigation which will be recycled water in the future, and the recycled water service for the dual plumbed system.

Response A-4: *Comment noted. Text on pages 12 and 13 of the IS/MND shall be revised as follows:*

- *Text has been added in the errata (see below) to note the trash enclosure will drain to the sewer to comply with water quality regulations.*
- *Text has been added to acknowledge existing sidewalks, curbs and gutters disturbed by the project would be replaced. Replacement of existing sidewalk, curb, and gutter that are not affected by the project are not planned to be replaced.*
- *Text has been added to note that a Utility Report and payment of utility impact fees will be required. The project engineer will provide a utility report with the permit application.*

The plumbing fixture types, count, and use of the space have already been provided to Redwood City. This will be provided again with the sewer connection permit application. Utility impact fees will be a discussion item with the City.

Additionally, information provided by the Carriage Gallery Subcommittee states that the Redwood City Public Works Department has determined that recycled water and dual plumbing is not required for this addition (SMCHA Carriage Gallery Meeting, August 8, 2020, with Redwood City Staff).

Comment A-5: Traffic and Pedestrian Disruptions (Page 12-13); Closure of the sidewalk and an associated pedestrian detour route during construction requires an encroachment permit from the City of Redwood City. Removal of on-street parking also requires City approval and an associated fee to cover the loss of parking revenue.

Response A-5: *Text has been added on pages 15 and 19 in the errata to note an encroachment permit will be required from the City and that removal of any on-street parking also requires City approval and payment of fees to cover the loss of parking revenue. See errata below.*

Comment A-6: Best Management Practices (Page 16); The Hydrology/Water Quality section shall be revised to include compliance with the City's commercial drainage guidelines and green infrastructure ordinance.

Response A-6: *Text has been added to the Best Management Practices table on page 16 to note the County and SMCHA will continue to work with the City to refine the stormwater treatment design to comply the City's Commercial Drainage Guidelines and Green Infrastructure Ordinance.*

Comment A-7: Other Public Agencies Whose Approval is Required (Page 18-19). The City of Redwood City section needs to be revised to clarify that the approval will be issued by City of Redwood City Community Development & Transportation Department. An encroachment permit is required for construction activity with the public right-of-way.

Response A-7: *The text has been revised to indicate the project will require approval from the City's Community Development and Transportation Department and that an encroachment permit is also required for construction activities within the public right-of-way.*

Comment A-8: Flood Hazard Area (Items 8.f and 8.g on Page 60). The 2012 flood insurance rate maps are outdated. Please reference the current floor insurance rate maps that became effective in 2019.

Response A-8: *The text has been revised to reference the updated 2019 flood insurance rate map. The project site is not located within a special flood hazard area. It is located in an area designated as "Other Areas of Flood Hazard – 0.2 Annual Chance Flood Hazard, Areas of 1% annual chance of flood with an average depth of less than one foot with drainage areas of less than one square mile (Zone X)".*

*The text revisions of the source reference for questions 8.f and 8g will read (see errata below):
Federal Emergency Management Agency, National Flood Insurance Program, Flood Insurance
Rate Map, San Mateo County California, Panel 301 of 510; Map Number 06081C030FE.
Effective Date April 5, 2019 October 16, 2012.*

Comment A-9: Water Quality Standards (Items 10.b and 10.f, Page 66, 69). The discussion needs to be revised to state that the Project will also be complying with the City's green infrastructure ordinance and provide treatment for a percentage of the site equal to the ration [sic] of the addition to existing floor area.

Response A-9: *The text under Questions 10.b (page 66) and 10.f (page 69) shall be revised to indicate the County and SMCHA will continue to work with the City to ensure the project will comply with the City's green infrastructure guidelines and provide treatment for a percentage of the site equal to the ratio of the addition to the existing floor area. See errata below.*

Comment A-10: Runoff (Item 10.c, Page 66). The discussion needs to be revised to state that the Project will be comply with the City's Commercial drainage guidelines: detain the different between 10 year design storm and 25 year design storm, along with containing the 100 year storm volume onsite.

