

**COUNTY OF SAN MATEO
PLANNING AND BUILDING DEPARTMENT**

DATE: March 5, 2020

TO: Zoning Hearing Officer

FROM: Planning Staff

SUBJECT: Consideration of a Coastal Development Permit, Design Review, and Use Permit, pursuant to Zoning Regulations Sections 6328, 6565, and 6288.2 respectively, to allow the construction of a one-story 5,322 sq. ft. multi-unit storage building on a 9,605 legal parcel. The vacant lot abuts Airport Street and Stanford Avenue near Cornell Avenue in the unincorporated Princeton area of San Mateo County. This project is not appealable to the California Coastal Commission.

County File Number: PLN 2018-00302 (Thompson ELG Circle, LLC)

PROPOSAL

The applicant proposes to develop a 9,605 sq. ft. legal parcel with a one-story 5,322 sq. ft. multi-unit storage building (warehouse). The project includes eight 600 sq. ft. warehouse units, one 509 sq. ft. unit, one independent half bathroom, and the required three uncovered parking spaces. Approximately 150 cubic yards of grading is proposed.

RECOMMENDATION

That the Zoning Hearing Officer approve the Coastal Development Permit, Design Review and Use Permit by making the required findings and adopting the recommended conditions of approval as shown in Attachment A.

BACKGROUND

Report Prepared By: Olivia Boo, Project Planner, Telephone 650/363-1818

Applicant/Owner: Nina Thompson/ELG Circle, LLC

Location: Vacant parcel abutting Airport Street and Stanford Avenue (near Cornell Avenue)

APN: 047-016-370

Size: 9,605 sq. ft.

Parcel Legality: Legal parcel. Certificate of Compliance (Type A) recorded on September 16, 2016 (PLN 2016-00292).

Existing Zoning: W/AO/DR/CD (Waterfront District /Airport Overlay/Design Review/Coastal Development)

General Plan Designation: General Industrial

Sphere-of-Influence: Half Moon Bay

Existing Land Use: Dirt surface with existing metal storage units and outdoor miscellaneous equipment storage

Water Supply: Coastside County Water District

Sewage Disposal: Granada Sanitary District

Flood Zone: Zone X, Area of Minimal Flooding, Panel 06081C0138F, dated August 2, 2017

Environmental Evaluation: Categorically exempt from the California Environmental Quality Act (CEQA), pursuant to Section 15303, Class 3, for the construction of up to four commercial buildings not exceeding 10,000 sq. ft. in floor area on sites in an urbanized area, zoned for such use, if not involving the use of significant amounts of hazardous substances, where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.

Setting: The property has a dirt surface and is undeveloped with storage containers and outdoor storage on-site. The property is located within a triangular shaped block surrounded by three streets, Stanford Avenue, Yale Avenue and Airport Street. The parcel is a through lot with frontage on Airport Street and Stanford Avenue. There is no vegetation on the property. Land uses in the surrounding area include industrial uses and outdoor storage. Half Moon Bay Airport is approximately 1,500 feet to the north. The parcel is with the airport overlay (AO) zone. Moss Beach and Montara are to the northwest, El Granada and the City of Half Moon Bay are to the southeast.

DISCUSSION

A. KEY ISSUES

1. Conformance with the General Plan

Upon review of the applicable provisions of the General Plan, staff has determined that the project complies with the General Plan policies, including the following:

Soil Resources

Policy 2.17 (*Regulate Development to Minimize Soil Erosion and Sedimentation*) regulates development to minimize soil erosion and sedimentation, including minimize removal of vegetative cover, ensure stabilization of disturbed areas.

Minor earthwork, approximately 150 cubic yards of cut, will be necessary for construction on the relatively flat lot (less than 5% slope). Staff has added a condition of approval requiring the applicant to submit an erosion and sediment control plan prior to the issuance of a building permit to mitigate any potential impacts of the minor earthwork activities.

Visual Quality

Policy 4.15 (*Appearance of New Development*) regulates development to promote and enhance good design, site relationships and other aesthetic considerations.

The applicant's design fits the traditional industrial style and will blend with the overall appearance in Princeton and be an improvement to the site. The immediate area has a variety of outdoor storage properties as well as one- and two-story buildings. The proposed design will comply with all the minimum development requirements for lot coverage and height (the Waterfront District does not have setback requirements). The building will have a consistent site relationship with the adjacent properties. The Princeton area includes a wide range of development that differs with regard to quality, building materials, colors, and architectural styles. The surrounding properties to the north across Stanford Avenue and to the south, immediately behind the subject site are similar existing storage warehouses. Across Airport Street is outdoor cargo storage containers. East and west of the project site have a mix of uses, small and large commercial structures, residential development, outdoor storage and outdoor boat storage. The proposed warehouse building will use Concrete Board exterior walls painted a tan color with brown trim and metal roll up doors.

Policy 4.36 (*Urban Area Design Concept*) discusses maintaining and where possible, improving upon the appearance and visual character of development in urban areas; ensuring that new development in urban areas is designed and constructed to contribute to the orderly and harmonious development of the locality.

The proposed indoor multi storage units will introduce a compatible, complementary use to the existing mixed architecture of to the neighborhood. The proposal contributes to the aesthetic character of the Princeton area and will be of similar scale and construction.

General Land Use Policies

Policy 7.15 (*Designation of Land Uses*) establish land use designations and describe their primary associated uses which can be accomplished in a feasible manner and apply these designations where appropriate to urban and rural areas to meet land use objectives and Policy 7.16 (*Land Use Objectives for Urban Areas*) locates land use designations in urban areas (urban unincorporated areas) in order to: (1) maximize the efficiency of public facilities, services and utilities, (2) minimize energy consumption, (3) protect and enhance the natural environment, (4) revitalize existing developed areas, and (5) discourage urban sprawl.

The project parcel's land use designation is General Industrial with a zoning designation of Waterfront (W) District, which supports indoor storage of goods in the Inland Area of Princeton. The use is permitted outright in the W District and requires a Coastal Development Permit and Use Permit due to its location in the Coastal Zone. Coastside County Water District and Granada Sanitary District have indicated that water and sewer service is available to serve the development. The project location is within the urban boundary in a disturbed area used for outdoor storage with sparse vegetation present on the site, thus not significantly impacting natural resources. Operating energy consumption will be minimal since the building will be used for storage and use of the site is compatible and similar to other adjacent self-storage uses.

Urban Land Use Policies

Policy 8.24 (*Land Use Compatibility*) and Policy 8.30 (*Infilling*) encourage compatible land uses and the Infilling of urban areas where infrastructure and service are available. As previously discussed, the undeveloped site is located in an established neighborhood, emergency services and roadway access are available, and the Granada Sanitary District and Coastside County Water District have confirmed water and sewer service are available.

Policies 8.36 (*Uses*), 8.39 (*Height, Bulk, and Setbacks*), and 8.40 (*Parking Requirements*) allows use in zoning districts that are consistent with the overall land use designation; regulate development standards of the respective zoning district to ensure sufficient light and air in and around structures and ensure public health and safety; and regulate minimum on-site parking requirements.

The parcel has a General Plan designation of "General Industrial" and a zoning designation of Waterfront. The use of an indoor storage building is consistent with the purpose of the zoning district and compatible with other permitted land uses in the district, thus consistent with the overall land use designation. Development Standards, discussed further in Section 4, are compliant with the W District and minimum parking requirements are being

met. The proposed 5,322 sq. ft. indoor storage warehouse requires three uncovered parking spaces, one space for each 2,000 square feet. Three uncovered parallel parking spaces will be provided on site with adequate access.

Water Supply Policies and Wastewater Management Planning

Policy 10.10 (*Water Suppliers in Urban Areas*) and Policy 11.5 (*Wastewater Management in Urban Areas*) discuss water suppliers and sewage systems as preferred and appropriate methods of water supply and wastewater management.

Both water and sewer districts have indicated that service is available to serve the proposed development.

2. Compliance with the Local Coastal Program

This project is consistent with the San Mateo County Local Coastal Program policies with specific discussion of the following policies.

Locating and Planning New Development Component

Policy 1.4 (*Designation of Urban Areas*) designates as urban those lands shown inside the urban/rural boundary on the Land Use Plan Maps. Such areas include Montara, Moss Beach, El Granada, Princeton-by-the-Sea and Miramar. The project site is located in Princeton-by-the-Sea, in the urban boundary and designated for urban use.

Policy 1.18 (*Location of New Development*) directs new development to existing urban areas; (1) discourage urban sprawl, (2) maximize the efficiency of public facilities, services and utilities; and concentrate new development in urban areas by requiring the “infilling” commercial areas. The site is located in a developed area where storage warehouses and industrial buildings exist, and the proposed structure will utilize public utilities and services. Service will be provided by Granada Sanitary District and Coastside County Water District.

Policy 1.36 (*Half Moon Bay Airport Influence Area Requirements*) discusses compliance with relevant Federal Aviation Administration standards and criteria regarding safety, flashing lights, reflective material, land uses which may attract large concentrations of birds, HVAC exhaust fans, and land uses which may generate electrical or electronic interference with aircraft communications and/or instrumentation.

The proposed indoor storage building does not include external lighting, will not attract large concentrations of birds, does not include exhaust fans, or interfere with aircraft communications and/or instrumentation. A condition of approval regarding non-reflective materials has been added.

Structural and Community Features-Urban Areas and Rural Service Centers

Policy 8.12 (*General Regulations*) applies the Design Review (DR) Zoning District, Section 6565.17, to urbanized areas of the Coastal Zone and employs the design criteria set forth in the Community Design Manual for all new development in urban areas.

Design Review Standards

The following are the applicable Design Standards followed by staff's response:

- a. **Proposed structures are designed and situated so as to retain and blend with the natural vegetation and landforms of the site and to ensure adequate space for light and air to itself and adjacent properties.**

The subject site is a flat parcel with minimal to no existing vegetation. There are no trees on the property. The parcel is currently enclosed by a chain link fence. The warehouse will be constructed along the length of the southern property line with a setback of 21 feet from the northern property line, which is one of the side setbacks. The 21-foot side setback, will provide adequate space, light and air around the north, east and west sides of the structure. The adjacent property immediately south is developed with an existing warehouse and built up to the subject parcel's southern property line.

- b. **Where grading is necessary for the construction of structures and paved areas, it blends with adjacent landforms through the use of contour grading rather than harsh cuts or terracing of the site and does not create problems of drainage or terracing of the site or adjacent properties.**

The site is level with a 5% slope, minimal grading of approximately 150 cubic yards of cut is proposed for this project for foundation and underground utilities construction. The drainage plan has been reviewed by the Building Department Drainage Section and has been conditionally approved. There will be no change to the overall topography of the parcel. As part of the conditions of approval, the applicant is required to submit for review a drainage and erosion control plan to the Planning and Building Department at the building permit stage.

- c. **Streams or other natural drainage systems are not altered so as to affect their character and thereby causing problems of drainage, erosion or flooding.**

Upon staff's review of the San Mateo County Geographic Information System, there is no known stream or natural drainage system on or near the property.

d. Structures are located outside flood zones, drainage channels and other areas subject to inundation.