Response A-10: *The text on page 66 under Question 10.c shall be revised to indicate the County and SMCHA will continue to work with the City to ensure the project will include appropriately sized stormwater detention features to be consistent with the City's Commercial drainage guidelines. The detention features will demonstrate the project will detain the difference between the 10- and 25-year storms as well as containing the 100-year storm on site in order to avoid modification to the City's stormwater drainage system to accommodate the additional runoff resulting from the project. See errata below.*

Comment A-11: Vehicle Miles Traveled (Item 17.b, Page 86). The Transportation Analysis included an evaluation of the project's impacts to Vehicle Miles Traveled (VMT). According to the City's Redwood City's adopted VMT guidelines, the project is presumed to have a less than significant VMT impact because the project is expected to result in less than 150 vehicle trips on a typical (non-event) day (Hexagon 2020).

Response A-11: *Text on page 86 has been edited to clarify the City' VMT guidelines are now adopted rather than proposed as stated by the Initial Study text.*

Comment A-12: Item 17.c, (Page 86). The curb cutout and sidewalk would be designed according to City of Redwood City street and sidewalk standards and consistent with the ADA Accessibility Guidelines (ADAAG). Additionally, the project will need to implement the recommendations by Hexagon in the Traffic Analysis, including the restriping of existing crosswalks to high visibility crosswalks and modification of traffic signals to include leading pedestrian intervals at the intersection of Hamilton Street and Marshall Street.

Response A-12: *Text edits have been made on page 86 to indicate the curb cutouts and sidewalks will be designed consistent with ADA Accessibility Guidelines. The County will work with the City regarding the implementation of the recommendations presented in the Hexagon Transportation Analysis, including the restriping of existing crosswalks to high visibility crosswalks and modification of traffic signals to include leading pedestrian intervals at the intersection of Hamilton Street and Marshall Street.*

Comment A-13: Utility Expansion (Item 19.a, Page 89): The Discussion needs to identify that the project will be complying with the City's commercial drainage guidelines [to] detain the difference [difference] between [the] 10-year design storm and 25 year design storm, along with containing the 100 year storm volume onsite, therefore the existing storm drainage system will not need to be modified to handle the added runoff from the project.

Response A-13: *The text on pages 66, 67 under Question 10.c and 89/90 under Question 19.a shall be revised to indicate the County and SMCHA will continue to work with the City to ensure the project will include appropriately sized stormwater detention features to be consistent with the City's Commercial drainage guidelines. The detention features will demonstrate the project will detain the difference between the 10- and 25-year storms as well as containing the 100-year storm on site to avoid modification to the City's stormwater drainage system to accommodate the additional runoff resulting from the project. See errata below.*

Comment A-14: Sewer Capacity (Item 19.c, Page 91). The discussion needs to identify that the project will be providing a utility report to clarify the demand based on the proposed use. The City is currently in the process of updating the City's Sewer Master Plan and the project will be responsible for mitigating its added demand to the City's sewer system, including replacement of sanitary sewer mains and payment of in-lieu fees.

Response A-14: *As noted above in Response to Comment A-4, the project will include a Utility Report to clarify the proposed project's demand for utilities based on the proposed use. The project will be responsible for mitigating any added demand, including the replacement of sewer mains and payment of in-lieu fees. The History Museum Association has already had discussions with Redwood City Public Works and Community Development staff. The City has mentioned they are currently updating their Sewer Master Plan. The City has provided a will-serve letter for water service connection on Middlefield Road. Additionally, the City has agreed to a sewer connection on Middlefield Road and the applicant will apply for a permit. See errata for page 13 below.*

Comment A- 15: City staff encourages collaboration and consistency with the DTPP during the Project's design development phase and is available to work with County staff on the comments identified in this letter for the proposed project. If you have any questions, please contact me at (650)-780-5916 or wchui@redwoodcity.org.