The parcel is located outside of these areas (FEMA Zone X (area of minimal flooding)).

e. Trees and other vegetation land cover are removed only where necessary for the construction of structures or paved areas in order to reduce erosion and impacts on natural drainage channels, and maintain surface runoff at acceptable levels.

There is minimal to no vegetation existing on the site. A minimum 4-foot wide landscaping planter is required per the Waterfront Zoning District to soften the hardscape in the area and will help with on-site drainage. Landscaping will be installed along Airport Street frontage. The plans have been reviewed by building drainage staff and meet drainage requirements.

f. A smooth transition is maintained between development and adjacent open areas through the use of natural landscaping and plant materials that are native or appropriate to the area.

The subject site is an interior parcel, adjacent to the north is undeveloped property at the corner of Stanford Avenue and Airport Street that has non-permanent cargo storage containers. The adjacent property to the south of the project site is developed with a one-story warehouse. Across Airport Street is an outdoor storage yard with miscellaneous equipment storage and outdoor boat storage. Also across Airport Street is a two-story commercial building. Across Stanford Avenue, the property is improved with one- and two-story commercial buildings and indoor warehouse storage. The required four-foot landscape area shall include vegetation that is indigenous and drought tolerant.

g. Views are protected by the height and location of structures and through the selective pruning or removal of trees and vegetative matter at the end of view corridors.

The proposed height of the warehouse will be 20 feet and will be similar in height to the existing building on the adjacent property, immediately south. The project site is located midblock between Yale Avenue and Cornell Avenue, on the east side and Yale Avenue and Stanford Avenue on the northwest side, and is not at the end of a view corridor. No trees are present on the site.

- h. Construction on ridgelines blends with the existing silhouette by maintaining natural vegetative masses and landforms and does not extend above the height of the forest or tree canopy.**

The project site is not proposed on a ridgeline.

- i. Structures are set back from the edge of bluffs and cliffs to protect views from scenic areas below.**

The project site is not adjacent to a beach, bluff or cliffs.

- j. Public views to and along the shoreline from public roads and other public lands are protected.**

There are no public views to the shoreline from the public roads adjacent to the project site. The shoreline is not visible from any of the three surrounding streets.

- k. Varying architectural styles are made compatible through the use of similar materials and colors that blend with the natural setting and surrounding neighborhoods.**

The project includes Concrete Board exterior walls painted a tan color with brown trim and metal roll up doors. The colors will be compatible with other structures in the area as well as the natural environment.

- l. The design of the structure is appropriate to the use of the property and is in harmony with the shape, size and scale of the adjacent buildings in the community.**

The style of the structure is of a typical warehouse industrial building, an allowed use in the W District upon approval of a Use Permit. The size and shape are in line with the existing one- and two-story buildings in the immediate area and in the overall Princeton area. The building's proposed tan color will blend with surrounding structures, appropriate for an area dominated by industrial uses.

- m. Overhead utility lines are placed underground where appropriate to reduce the visual impact in open and scenic areas.**

The County will require undergrounding utilities as a condition of the project within the Design Review District.

- n. The number and location, size, design, lighting, materials, and use of colors in signs are compatible with the architectural style of the structure they identify and harmonize with their surroundings.**

No signs are proposed at this time. Should a sign be proposed, it shall comply with these requirements, be compatible with surroundings and require a building permit.

- o. Paved areas are integrated into the site, relate to their structure, and are landscaped to reduce visual impact from residential areas and from roadways.**

Proposed paved areas are for the driveway and parallel parking area on the north side of the property. A 4-foot landscaping strip will be installed and any trees and plants proposed will be drought tolerant and native to San Mateo County.

Policy 8.13 (*Special Design Guidelines for Coastal Communities*) applies supplemental design criteria for the Princeton-by-the-Sea community which requires structures be designed to employ architectural detailing, subdued colors, textured building materials, and landscaping to add visual interest and soften the harsh lines of standard or stock building forms normally used in industrial districts.

The proposed project will include siting the warehouse on the south side of the parcel. Landscaping is conditioned to be located along street frontage of Airport Street and Stanford Avenue to soften the development and on-site parking area from the public right-of-way. Proposed exterior finishing of the warehouse includes Concrete Board exterior walls painted a tan color with brown trim and metal roll up doors. Conditions of approval have been included to ensure that colors and materials, as proposed and approved, are implemented.

Hazard Component

Policy 9.3 (*Regulation of Geologic Hazard Areas*) discusses tsunami inundation area criteria. The parcel is located in a mapped tsunami inundation area as shown on the Geotechnical Hazard Synthesis Maps for the San Mateo County (1973), however, the proposed development will not pose a severe hazard to persons or property since the building is not habitable and no noxious chemical, petroleum or other flammable liquids, or other potentially hazardous materials will be stored on the property.

3. Conformance with the Montara-Moss Beach-El Granada Community Plan

Upon review of the applicable provisions of the Montara-Moss Beach-El Granada Community Plan, part of which includes Princeton, staff has determined that the project complies with this Community Plan's policies, including the following:

Industrial Land Use

Policy 2.11 (*Desired Industrial Uses*) encourages industrial uses which are in accordance with the stated objectives of the community, greenhouses, strawflower processing, fish processing, boat building, warehousing, and aviation-related activities. The project conforms to this policy, see staff's response to General Plan Policy 7.15.

Policy 2.12 (*Location of Industrial Development*) locates industrial development in areas where it will have the lowest impact on surrounding land uses and on their environment, and concentrates industrial development in areas adjacent to Half Moon Bay Airport and Pillar Point Harbor. The project site is located within the industrially developed area of Princeton. The parcel is a through lot and sits midblock between Stanford Avenue and Airport Street on the west side, midblock between Yale Avenue and Cornell Avenue on the east side. The area is dominated by outdoor storage yards and one- and two-story industrial buildings, commercial uses and open outdoor storage yards. The project site is located approximately 1,200 feet from Half Moon Bay Airport and near Pillar Point Harbor.

4. Compliance with the Local Coastal Program

This project is consistent with the San Mateo County Local Coastal Program policies with specific discussion of the following policies.

Locating and Planning New Development Component

Policy 1.4 (*Designation of Urban Areas*) designates as urban those lands shown inside the urban/rural boundary on the Land Use Plan Maps. Such areas include Montara, Moss Beach, El Granada, Princeton-by-the-Sea and Miramar. The project site is located in Princeton-by-the-Sea, in the urban boundary and designated for urban use.

Policy 1.18 (*Location of New Development*) directs new development to existing urban areas; (1) discourage urban sprawl, (2) maximize the efficiency of public facilities, services and utilities; and concentrate new development in urban areas by requiring the "infilling" commercial areas. The site is located in a developed area where storage warehouses and industrial buildings exist, the proposed structure will utilize public utilities and services. Service will be provided by Granada Sanitary District and Coastside County Water District.

Structural and Community Features-Urban Areas and Rural Service Centers

Policy 8.12 (*General Regulations*) applies the Design Review (DR) Zoning District, Section 6565.17, to urbanized areas of the Coastal Zone and employs the design criteria set forth in the Community Design Manual for all new development in urban areas.

The applicant proposes indoor storage which will screen storage from public view. The site will provide three parking spaces as required, one space for each 2,000 sq. ft. of storage area.

Design Review Standards

This project is located in the Design Review District (DR) and is, therefore subject to Section 6565.7 of the Zoning Regulations. The following are the applicable Design Standards followed by staff's response:

- a. **Proposed structures are designed and situated so as to retain and blend with the natural vegetation and landforms of the site and to ensure adequate space for light and air to itself and adjacent properties.**

The subject site is a level parcel with minimal to no existing vegetation. There are no trees on the property. The parcel is currently enclosed by a chain link fence. The warehouse will be constructed along the length of the southern property line with a setback of 21 feet from the northern property line, which is one of the side setbacks. The 21-foot side setback, will provide adequate space, light and air around the north, east and west sides of the structure. The adjacent property immediately south is developed with an existing warehouse and built up to the northern side property line.

- b. **Where grading is necessary for the construction of structures and paved areas, it blends with adjacent landforms through the use of contour grading rather than harsh cuts or terracing of the site and does not create problems of drainage or terracing of the site or adjacent properties.**

The site is level with a 5% slope, minimal grading approximately 150 cubic yards is proposed for this project. No harsh cutting is proposed. The grading is for foundation and underground utilities. The drainage plan has been reviewed by Building Inspection Section staff and has been conditionally approved. There will be no change to the overall topography of the parcel. As part of the conditions of approval, the applicant is required to submit for review a drainage and erosion control plan to the Planning and Building Department at the building permit stage.

- c. **Streams or other natural drainage systems are not altered so as to affect their character and thereby causing problems of drainage, erosion or flooding.**

Upon staff's review of the San Mateo County Geographic Information System, there is no known stream or natural drainage system on or near the property.

- d. Structures are located outside flood zones, drainage channels and other areas subject to inundation.**

The parcel is located outside of these areas.

- e. Trees and other vegetation land cover are removed only where necessary for the construction of structures or paved areas in order to reduce erosion and impacts on natural drainage channels, and maintain surface runoff at acceptable levels.**

There is minimal to no vegetation existing on the site. A minimum 4-foot wide landscaping is required per the Waterfront Zoning District to soften the hardscape in the area and will help with on-site drainage. Landscaping will be installed along Airport Street frontage with a small triangular strip of land near the fire suppression equipment.

The plans have been reviewed by building drainage staff and meet drainage requirements.

- f. A smooth transition is maintained between development and adjacent open areas through the use of natural landscaping and plant materials that are native or appropriate to the area.**

The subject site is an interior parcel, adjacent to an unimproved property located to the north, at the corner of Stanford Avenue and Airport Street that has non-permanent cargo storage containers. The adjacent property to the south is developed with a one-story warehouse. Across Airport Street is an outdoor storage yard with miscellaneous equipment storage and boat storage. On another parcel across Airport Street is a two-story commercial building. Across Stanford Avenue, the property is improved with one- and two-story commercial buildings and indoor warehouse storage. The required four-foot landscape area shall include vegetation that is indigenous and drought tolerant (condition number).

- g. Views are protected by the height and location of structures and through the selective pruning or removal of trees and vegetative matter at the end of view corridors.**

The proposed height of the warehouse will be 20 feet and will be similar in height to the existing building on the adjacent property, immediately south. The project site is located midblock between Yale Avenue and Cornell Avenue, on the east side and Yale Avenue and Stanford Avenue on the northwest side, and is not at the end of a view corridor.

- h. Construction on ridgelines blends with the existing silhouette by maintaining natural vegetative masses and landforms and does not extend above the height of the forest or tree canopy.**

The project site is not proposed on a ridgeline.

- i. Structures are set back from the edge of bluffs and cliffs to protect views from scenic areas below.**

The project site is not adjacent to a beach, bluff or cliffs.

- j. Public views to and along the shoreline from public roads and other public lands are protected.**

There are no public views from the project site. The shoreline is not visible from any of the three surrounding streets.

- k. Varying architectural styles are made compatible through the use of similar materials and colors that blend with the natural setting and surrounding neighborhoods.**

The project includes Concrete Board exterior walls painted a tan color with brown trim and metal roll up doors, the colors will be compatible with other structures in the area as well as the natural environment.

- l. The design of the structure is appropriate to the use of the property and is in harmony with the shape, size and scale of the adjacent buildings in the community.**

The style of the warehouse is of a typical warehouse industrial building, an allowed use in the W District. The size and shape are in line with the existing one- and two-story buildings in the immediate area and in the overall Princeton area. The building's proposed tan color will blend with surrounding structures, appropriate for an area dominated by industrial uses.

- m. Overhead utility lines are placed underground where appropriate to reduce the visual impact in open and scenic areas.**

The County will require undergrounding utilities as a condition of the project within the Design Review District.

- n. The number and location, size, design, lighting, materials, and use of colors in signs are compatible with the architectural style of the structure they identify and harmonize with their surroundings.**

No signs are proposed at this time. Should a sign be proposed, it shall comply with these requirements, be compatible with surroundings and be processed by a building permit.

- o. Paved areas are integrated into the site, relate to their structure, and are landscaped to reduce visual impact from residential areas and from roadways.**

Proposed paved areas are for the driveway and parallel parking area on the north side of the property. A 4-foot landscaping strip will be installed and any trees and plants proposed will be drought tolerant and native to San Mateo County.

Policy 8.13 (*Special Design Guidelines for Coastal Communities*) applies supplemental design criteria for the Princeton-by-the-Sea community which requires structures be designed to employ architectural detailing, subdued colors, textured building materials, and landscaping to add visual interest and soften the harsh lines of standard or stock building forms normally used in industrial districts. The proposed project will include siting the warehouse on the south side of the parcel. Landscaping is conditioned to be located along street frontage of Airport Street and Stanford Avenue to soften the development and on-site parking area from the public right-of-way. Proposed exterior finishing of the warehouse includes Concrete Board exterior walls painted a tan color with brown trim and metal roll up doors. Conditions of approval have been included to ensure that colors and materials, as proposed and approved, are implemented.

Hazard Component

The San Mateo County Geographic Information System indicates the property is located in a liquification zone. The submitted geotechnical report prepared by Sigma Prime states liquefaction occurs when loose, saturated sandy soils lose strength and flow like a liquid during earthquake shaking. Ground settlement is often a factor. Soils most susceptible to liquefaction are saturated, loose, silty sands, and uniformly graded sands. Loose, saturated silty sands were not encountered at the site and are not expected at depth. Therefore, the likelihood of liquefaction occurring at the site is very low.

5. Conformance with Zoning Regulations

Waterfront District

The project is located in the Waterfront District, which allows indoor storage with approval of a Use Permit. The following table indicates the project's compliance with all development standards regarding building site area, building height and lot coverage. There is no floor area ratio limit or setbacks for the Waterfront District.

	Required Standard	Proposed
Minimum Building Site	5,000 sq. ft.	9,605 sq. ft.
Minimum Lot Width	50 ft.	50 ft.
Minimum Side Yard	None	21 ft. side (north property line), 0 ft. side (south property line)
Maximum Building Height	36 ft.	20 ft.
Maximum Lot Coverage	60%	55%

Parking Requirements

Pursuant to Chapter 3 (*Parking*) of the County Zoning Regulations, the project includes three parallel uncovered parking spaces which complies with the parking requirements. For the proposed parallel parking, the parking aisle is required to be 21 feet wide and each parking space dimension is 9 feet wide by 19 feet long dimensions.

Landscaping

The Waterfront Zoning District requires landscaping for all yards abutting a street, a planter or landscaped area of at least four feet wide shall be provided adjacent to all street right-of-way's with live landscaping provided and maintained within any required planter or landscaped area; however, up to 30% of the planter or landscaped area may be covered with hard surfaces such as gravel, landscaping rock, concrete, or other impervious materials. The proposed development will include a 4-foot wide landscape area within the proposed front setback along Airport Street near the location of the fire equipment and a condition of approval has been included to ensure that landscaping be installed and verified by Planning staff prior to a final building permit inspection.

Waterfront Zoning District Performance Standards

Uses within the Waterfront District are subject to a series of performance standards per the determination of the Community Development Director. Staff has determined that the proposed use on-site, an indoor storage building, would meet the required performance standards, as follows:

Noise

No use will be permitted which exceeds the following sound levels more than 30 minutes in any hour.

Given the low intensity nature of the land use, noise generation is anticipated to meet these provisions. A condition has been added to address temporary noise impacts as a result of construction.

Odor

No use will be permitted which emits an odor or air pollutant, detectable without instruments, beyond the boundaries of the "W" District.

Given the low intensity nature of the land use, odor and/or air pollutant generation is anticipated to be nominal.

Lighting

All lighting, exterior and interior, must be designed and located so as to confine direct rays to the premises.

Although no external lighting is proposed at this time, a condition has been added that if/when a lighting is proposed a detailed lighting plan be submitted clearly reflecting that all on-site lighting is down lit, non-intrusive and does not produce excessive spillover onto neighboring properties.

Vibration

No use will be permitted that causes vibration perceptible without instruments on adjoining property, except for a temporary construction operation.

Given the low intensity nature of the land use, long term vibration generation is anticipated to be nominal.

Winter Grading

The project involves 150 cubic yards of grading. Due to the low amount of grading and minimal 5% slope, no grading permit is required and grading work is permitted during the grading moratorium period, October 1 to April 30.

Use Permit

The applicant is seeking a Use Permit for indoor storage, pursuant to Section 6287 of the "W" Zoning District. Pursuant to Section 6503 of the Zoning Regulations, the Zoning Hearing Officer must make the following finding in order to grant a Use Permit:

That the establishment, maintenance, and/or conducting of the use will not, under the circumstances of the particular case, result in a significant adverse impact to coastal resources, or be detrimental to the public welfare or injurious to property or improvements in said neighborhood.

The project is compatible with the type and appearance of other existing industrial development in the "W" Zoning District of Princeton. The project

entails a low intensity land use that will conform with the runway safety standards of the Half Moon Bay Airport Land Use Compatibility Plan and will accommodate necessary parking on-site. Furthermore, the proposed use of indoor storage is not expected to generate any increased noise, odors, or significant traffic in the area and no storage of hazardous materials is proposed or permitted.

Airport Overlay (AO) District

The project parcel is located within the Airport Overlay (A-O) District, which is intended to provide a margin of safety at the ends of the nearby Half Moon Bay Airport runways by limiting the concentration of people where hazards from aircraft are considered to be the greatest. The A-O District allows no more than three (3) persons to occupy a site at any one time, and requires all uses permissible in the underlying zoning district to obtain a Use Permit. The applicant's proposed use is indoor storage units (with no office space) and is a very low intensity use and will not generate more than three (3) persons on the site at any one time. Staff has added a condition of approval for this intensity limitation. Additionally, the subject application includes a Use Permit, as required by the underlying "W" Zoning District.

Uses Permitted

Noise Insulation Requirements

All new development shall be subject to the following requirements: submit an acoustical analysis, prepared by a qualified acoustical consultant, demonstrating that new construction has been designed to comply with the following standard: interior community noise equivalent levels (CNEL) with windows closed, attributable to exterior sources shall not exceed an annual CNEL of 55 dB.

- a. An acoustical analysis prepared by a qualified acoustical consultant demonstrating that new construction has been designed to comply with the following standard: Interior community noise equivalent levels (CNEL) with windows closed, attributable to exterior sources shall not exceed an annual CNEL of 55 dBA.

Per the submitted Noise Measurement analysis for the project, the new storage structure would provide the needed noise minimum Transmission Loss (TL) of 7 dBA properties to meet this standard. The primary source of ambient noise in the project area is traffic on Airport Street, located on the east side of the property. Vehicles driving on Airport Street reach a noise level of 50-60 dBA at 40 feet. Trucks, buses, motorcycles, and poorly muffled vehicles have a higher range of 55-75 dBA. Stanford Avenue, on the west side of the subject parcel, had less traffic and did not contribute a significant amount of noise, whereas large and small aircraft overflight contributed 50 to

65 dBA. There were no other significant noise sources in the project area.

Based on the analysis, the worst case CNEL on the property is 62 dBA. The warehouse structure must reduce the noise down by 7 dBA for a total interior CNEL of 55 dBA.

- b. Construct building in accordance with recommendation of acoustical analysis.

The proposed building material structural elements will exceed the TL required to comply with the standards, since almost any structural building element will naturally provide at least 15 dB TL because of the mass required to provide necessary strength for a building structurally.

B. REVIEW BY CALIFORNIA COASTAL COMMISSION, MIDCOAST COMMUNITY COUNCIL AND PRINCETON CITIZEN ADVISORY COUNCIL

The project was referred to the California Coastal Commission, the Midcoast Community Council, and Princeton Citizen Advisory Council. No comments were received from these agencies and advisory groups.

C. ENVIRONMENTAL REVIEW

Categorically exempt from the California Environmental Quality Act (CEQA), pursuant to Section 15303, Class 3, for the construction of up to four commercial buildings not exceeding 10,000 sq. ft. in floor area on sites in an urbanized area, zoned for such use, if not involving the use of significant amounts of hazardous substances, where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.

D. REVIEWING AGENCIES

Building Inspection Section
Coastside Fire Protection District
Department of Public Works
California Coastal Commission
Coastside County Water District
Granada Sanitary District
Midcoast Community Counsel
Princeton Citizens' Advisory Committee
Princeton-by-the-Sea Homeowners' Association

ATTACHMENTS

- A. Attachment A
- B. Vicinity Map
- C. Site Plan/Roof Plan
- D. Elevations
- E. 3-D View
- F. Floor Plan
- G. Site Photos
- H. Sigma Prime Geosciences Geotechnical Report
- I. Environmental Consulting Service Hazard Report

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COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT A

County of San Mateo
Planning and Building Department

RECOMMENDED FINDINGS AND CONDITIONS OF APPROVAL

Permit or Project File Number: PLN 2018-00302

Hearing Date: March 5, 2020

Prepared By: Olivia Boo, Project Planner

For Adoption By: Zoning Hearing Officer

RECOMMENDED FINDINGS

Regarding the Environmental Review, Find:

1. That this project is categorically exempt from the California Environmental Quality Act (CEQA), pursuant to Section 15303, Class 3, for the construction of up to four commercial buildings not exceeding 10,000 sq. ft. in floor area on sites in an urbanized area, zoned for such use, if not involving the use of significant amounts of hazardous substances, where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.

Regarding the Coastal Development Permit, Find:

2. That the project, as described in the application and accompanying materials required by Section 6328.7 and as conditioned in of the Zoning Regulations and as conditioned in accordance with Section 6328.14, conforms with the plans, policies, requirements, and standards of the San Mateo County Local Coastal Program. The project conforms to the applicable policies and has been conditioned to utilize natural colors and materials, provides and erosion and sediment control plan, and provide the minimum landscaping requirements.
3. That the project is not subject to public access and public recreation policies of Chapter 3 of the Coastal Act of 1976 (commencing with Section 30200 of the Public Resources Code) since the project is not located between the nearest public road and the sea, or the shoreline of the Pescadero Marsh.
4. That the project conforms to the specific findings required by the policies of the San Mateo County. The project conforms to the applicable policies in the Locating and Planning New Development, Structural and Community Features-Urban Areas and Rural Service Centers, Design Review, and Hazard Components. The project is located in an urban area designated Waterfront and the proposed use is an allowed use.