Response A-15: *Comment noted. Please see responses provided above.*

ERRATA - TEXT REVISIONS to the IS/MND

The following revisions to the text of the IS/MND clarify, amplify, or make insignificant modifications to the IS/MND, which was circulated for public review from October 23, 2019 to November 22, 2019. These text changes do not require substantial revisions to the IS/MND due to new or substantially more severe significant effects on the environment or change any of the conclusions of the IS/MND. Therefore, recirculation of the IS/MND is not required.

The following text revisions are organized by IS/MND page number. Additions to the IS/MND text are shown with underlining and text removed from the IS/MND is shown with ~~strikethrough~~.

Page 12, Site Plan Features, Last Bullet:

The current trash enclosure will be moved from the east side of the block to the west side, immediately north of the Lathrop House. The trash enclosure will be designed to drain to the sewer to comply with water quality regulations. The existing curb cut will be modified for access to the dumpsters. The new trash enclosure will be stucco-clad or painted concrete block with a metal gate trash enclosure, to ensure there is adequate space and accessibility for the new enclosure and to ensure the safety of service vehicles and employees, the trash collector, Recology must approve the new location and design.

Page 13, top of page:

- HVAC equipment on the roof will consist of (2) VFR Units, (1) Heat Pump Package Unit, (2) Rooftop Exhaust Fans, and (1) Make-up Air fan.
- Any existing sidewalk, curb, or gutter along the project frontage on Hamilton (near the trash enclosure) or Middlefield Road (near utility improvements) disturbed during project construction will be replaced as a part of the site improvements. No disturbance is anticipated on Marshall Street due to project improvements. Replacement of existing sidewalk, curb, and gutter that are not affected by the project are not planned to be replaced.

Page 13, Utilities, new third bullet:

- A Utility Report will be prepared to identify proposed utility demand and shall be submitted to the City of Redwood City for review and confirmation that existing utility infrastructure is sufficient to support the proposed addition. Payment of utility impact fees will also be required.

Page 14-15, Traffic & Pedestrian Disruptions:

Traffic & Pedestrian Disruptions

Pedestrian traffic along south side of Marshall Street from Hamilton Street to Middlefield Road is expected to be redirected to north side of Marshall Street and the westerly side of Middlefield Road from Marshall Street to Broadway Street will be redirected to the Middlefield easterly sidewalk. During grading, the northerly end of Middlefield will have intermittent interruption of traffic flow as vehicles leaves / enter site and will be dealt with by flagmen. Parking along Marshall Street, east of Lathrop House, is expected to only be intermittent barricaded during steel erection operation. Closure of the sidewalk and associated pedestrian detour route during construction will require an encroachment permit from the City. Removal of any on-street parking also requires City approval and payment of fees to cover the loss of parking revenue.

Page 16, Best Management Practices Table – Hydrology/Water Quality:

BMP Table:

<p><i>Hydrology/Water Quality</i></p>	<p><i>The San Mateo County History Association or its contractor shall prepare a Grading and Drainage Plan that is consistent with the requirements of Provisions C.3 and C.6 of the Regional Water Quality Control Board Municipal Regional National Pollutant Discharge Elimination System (NPDES) permit. The History Association or its contractor shall prepare an Erosion control plan which includes the San Mateo County Water Pollution Prevention Program’s Construction BMPs plan sheet to be implemented during the construction process and prohibit the discharge of any waste or sediment into the storm drain system. <u>In addition, the County and San Mateo County Historical Association (SMCHA) will continue to work with the City to refine the stormwater drainage and treatment design to comply with the City’s Commercial Drainage Guidelines and Green Infrastructure Ordinance.</u></i></p>
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Page 19, top of page:

City of Redwood City: Utility (electrical and sewer) work related to the project is located within the City of Redwood City (City) right-of-way and connection to the City’s infrastructure, requires ing approval and an easement from the City’s Department of Public Works City of Redwood City Community Development & Transportation Department. Additionally, closure of the sidewalk and associated pedestrian detour route during construction will require an encroachment permit from the City. Removal of any on-street parking also requires City approval and payment of fees to cover the loss of parking revenue.

Page 60, Questions 8.f and 8.g Sources:

Federal Emergency Management Agency. National Flood Insurance Program. Flood Insurance Rate Map. San Mateo County California, Panel 301 of 510; Map Number 06081C030FE. Effective Date April 5, 2019 October 16, 2012.

Page 66, Discussion for Question 10.b:

Discussion: The Carriage House addition would be constructed in a paved parking lot. The project would result in 6,775 square feet (sf) of impervious surface which is a net increase of approximately 1,050 square feet of new impervious surfaces across the 7,446 sf (0.17 acre) site. The project site is considered a “small project” under NPDES requirements because it involves the creation or replacement of less than 10,000 sf of impervious surface. Small projects are required to include at least one site design measure to reduce potential stormwater impacts.

The proposed project includes several site design measures including directing roof runoff as well as sidewalk, walkway and patio area run-off onto vegetated areas.

Source control measures are not required for small projects, however, the project includes plumbing interior floor drains to the sanitary sewer, retaining existing vegetation as practicable, selecting diverse plant species appropriate to the site that are pest and disease resistant, drought tolerant, and or attract beneficial insects, minimize the use of pesticides and fertilizers, and use of an efficient irrigation system and landscaping design to minimize runoff, providing a roofed and enclosed area for dumpsters recycling, containers, etc. designed to prevent stormwater run-on and run-off and connecting drains in the refuse area to the sanitary sewer system, as well as designing the discharge of fire sprinkler test water to landscape or the sanitary sewer.

Additionally, the project must comply with Redwood City's Commercial Drainage Guidelines and Green Infrastructure Ordinance. The County and SMCHA shall work with the City to ensure the final plans provide treatment for a percentage of the site equal to the ratio of the addition to the existing floor area and include appropriately sized stormwater detention features to detain the difference between the 10- and 25-year storms as well as containing the 100-year storm on site in order to avoid modification to the City's stormwater drainage system to accommodate the additional runoff resulting from the project.

Page 67, Question 10.c. ii:

Discussion: The proposed project would not result in increased surface runoff in a manner which would result in flooding on- or off-site. The project results in a slight increase in impervious surface (approximately 1,050 sf). However, the project includes low impact design measures to reduce stormwater rates and volumes. ~~The current project footprint is not designed with any site design measures to reduce stormwater rates or volume. This increase in impervious surface is not considered significant enough to have an effect on flooding potential either on- or off-site.~~ The project must comply with Redwood City's Commercial Drainage Guidelines and Green Infrastructure Ordinance. The County and SMCHA shall work with the City to ensure the final plans provide treatment for a percentage of the site equal to the ratio of the addition to the existing floor area and include appropriately sized stormwater detention features to detain the difference between the 10- and 25-year storms as well as containing the 100-year storm on site in order to avoid modification to the City's stormwater drainage system to accommodate the additional runoff resulting from the project.

Page 67, Question 10.c.iii:

Discussion: As stated previously, the existing project site is mostly already paved. The proposed project would disturb less than 10,000 sf of area and therefore is considered a small project under NPDES C.3 regulations and as such is required to include a minimum of one LID design measure. The project would increase the amount of impervious surfaces at the site by approximately 1,050 sf and includes two low impact design measures: directing roof runoff to vegetated areas as well as directing runoff from sidewalks, walkways, and or patios onto vegetated areas. The proposed trash enclosure is designed to connect enclosure drainage to the sanitary sewer system to avoid generating polluted stormwater runoff. Additionally, the project must comply with Redwood City's Commercial Drainage Guidelines and Green Infrastructure Ordinance. The County and SMCHA shall work with the City to ensure the final plans provide treatment for a percentage of the site equal to the ratio of the addition to the

existing floor area and include appropriately sized stormwater detention features to detain the difference between the 10- and 25-year storms as well as containing the 100-year storm on site in order to avoid modification to the City's stormwater drainage system to accommodate the additional runoff resulting from the project. Therefore, the proposed project is not expected to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