Regarding the Design Review Permit, Find:

5. That the project complies with the design guidelines and criteria of the Community Design Manual and the LCP's Visual Resources Component as the existing building is compatible with surrounding commercial/visitor-serving development in the Princeton area and is appropriately scaled to the site. The proposed project will include native plants, building colors and materials that are compatible to the area, and be designed to fit in to the size, scale, and design of existing buildings in the Princeton-by-the-Sea community.

Regarding the Use Permit, Find:

6. That the establishment, maintenance and/or conducting of the use will not, under the circumstances of the particular case, result in a significant adverse impact to coastal resources, since the project is located in a developed urban area where access and utility services are available, no sensitive habitats are nearby, and coastal views will not be affected. In addition, the proposed use will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood, since the proposed storage building complies with all zoning development standards and parking requirements, and is similar in character to surrounding industrial development.

RECOMMENDED CONDITIONS OF APPROVAL

Current Planning Section

1. This approval applies only to the proposal, documents and plans described in this report and approved by the Zoning Hearing Officer on March 5, 2020. The Community Development Director may approve minor revisions or modifications to the project if they are consistent with the intent of, and in substantial conformance with, this approval.
2. The Coastal Development Permit, Design Review and Use Permit approvals shall be valid for five (5) years from the date of final approval in which time a building permit shall be issued and a completed building inspection (to the satisfaction of the Building Inspector) shall have occurred within 365 days of its issuance. Any extension to these permits shall require submittal of a request for permit extension and payment of applicable extension fees, no less than sixty (60) days prior to expiration. An extension of these approvals will be considered upon written request and payment of the applicable fees sixty (60) days prior to the expiration of the approvals.
3. Any change in use or intensity not already approved shall require an amendment to this permit. Amendment to this permit requires an application for amendment, payment of applicable fees, and consideration at a public hearing.
4. No site disturbance shall occur until a valid building permit has been issued.

5. All exterior lighting shall be designed and located so as to confine direct rays to the subject property and prevent glare in the surrounding area. All proposed exterior lighting shall be reviewed and approved by the Planning Department (design manufacturer's "cut sheets") prior to the issuance of a building permit. Prior to Planning final of the building permit for this project, the applicant shall submit photos verifying the installation of any approved exterior light fixtures.
6. Any new utilities shall be located underground from the nearest existing pole. No new poles are permitted to be installed.
7. The proposed existing exterior building colors are approved. Any changes to the exterior color of the building shall require review and approval by the Planning and Building Department prior to implementing.
8. A 4-foot wide landscape area consisting of native plant species shall be provided for any areas not developed along the street frontages of the parcel (Airport Street). Landscaping plans, including size, species, and location, for all proposed landscaping shall be submitted as part of the building permit for review and approval. Proposed plants shall be drought tolerant and native to San Mateo County. No landscape species shall exceed 4-feet in height at full maturity, for property visibility purposes. Prior to building inspection final and certificate of occupancy, the Planning Department shall verify that the approved landscaping has been installed.
9. All approved landscaping shall be maintained in a healthy condition for the life of the use. Any dead or dying landscape shall be removed and replaced with the same or similar species.
10. The applicant shall adhere to Best Management Practices for erosion and sediment control throughout the duration of project construction. Erosion control measure deficiencies, as they occur, shall be immediately corrected. The goal is to prevent sediment and other pollutants from leaving the project site and to protect all exposed earth surfaces from erosive forces. Said plan shall adhere to the San Mateo Countywide Stormwater Pollution Prevention Program "General Construction and Site Supervision Guidelines," including:
 - a. Stabilizing any denuded areas and maintaining erosion control measures continuously between October 1 and April 30. Stabilizing shall include both proactive measures, such as the placement of hay bales or coir netting, and passive measures, such as revegetating disturbed areas with plants propagated from seed collected in the immediate area.
 - b. Storing, handling, and disposing of construction materials and wastes properly, so as to prevent their contact with stormwater.
 - c. Controlling and preventing the discharge of all potential pollutants, including pavement cutting wastes, paints, concrete, petroleum products, chemicals,

wash water or sediments, and non-stormwater discharges to storm drains and watercourses.

- d. Using sediment controls or filtration to remove sediment when dewatering the site and obtaining all necessary permits.
 - e. Avoiding cleaning, fueling, or maintaining vehicles on-site, except in a designated area where wash water is contained and treated.
 - f. Delineating with field markers clearing limits, easements, setbacks, sensitive or critical areas, buffer zones, trees and drainage courses.
 - g. Protecting adjacent properties, buildings, and undisturbed areas from construction impacts using vegetative buffer strips, sediment barriers or filters, dikes, mulching, or other measures as appropriate.
 - h. Performing earth-moving or ground disturbing activities only during dry weather.
 - i. Limiting and timing application of pesticides and fertilizers to prevent polluted runoff.
 - j. Limiting construction access routes and stabilizing designated access points.
 - k. Avoiding tracking dirt or other materials off-site; cleaning off-site paved areas and sidewalks using dry sweeping methods.
 - l. The contractor shall train and provide instructions to all employees and subcontractors regarding the construction best management practices.
11. To reduce the impact of construction activities on neighboring properties and/or the public roadways, comply with the following:
- a. All debris shall be contained on-site; a dumpster or trash bin shall be provided on-site during construction to prevent debris from blowing onto adjacent properties. The applicant shall monitor the site to ensure that trash is picked up and appropriately disposed of daily.
 - b. The applicant shall remove all construction equipment from the site upon completion of the use and/or need of each piece of equipment which shall include but not be limited to tractors, back hoes, cement mixers, etc.
 - c. The applicant shall ensure that no construction-related vehicles will impede through traffic along any public right-of-way. All construction vehicles shall be parked on-site outside of any public right-of-way. There shall be no storage of construction vehicles, equipment, or materials in any public right of-way or shared driveway.

12. The applicant shall ensure that during construction, noise, light, dust, odor and other interference with persons and property off the development site is minimized. Furthermore, no hazardous materials shall be stored on-site.
13. Noise sources associated with demolition, construction, repair, remodeling, or grading of any real property shall be limited to the hours from 7:00 a.m. to 6:00 p.m. weekdays and 9:00 a.m. to 5:00 p.m. Saturdays. Said activities are prohibited on Sundays, Thanksgiving and Christmas (San Mateo Ordinance Code Section 4.88.360).
14. The project site shall be connected to the local public water system. Prior to the issuance of a building permit, the applicant shall submit verification form the local water purveyor that connection to the public water system has been obtained for the project. Verification that the existing on-site well has been abandoned to the satisfaction of Environmental Health Services shall be provided to the Planning Department prior to final Planning sign off on the proposed project's associated building permit.
15. No noxious chemical, petroleum or other flammable liquids, or other potentially hazardous materials shall be stored on the property.
16. No more than three (3) persons may be on the site at any time.
17. Any proposed external lighting, shall be made of non-reflective materials.

Building Inspection Section

18. The proposed project requires a building permit.
19. The proposed project shall be designed and constructed according to the latest adopted and locally amended California Building Standards Code, which at the time of this review is the 2016 version.
20. Prior to the issuance of the Building permit or Planning permit (for Provision C3 Regulated Projects), the applicant shall have prepared, by a registered civil engineer, a drainage analysis of the proposed project and submit it to the Department of Public Works for review and approval. The drainage analysis shall consist of a written narrative and a plan. The flow of the stormwater onto, over, and off of the property shall be detailed on the plan and shall include adjacent lands as appropriate to clearly depict the pattern of flow. The analysis shall detail the measures necessary to certify adequate drainage. Post-development flows and velocities shall not exceed those that existed in the pre-developed state. Recommended measures shall be designed and included in the improvement plans and submitted to the Department of Public Works for review and approval.

Department of Public Works

21. Prior to the issuance of the BLD permit or PLN permit (if applicable), the applicant shall submit a driveway "Plan and Profile," to the Department of Public Works, showing the driveway access to the parcel (garage slab) complying with County Standards for driveway slopes (not to exceed 20%) and to County Standards for driveways (at the property line) being the same elevation as the center of the access roadway. When appropriate, as determined by the Department of Public Works, this plan and profile shall be prepared from elevations and alignment shown on the roadway improvement plans. The driveway plan shall also include and show specific provisions and details for both the existing and the proposed drainage patterns and drainage facilities.
22. No proposed construction work within the County right-of-way shall begin until County requirements for the issuance of an encroachment permit, including review of the plans, have been met and an encroachment permit issued. Applicant shall contact a Department of Public Works Inspector 48 hours prior to commencing work in the right-of-way.
23. Prior to the issuance of the building permit, the applicant will be required to provide payment of "roadway mitigation fees" based on the square footage (assessable space) of the proposed building per Ordinance No. 3277.

Geotechnical Section

24. A geotechnical report is required at the building permit stage. The report shall include discussions about San Gregorio Fault.

Coastside Fire Protection District

25. Fire Hydrant: An approved fire hydrant (flow 960) must be located within 500 feet measured by way of drivable access from the proposed project. The hydrant must have a minimum flow of 1,500 gallons per minute at 20 pounds per square inch residual pressure for a minimum of 2 hours. If you have not already done so, please submit a site plan showing all underground piping to the San Mateo County Building Inspection Section or City of Half Moon Bay for review and approval.
26. Automatic Fire Sprinkler System: The proposed project must be equipped with an approved NFPA 13 fire sprinkler system throughout. The project will not be issued a building permit until fire sprinkler plans are received, reviewed and approved by the fire district. Submit the required plans to the San Mateo County Building Inspection Section. The sprinkler system design shall be based on at least Ordinary-Group 2 classification or higher classification based on stored commodity. Provide information as to commodity. Submit plans showing the location of all required fire sprinkler hardware to the San Mateo County Building Inspection Section of City.