Page 69, Question 10.f:

Discussion: The project site where construction would occur is already mostly paved except for landscaping improvements. As noted above, the project includes both construction water quality BMPs as well as LID measures to minimize the impacts of the proposed project. The project will also comply with Redwood City's Commercial Drainage Guidelines and Green Infrastructure Ordinance. The County and SMCHA will continue to work with the City to ensure the final plans provide treatment for a percentage of the site equal to the ratio of the addition to the existing floor area and detain the difference between the 10- and 25-year storms as well as containing the 100-year storm on site in order to avoid modification to the City's stormwater drainage system to accommodate the additional runoff resulting from the project. Therefore, overall surface or ground water quality is not expected to significantly degrade. The impact is less than significant.

Page 86, Discussion for Question 17.b:

Discussion: The Transportation Analysis included an evaluation of the project's impacts to Vehicle Miles Traveled (VMT). According to the City's Redwood City's ~~proposed~~ adopted VMT guidelines, the project is presumed to have a less than significant VMT impact because the project is expected to result in less than 150 vehicle trips on a typical (non-event) day (Hexagon 2020). Therefore, the project is considered consistent with CEQA Guidelines Section 15064.3 (b).

Page 86, Discussion for Question 17.c:

Discussion: The project is considered in-fill development with an urban downtown. The improvements are an addition to an existing building. The project would not result in increased hazards due to geometric design features (sharp curves or dangerous intersections) because the project does not alter roadway features surrounding the project site. The project site contains a small surface parking lot; however, all surface parking and vehicle access/driveways would be removed from the site. Minor adjustments may be made to curb cuts to allow for dumpster access or pedestrian access. The curb cutout and sidewalk would be designed according to City of Redwood City street and sidewalk standards and consistent with the ADA Accessibility Guidelines (ADAAG). Additionally, the County will continue to work with the City regarding implementation of the recommendations by Hexagon in the Traffic Analysis, including the restriping of existing crosswalks to high visibility crosswalks and modification of traffic signals to include leading pedestrian intervals at the intersection of Hamilton Street and Marshall Street.

Page 89/90, Discussion for Question 19a:

The project occurs on an existing site that is already largely developed with paved surfaces. Therefore, the project would not require improvements to the existing stormwater infrastructure to support increased capacity for stormwater runoff. The project replaces less than 10,000 square feet of impervious surface at the site. As such, the project is not subject to Municipal National Pollutant Discharge Elimination System (NPDES) permit C.3 regulations which require the implementation of low impact development (LID) measures and stormwater treatment measures to ensure the project would not result in additional quantity, or impaired quality of stormwater discharges from the site. The project application materials state that construction drawings shall include directing roof runoff, sidewalks, walkways and patios on to vegetated areas. The project would not require the relocation or construction of new or expanded stormwater runoff facilities.

As described in the Hydrology section (page 66), the project must comply with Redwood City's Commercial Drainage Guidelines and Green Infrastructure Ordinance. The County and SMCHA will continue to work with the City to ensure the final plans demonstrate the project includes appropriately sized stormwater treatment and detention features to detain the difference between the 10- and 25-year storms as well as containing the 100-year storm on site in order to avoid modification to the City's stormwater drainage system to accommodate the additional runoff resulting from the project.

Attachment 1: Comment Letter A

Community Development & Transportation Department

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October 22, 2020

Kanoa Kelley
San Mateo County Planning and Building Department
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Redwood City, CA 94063

Subject: Mitigated Negative Declaration Comments for the San Mateo County Museum Taube Family Carriage House Addition at 2200 Broadway (MNA2020-00019)

Dear Kanoa Kelley,

Redwood City Community Development and Transportation staff has reviewed the available documents for the Mitigated Negative Declaration (MND) for the San Mateo County Museum Addition and has the following comments:

A-1

1. **Relationship to Redwood City's Downtown Precise Plan (Page 18)** – The project site is located within Redwood City's downtown and the MND identifies that the site is located within Redwood City's Downtown Precise Plan (DTPP). The Plan states that the City shall encourage cooperative planning with public agencies in order to achieve the City's goals and visions. The City would encourage collaboration and consistency with the DTPP during the Project's design development phase.

A-2

2. **Cultural Resources (Page 38)** – The Courthouse building is a designated historic resource and the MND also identifies that the DTPP includes a chapter on Historic Preservation which has Standards and Guidelines for additions that mitigate impacts to historic structures. The City would recommend consistency with the design requirements linked here ([2.1 Resource E](#)) and as stated below especially regarding architectural style, materials, and height in order to mitigate impacts to the Courthouse Building:

1. Standards

- a. The dome, rotunda, Courtroom A, and Broadway, Middlefield, and Hamilton Street façades must be retained and shall not be modified in any significant way.



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- b. No less than 75% of historic exterior walls shall be retained.
- c. Any addition must be located completely behind the historic 1910 structure. More specifically, no addition to this property may be located south of the 1940 North Annex, east of the Middlefield façade, or west of the Hamilton façade.
- d. No addition may exceed the height of the Broadway façade's cornice.

2. Guidelines

- a. All surviving historic interior features should be preserved.
- b. The Hamilton Street and Middlefield Road facades of any attached addition should be visually subordinate to the Historic Courthouse. This should be accomplished by using a "hyphen" at the junction between the two buildings, or by setting back the Hamilton and Middlefield facades of the addition further than the Hamilton and Middlefield facades of the Historic Courthouse.
- c. It is recommended that any addition to this structure conform to the "Neoclassical" architectural character regulations found in Section 2.9.
- d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.
- e. New signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

A-3

3. **Aesthetics (Page 22 - 25)** – The MND states that the site is not located within the County Design Review District, however the DTPP includes Standards and Guidelines for building, massing, and frontage design. City staff would recommend consistency with the Neoclassic architectural regulations linked here ([2.9 A](#)) and stated below:

Guidelines

- a. Roofs may be flat, or may be of a mansard type.
- b. Where roofs are visible, slate should be used.
- c. Wall cladding materials should be stone, ceramic tile, brick, or stucco. Only one primary material should be used within each Façade Height Articulation Element, but materials may vary from Element to Element.
- d. Trim materials should be stone, ceramic tile, wrought iron, or stucco. Multiple trim materials may be used.
- e. The forms, proportions, and ornamentation of window and door frames, columns, pilasters, capitals, and cornices should be taken from the Classical orders.
- f. Building Base and Building Middle Caps shall be simple horizontal belt courses, an ornamented frieze, or a classical cornice. Building Top Caps should be full entablatures (architrave, frieze, and cornice) properly detailed and proportioned according to the Classical orders.
- g. Bay windows should be polygonal in plan. The angles of the inside corners of the bay should be 135 degrees.
- h. Building Middle and Building Top window shapes should be simple and rectangular. Windows may have arched tops.

A-3,
continued

- i. Building Middle and Building Top windows should be clear and should not be tinted, should be inset a minimum of 6 inches from the adjacent wall plane, and should be of the double- or single-hung type.
- j. Building Middle windows should have a simple sill and lintel, although more ornate window trim will be allowed. Building Top windows should feature a prominent molded sill, lintel, and surround.
- k. When stucco wall cladding is used, colors should be white, gray, or light earth tones. Only one primary wall color material should be used within each Façade Height Articulation Element, but colors may vary from element to element

In addition, City staff would also recommend consistency with the Standards and Guidelines for the Façade Composition of the base and middle of the building as described above and linked here ([2.8](#)). City staff is available and would encourage working collaboratively on the design development of this project.