27. Fire Sprinkler Hardware: Along with the automatic fire sprinkler system, this project is required to install all related fire sprinkler hardware (Post Indicator Valve, Fire Department Connection and Exterior Bell). You will not be issued a building permit until plans have been submitted, reviewed and approved by the fire district. Please submit plans showing the location of all required fire sprinkler hardware to the San Mateo County Building Inspection Section or City of Half Moon Bay.
28. Fire Access Roads: Fire suppression operations involve heavy pieces of apparatus that must set-up and operate close to the building. California Fire Code and fire district ordinances require construction that allows fire apparatus to be placed directly outside the building. Additionally, it is the developer/owner's responsibility to assure well-marked fire lanes are provided around the entire outside perimeter of the building. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required, such protection shall be installed and made serviceable prior to and during the time of construction and before combustibles are on the project site. Approved signs and painted curbs or lines shall be provided and maintained to identify fire apparatus access roads and state the prohibition of their obstruction. Fire lanes shall be in accordance with Coastside Fire Protection District specification. Contact the Fire Prevention Bureau for those specifications.
29. Fire apparatus access roads to be an approved asphalt surface. Grades 15% or greater to be surfaced with asphalt, or brushed concrete. Grades 15 % or greater shall be limited to 150 feet in length with a minimum of 500 feet between the next section. For roads approved less than 20 feet, 20-foot wide turnouts shall be on each side of 15% or greater section. No grades over 20%. (Plan and profile required) CFC 503.
30. Emergency Building Access: The proposed project will require the installation of "Knox Boxes" These emergency key boxes are required when access to or within a structure or an area is unduly difficult because of secured openings or where immediate access is necessary for life saving or fire-fighting purposes. The Chief will determine the location for the key box and provide an authorized order form. All security gate systems controlling vehicular access shall be equipped with a "Knox"; key operated emergency entry device. Applicant shall contact the Fire Prevention Bureau for specifications and approvals prior to installation.
31. Address Numbers: Building identification shall be conspicuously posted and visible from the street. (TEMPORARY ADDRESS NUMBERS SHALL BE POSTED PRIOR TO COMBUSTIBLES BEING PLACED ON-SITE). The letters/numerals for permanent address numbers shall be of 6-inch height with a minimum 3/4-inch stroke and of a color, which is contrasting with the background. Such letter/numerals shall be illuminated and facing the direction of access.
32. Roof Covering: The roof covering of every new building or structure, and materials applied as part of a roof covering assembly, shall have a minimum fire

rating of Class "B" or higher as defined in the current edition of the California Building Code.

33. Exit Door Hardware: Exit door(s) shall be operable from the inside without the use of a key, special knowledge or effort. Exception: Main exit doors may be equipped with a keyed-locking device if there is a readily visible sign on or adjacent to the door stating "THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED." The letters in the sign shall not be less than 1-inch in height.
34. Exit Illumination: Signs shall be internally or externally illuminated by two electric lamps or shall be of an approved self-luminous type.
35. Power Supply: Current supply to one of the lamps for exit signs shall be provided by the premises wiring system. Power to the other lamp shall be from storage of batteries or an on-site generator set. Include exit illumination with electrical plans and submit to the San Mateo County Building Inspection Section or City of Half Moon Bay for review and approval.
36. Fire Alarm System: This project is required to have installed an approved NFPA 72 Fire Alarm System throughout. The system is to monitor any flow through the required automatic fire sprinkler system, any fire sprinkler valve tamper and all heat and smoke detectors. The system will also include an exterior bell and interior horn/strobes, which are required to be wired to the alarm system and the flow switch for the fire sprinkler system. The FACP shall be protected with a smoke detector as per NFPA 72, Section 1-5.6 and a manual pull station. A wiring inspection is required to be conducted by the Fire District prior to covering walls and ceiling areas. All systems and components must be tested per manufactures specifications and NFPA 72. Battery backup shall meet or exceed requirements for amp-hour rating and must be tested as per manufactures specification and NFPA 72.
37. Fire Extinguishers: There must be at least one 2A10BC fire extinguisher for each 3,000 sq. ft., travel distance not to exceed 75 feet with at least one extinguisher per floor per Title 19, California Code of Regulations.
38. Community Facilities District: The Fire District requires the formation of a Mello-Roos Community Facilities District (CFD) for all new construction of three or more residential units or commercial space exceeding 4,000 square feet. Please contact the Fire District administration office for more details. Please be advised that the formation of a CFD takes approximately three months. The formation of a CFD is a condition of development and required to be completed prior to Fire District final approval and sign-off on the project.
39. All fire conditions and requirements must be incorporated into your building plans, (see attached conditions) prior to building permit issuance. It is your responsibility to notify your contractor, architect and engineer of these requirements.

40. Fire Department access shall be to within 150 feet of all exterior portions of the facility and all portions of the exterior walls of the first story of the buildings as measured by an approved access route around the exterior of the building or facility. Access shall be a minimum of 20 feet wide, all weather capability, and able to support a fire apparatus weighing 75,000 lbs. Where a fire hydrant is located in the access, a minimum of 26 feet is required for a minimum of 20 feet on each side of the hydrant. This access shall be provided from a publicly maintained road to the property. Grades over 15% shall be paved and no grade shall be over 20%. When gravel roads are used, it shall be class 2 base or equivalent compacted to 95%. Gravel road access shall be certified by an engineer as to the material thickness, compaction, all weather capability, and weight it will support.
41. All buildings that have a street address shall have the number of that address on the building, mailbox, or other type of sign at the driveway entrance in such a manner that the number is easily and clearly visible from either direction of travel from the street. New residential buildings shall have internally illuminated address numbers contrasting with the background so as to be seen from the public way fronting the building. Residential address numbers shall be at least 6 feet above the finished surface of the driveway. An address sign shall be placed at each break of the road where deemed applicable by the San Mateo County Fire Department. Numerals shall be contrasting in color to their background and shall be no less than 4 inches in height, and have a minimum 1/2-inch stroke. Remote signage shall be a 6-inch by 18-inch green reflective metal sign.
42. Building plans shall include the proper exiting system (panic hardware and exit signs), including listing of hardware, as per the current California Building and Residential Codes. The system must be installed and inspected, prior to Fire's final approval of the building permit.
43. A fire alarm system shall be installed meeting California Fire and Building Codes and NFPA 72.
44. Portable fire extinguishers with a minimum rating of 2A-10BC are required to be placed throughout your project. Contact a licensed/certified fire extinguisher company for proper placement of the required extinguishers. Documentation is required on building plans at the building permit application stage. Proper installation is required prior to Fire's final approval of the building permit.
45. A fire flow of 1,500 gallons-per-minute for 2 hours with a 20 pounds-per-square inch residual operating pressure must be available as specified by additional project conditions to the project site. The applicant shall provide documentation including hydrant location, main size, and fire flow report at the building permit application stage. Inspection required prior to Fire's final approval of the building permit or before combustibles are brought on site.
46. Because of limited access into your property, the authority having jurisdiction is requiring the installation of a Knox Box, Knox Key Switch, or Knox Padlock to

allow rapid response of emergency vehicles onto your property in case of a fire or medical emergency. For an application or further information please contact the San Mateo County Fire Marshal's Office at 650/573-3846.

47. An approved Automatic Fire System meeting the requirements of NFPA-13 shall be required to be installed for your project. Plans shall be submitted to the San Mateo County Building Inspection Section for review and approval by the San Mateo County Fire Department. Coastside County Water District
48. The project is required to comply with the Coastside County Water District's Water Use Efficiency Ordinance. District staff performs inspections to verify compliance with all district regulations during and after construction.
49. If fire sprinklers are required by Coastside Fire Protection District. Coastside County Water District does not allow passive purge systems to be installed on fire protection services. Fire protection services are authorized for the sole purpose of fire protection, so there shall be no cross connections. Fire sprinkler drawings must reflect these conditions.
50. A fire hydrant may be required. Please check with Coastside Fire Protection District. If a fire hydrant is required, please request an application from Coastside County Water District.
51. A full set of the most recent plans and drawings for the project, including a full set of approved fire plans, must be submitted to the District for review and approval. All existing and new utilities must be clearly marked on the drawings.
52. Before issuance of a building permit, the District will need to evaluate a complete set of building plans to determine if water service capacity available is adequate for any development and complies with all District regulations.

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COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT B



Project Site

0.04 0 0.02 0.04 Miles

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This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

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COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

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PROJECT

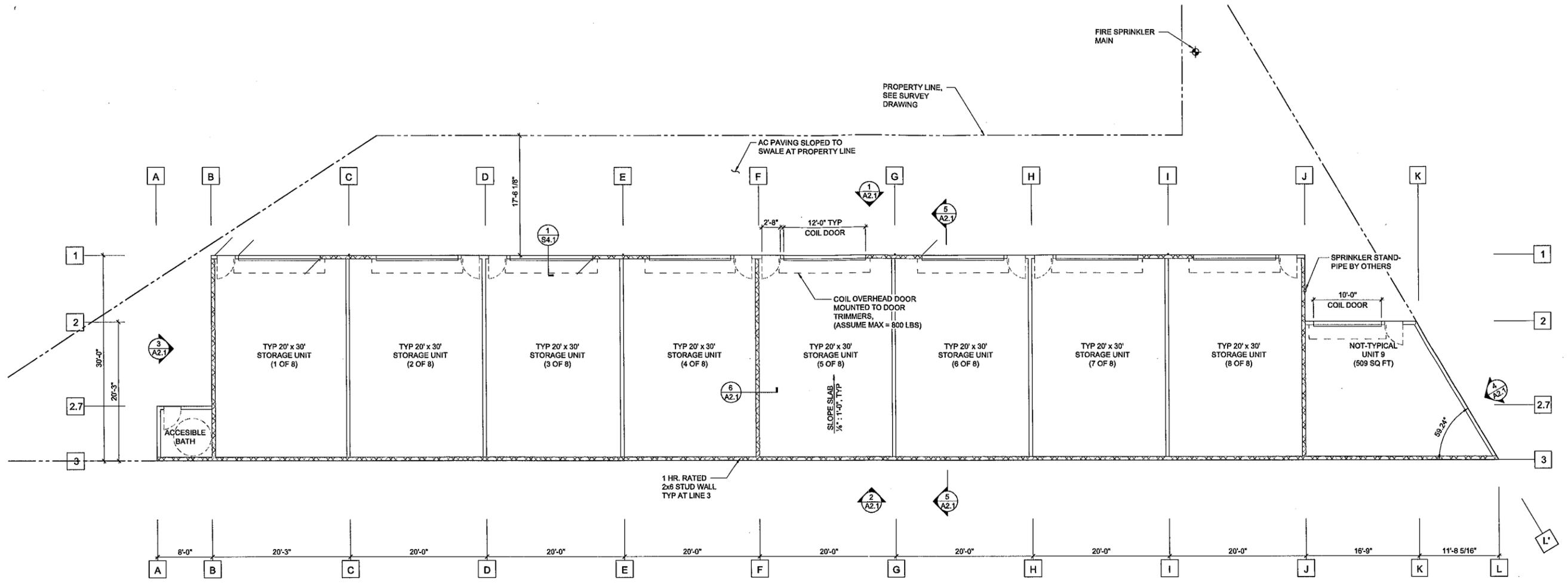
WORKSHOP STORAGE
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PRINCETON, CA

SHEET DESCRIPTION

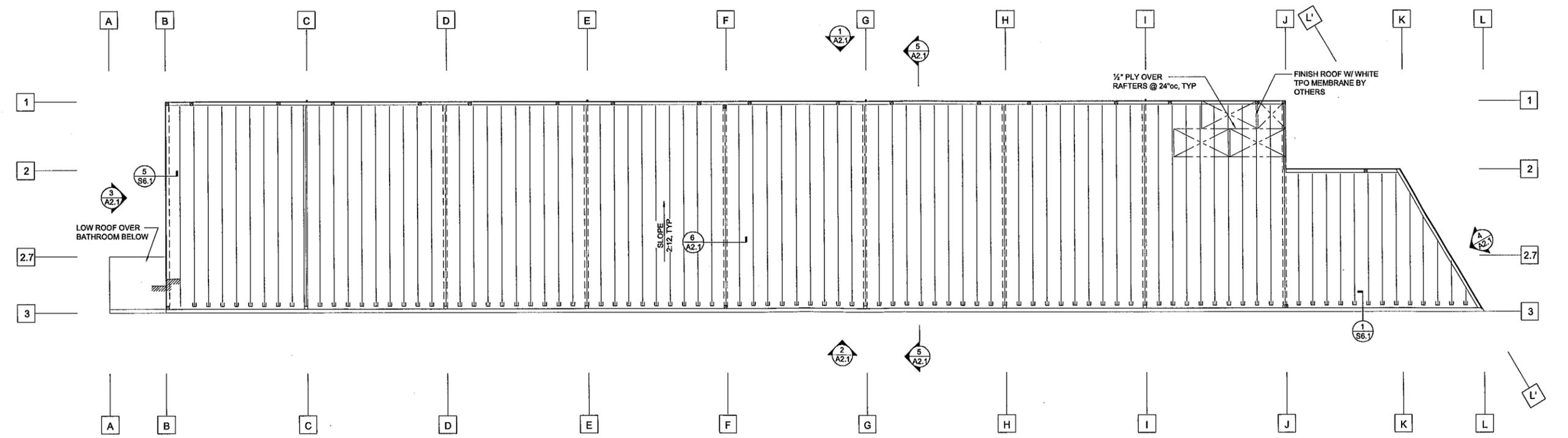
FLOOR AND ROOF PLANS

DRWN:	DM	DATE	06/29/2018
CHKD:	SRP		

SHEET
A1.1



GROUND FLOOR PLAN
 1/8" = 1'-0"



ROOF PLAN - arch
 1/8" = 1'-0"

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PERMIT SET



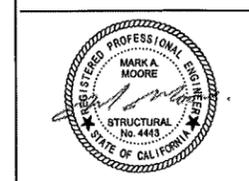
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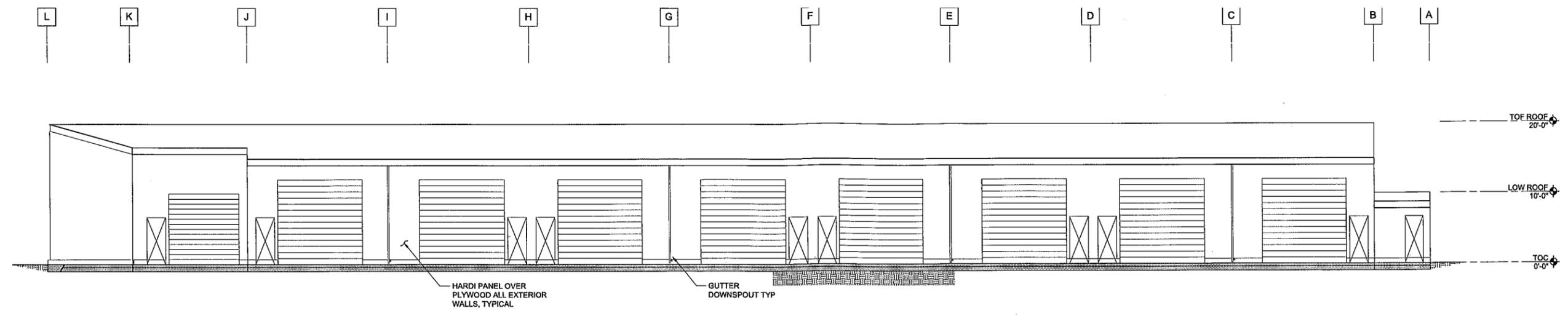
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WORKSHOP STORAGE
203 AIRPORT STREET
PRINCETON, CA

SHEET DESCRIPTION
ELEVATIONS & SECTIONS

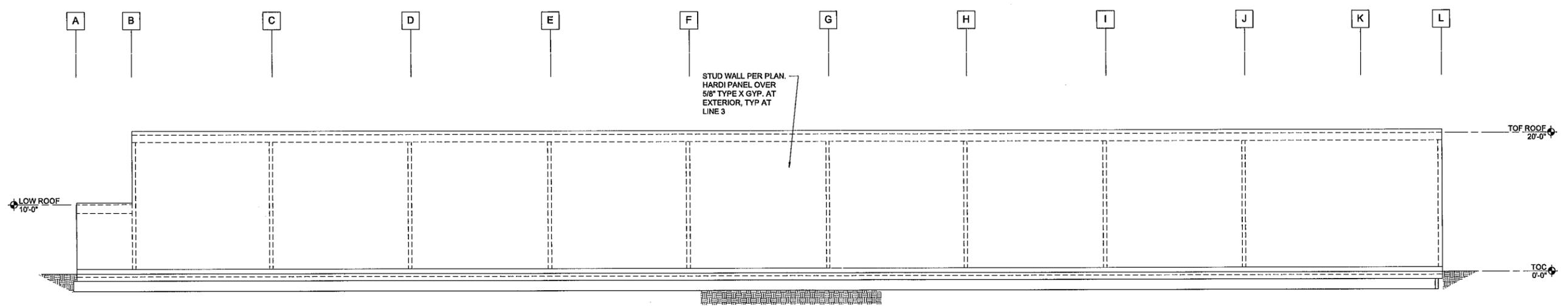
DRWN: LS DATE: 08/29/2018
 CHKD: SRP

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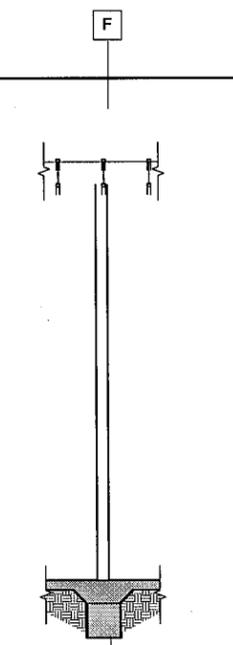
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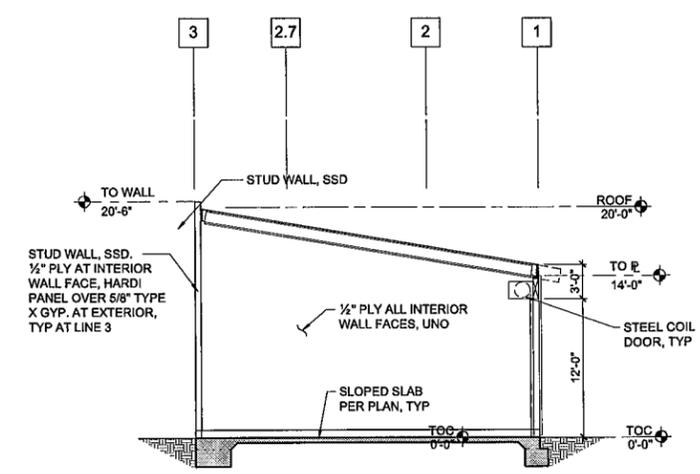
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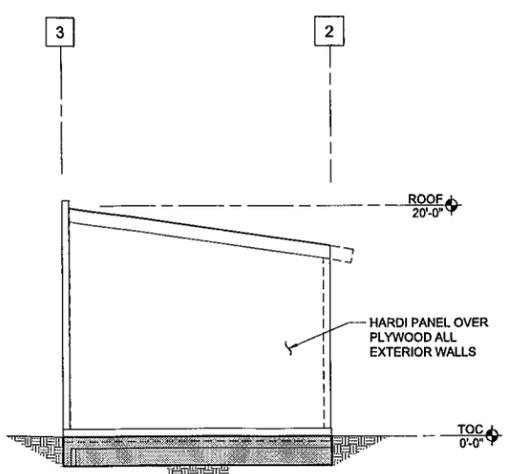
2 SOUTH ELEVATION
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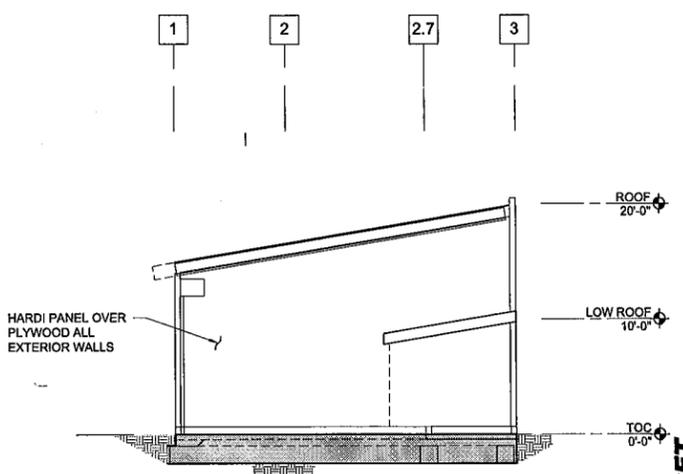
6 WALL SECTION
 1/4" = 1'-0"