A-4

4. Site Plan Features (Page 12-13) -

- a. The MND states that the existing trash enclosure will be relocated. This relocated trash enclosure shall have a drain to the sanitary sewer to comply with the NPDES permit.
- b. The replacement of existing sidewalk, curb, and gutter along the project frontage shall be included as a part of the site improvements.
- c. A utility report identifying the proposed utility demand will be necessary to demonstrate that the existing utility infrastructure is sufficient to support the proposed addition. The project will also need to pay utility impact fees.
- d. The new service connections shown in Figure 4 do not meet the City of Redwood City Engineering Design Standards. A service needs to be provided for recycled water because the building is required to be dual plumbed. All services need to have a minimum separation of 5' with the domestic and fire water connections having a minimum of 10' separation to the sewer, irrigation which will be recycled water in the future, and the recycled water service for the dual plumbed system.

A-5

- 5. Traffic & Pedestrian Disruptions (Page 12-13) -** Closure of the sidewalk and an associated pedestrian detour route during construction requires an encroachment permit from the City of Redwood City. Removal of on-street parking also requires City approval and an associated fee to cover the loss of parking revenue.

A-6


- 6. Best Management Practices (Page 16) -** The Hydrology/Water Quality section shall be revised to include compliance with the City's commercial drainage guidelines and green infrastructure ordinance.

A-7

- 7. Other Public Agencies Whose Approval is Required (Page 18 - 19) -** The City of Redwood City section needs to be revised to clarify that the approval will be issued by City of Redwood City Community Development & Transportation Department. An



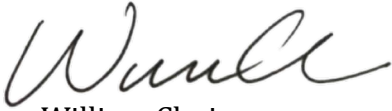
encroachment permit is required for construction activity with the public right-of-way.

- A-8** | 8. **8.f and 8.g – Flood Hazard Area (Page 60)** - The 2012 flood insurance rate maps are outdated. Please reference the current floor insurance rate maps that became effective in 2019.
- A-9** | 9. **10.b, 10.f – Water Quality Standards (Page 66, 69)** - The discussion needs to be revised to state that the Project will also be complying with the City's green infrastructure ordinance and provide treatment for a percentage of the site equal to the ration of the addition to existing floor area.
- A-10** | 10. **10.c – runoff (Page 66)** - The discussion needs to be revised to state that the Project will be comply with the City's Commercial drainage guidelines: detain the different between 10 year design storm and 25 year design storm, along with containing the 100 year storm volume onsite.
- A-11** | 11. **17.b (Page 86)** - The Transportation Analysis included an evaluation of the project's impacts to Vehicle Miles Traveled (VMT). According to the City's Redwood City's adopted VMT guidelines, the project is presumed to have a less than significant VMT impact because the project is expected to result in less than 150 vehicle trips on a typical (non-event) day (Hexagon 2020).
- A-12** | 12. **17.c. (Page 86)** - The curb cutout and sidewalk would be designed according to City of Redwood City street and sidewalk standards and consistent with the ADA Accessibility Guidelines (ADAAG). Additionally, the project will need to implement the recommendations by Hexagon in the Traffic Analysis, including the restriping of existing crosswalks to high visibility crosswalks and modification of traffic signals to include leading pedestrian intervals at the intersection of Hamilton Street and Marshall Street.
- A-13** | 13. **19.a – Utility expansion (Page 89)** - The Discussion needs to identify that the project will be complying with the City's commercial drainage guidelines detain the different between 10 year design storm and 25 year design storm, along with containing the 100 year storm volume onsite, therefore the existing storm drainage system will not need to be modified to handle the added runoff from the project.
- A-14** | 14. **19.c – Sewer capacity (Page 91)** - The discussion needs to identify that the project will be providing a utility report to clarify the demand based on the proposed use. The City is currently in the process of updating the City's Sewer Master Plan and the project will be responsible for mitigating its added demand to the City's sewer system, including replacement of sanitary sewer mains and payment of in-lieu fees.
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A-15

City staff encourages collaboration and consistency with the DTPP during the Project's design development phase and is available to work with County staff on the comments identified in this letter for the proposed project. If you have any questions, please contact me at (650)-780-5916 or wchui@redwoodcity.org.

Sincerely,



William Chui
Senior Planner