5 BUILDING SECTION
 1/8" = 1'-0"



4 EAST ELEVATION
 1/8" = 1'-0"



3 WEST ELEVATION
 1/8" = 1'-0"

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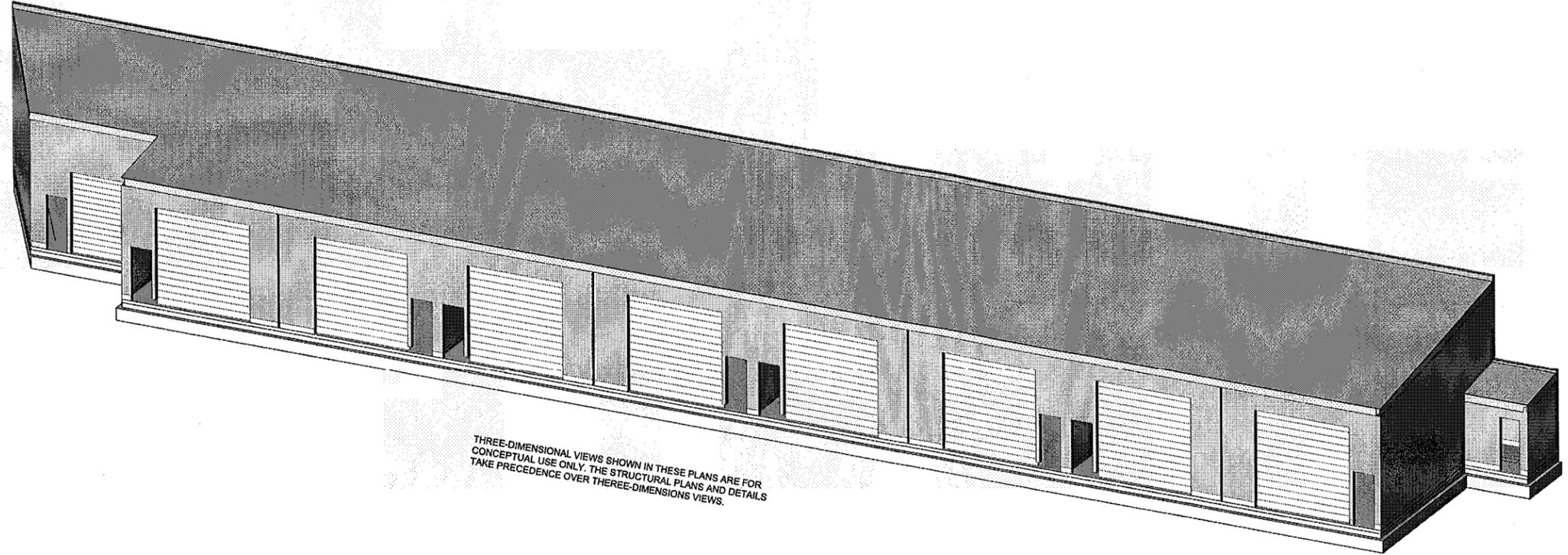
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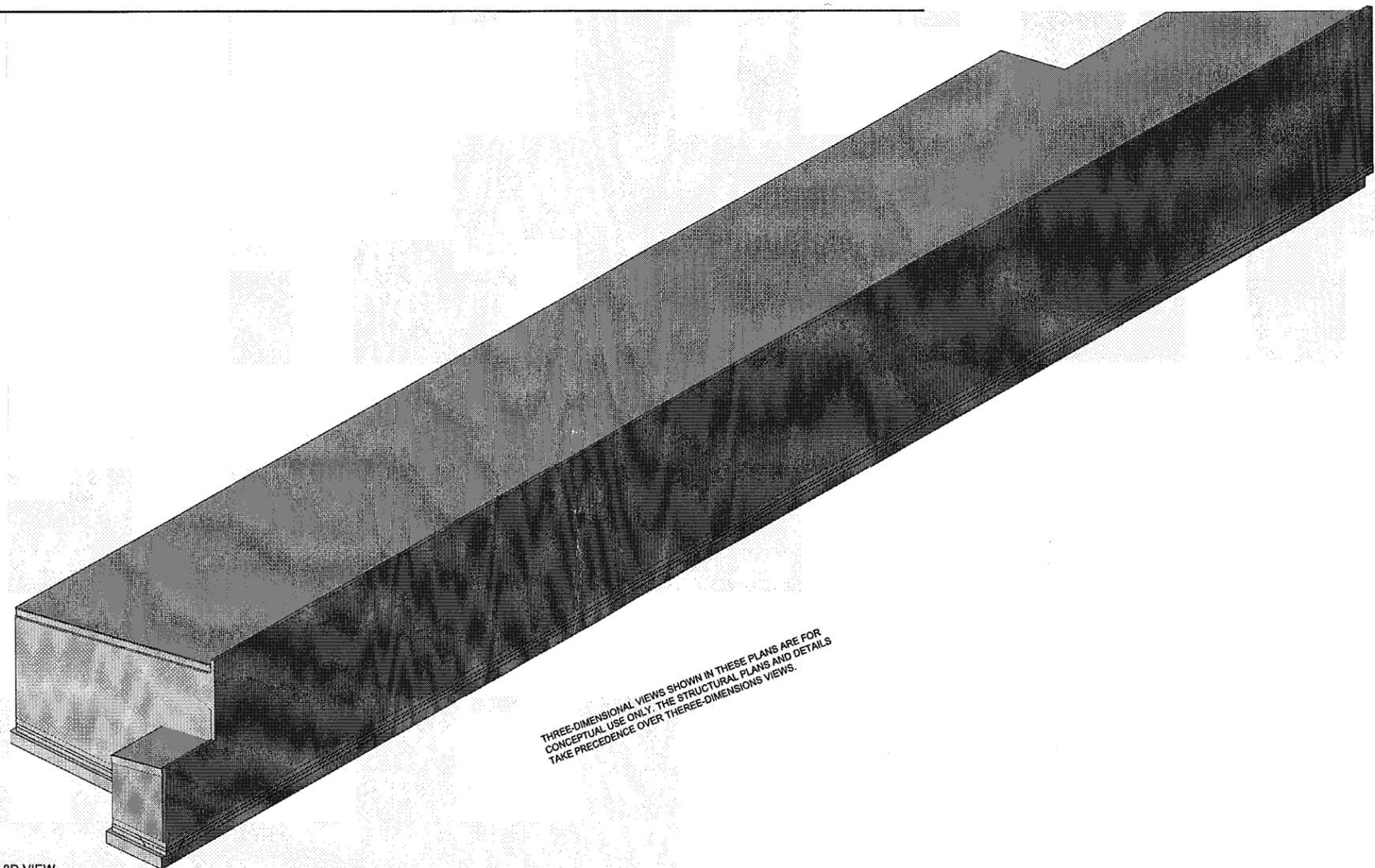
Revision Schedule		
Revision Number	Revision Description	Revision Date

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1 3D VIEW



THREE-DIMENSIONAL VIEWS SHOWN IN THESE PLANS ARE FOR CONCEPTUAL USE ONLY. THE STRUCTURAL PLANS AND DETAILS TAKE PRECEDENCE OVER THESE-DIMENSIONS VIEWS.

2 3D VIEW

PROJECT

WORKSHOP STORAGE
 203 AIRPORT STREET
 PRINCETON, CA

SHEET DESCRIPTION

3-D VIEWS

DRWN:	DATE
CHKD:	06/29/2018

SHEET

A3.1

PERMIT SET



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

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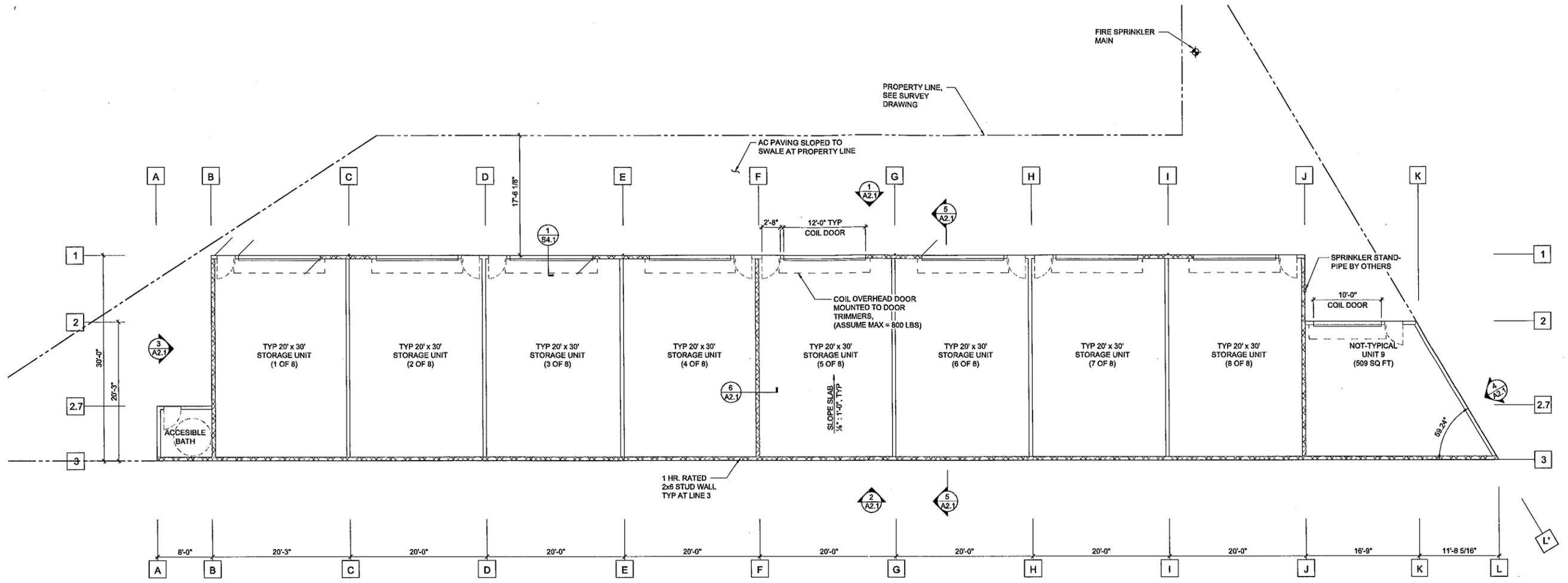
WORKSHOP STORAGE
203 AIRPORT STREET
PRINCETON, CA

SHEET DESCRIPTION

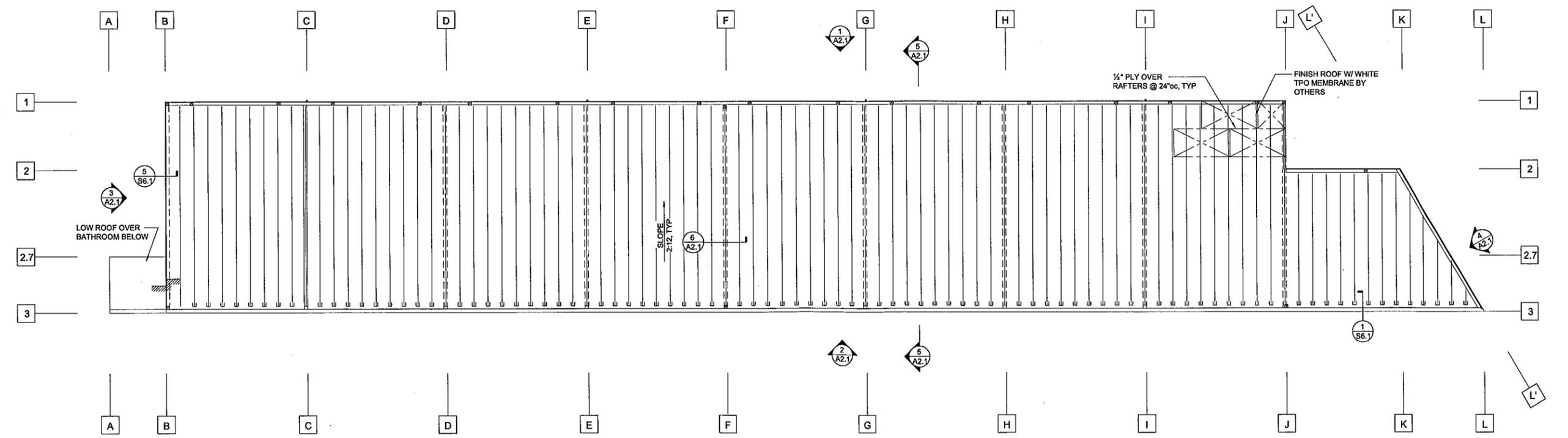
FLOOR AND ROOF PLANS

DRWN: DM	DATE
CHKD: SRP	06/29/2018

SHEET
A1.1



GROUND FLOOR PLAN
 1/8" = 1'-0"



ROOF PLAN - arch
 1/8" = 1'-0"

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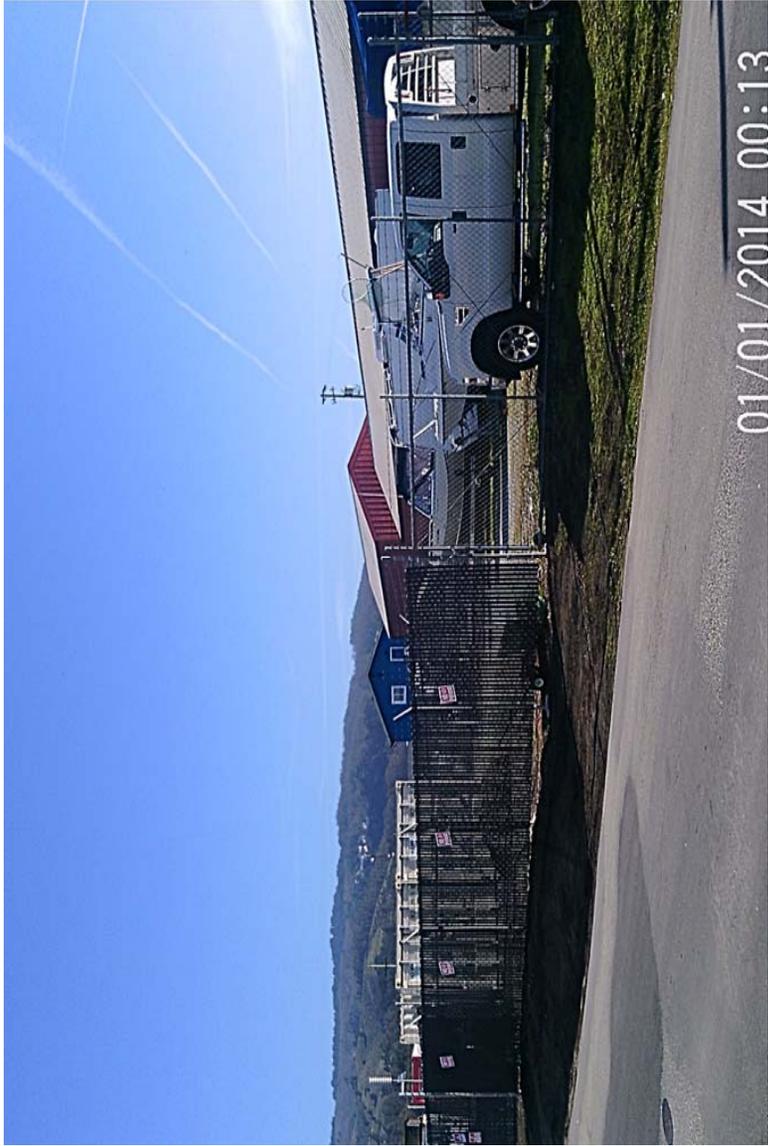
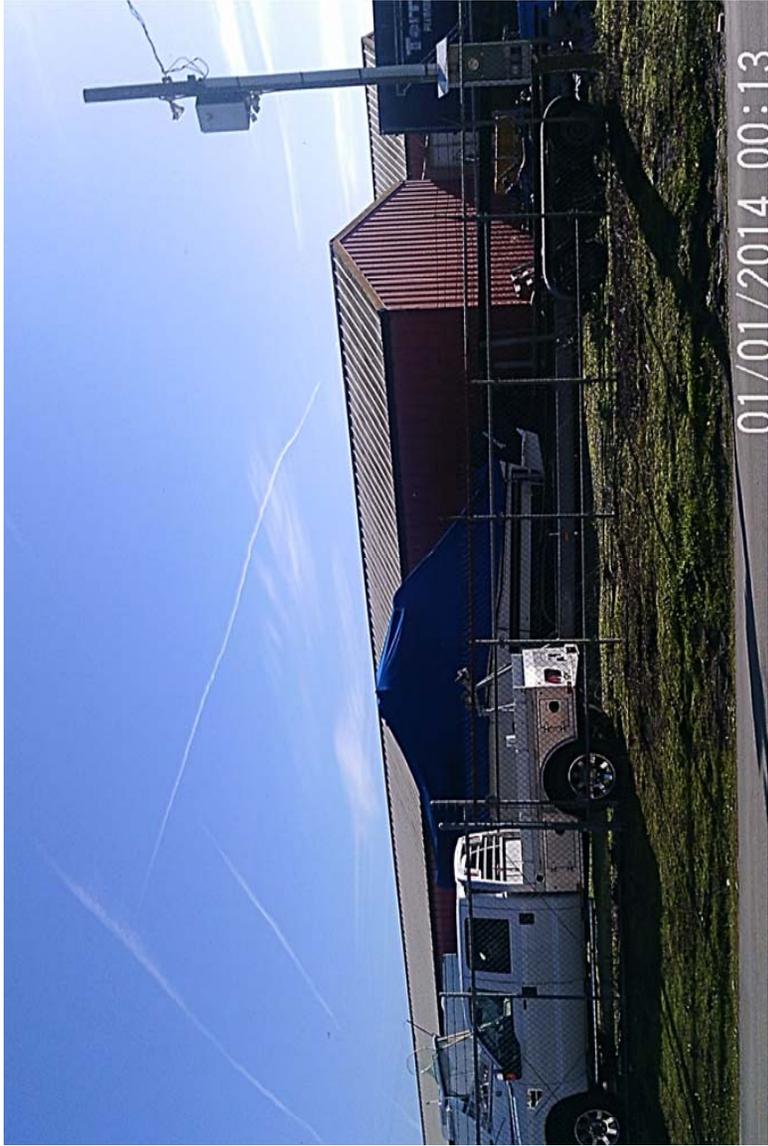
PERMIT SET



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT G







COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT H



Sigma Prime Geosciences, Inc.

March 21, 2018

Nina Thompson
P.O. Box 1694
El Granada, CA 94018

Subject: Drainage Analysis for Proposed Development: 203 Airport
Boulevard, Princeton.

Dear Ms. Thompson:

We have performed a drainage analysis for the above-referenced property, using the San Mateo County Guidelines for Drainage Review as a guideline. Because San Mateo County does not have recommended procedures for all aspects of this type of analysis, Santa Cruz County's Design Criteria for single-family home detention systems was consulted. The only drainage issue that applies to this site is a detention system to maintain runoff at or below pre-construction levels.

The site is in a very flat area with no drainage channels. Any runoff that currently flows across the site occurs as dispersed sheet flow. The site is vegetated with sparse grasses and weeds. The gradient of the property is about 0.5% to the west. There are no springs or shallow groundwater on the site. The flat site is very stable.

For our analyses, we used the Rational Method for both pre-construction and post-construction conditions, and for only the area that will be covered with impervious surfaces. The procedures are outlined in detail in the attached calculations. The equation for the Rational Method is:

$$Q=CIA$$

where:

Q=Quantity of Runoff (cubic feet per second)

C= Runoff Coefficient (unitless)

I= Rainfall Intensity for a 10-year storm (in/hour)

A= Area of land modified by construction (acres)

C and I are the only variables that change in this analysis. A pre-construction runoff coefficient, C, of 0.3 was used. For post-construction, C was increased to 0.9. For rainfall intensity, a 10-year event was used in the design of the detention system, as per the San Mateo County guidelines. (A 10-year storm is



also recommended by Santa Cruz County.) Rainfall intensity is dependant on the time-of-concentration. As Santa Cruz County recommends, we used a pre-construction time-of-concentration of 15 minutes, and a post-construction time-of-concentration of 10 minutes. Using San Mateo County's rainfall intensity map, intensities of 2.46 in/hr and 2.94 in/hr were used for pre-construction and post-construction, respectively. For area, the design drawings were used to determine that a total of 8747 square feet of land will be covered with impervious surfaces that can drain to detention basins wells. Our analyses were made for one detention basin for the roof and paved areas. The recommended drainage system is shown on Sheet C-1.

With the proposed detention system, the post-development runoff will be less than the pre-development runoff. No runoff is diverted from one drainage area to another. There will be no appreciable downstream impacts. Current drainage patterns indicate minimal runoff from adjacent impervious surfaces onto the subject property.

If there are any questions regarding the contents of this letter, please do not hesitate to call me at (650) 728-3590.

Yours,
Sigma Prime Geosciences, Inc.

Charles M. Kissick, P.E.





Sigma Prime Geosciences, Inc.

Rational Method / Culvert Sizing

Job: Thompson
No.: 17-179
Date 2/2/2018
by: CMK

Rational Method to Estimate Storm Runoff

$$Q_p = CIA_d$$

Area, A_d (sf): 8747 (Roof, Asphalt)
Area, A_d (acres): 0.20080
 C_{10} : 0.3 pre-project 0.9 post-project

Time of Concentration, t_c :

Pre-Development: 15 min
Post-Development: 10 min

I (rainfall intensity): San Mateo County Rainfall Data

I_{10} = 2.94 in/hr (Post-Development)
 I_{15} = 2.46 in/hr (Pre-Development)

Pre-Project:

$Q = CIA$: 0.148 CFS

Post-Project:

$Q = CIA$: 0.531 CFS

ΔQ = 0.3831 CFS

Detention Size (for 15-min duration):

10-yr Storm: 344.82 CF

Size Pipes for 10-year event:

3' diam. Pipe: 33.8 LF Required
(Includes volume in gravel)



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT I

June 12, 2019

Nina & John Thompson
203 Airport Street
Princeton, CA

RE: Noise Measurement Study for Workshop Storage Project,
230 Airport Street, Princeton, CA

Dear Mr. and Mrs. Thompson,

In response to your request I have evaluated the potential interior noise of the proposed storage units for compliance with County noise limits in the area. The report discusses the present noise environment, the anticipated interior noise levels for the structure based on its construction, and compliance with San Mateo County interior noise regulations.

To summarize the conclusions of the report, the proposed new storage structure would provide the needed noise transmission loss properties to meet County interior noise limitations.

Project Description [1] [2]

The proposed new 1-story storage structure, with 8 20'x30' units and one 509 square foot unit, would provide workshop and storage facilities on the 9605 square foot property at the corner of Airport Street and Stanford Avenue, which provides two access streets. The property is in a Commercial zone. The project site and nearby areas are shown in Exhibit 1. The site is presently used for temporary storage of boats and vehicles.

This study investigates the extent to which the existing ambient noise levels could create noise levels inside the storage units that exceed the County noise limits for the area. The existing ambient noise environment, the relevant noise limitations, and the noise characteristics of the structure are discussed in the following sections.

Ambient Noise Levels and Noise Sources in the Area

Field noise measurements were made during the midmorning and afternoon periods of June 6, 2019, with a CEL-440 Precision Noise Meter and Analyzer, calibrated with a B & K Model 4230 Sound Level Calibrator. The measurement locations were chosen to represent existing ambient noise levels on the site, which have very similar noise because of the small site and lack of significant nearby traffic. The measurement locations are shown in Exhibit 1.

Noise levels were measured and are reported using percentile noise descriptors, as follows: L90 (the background noise level exceeded 90 % of the time), L50 (the median noise level exceeded 50% of the time), L1 (the peak level exceeded 1% of the time), and Leq (the average energy-equivalent noise level). Measured noise levels are presented in Exhibit 2. The Ldn, or CNEL, noise levels were computed as the long-term average of the Leq using the daily traffic distribution in the area, with standard weighted penalties for the nighttime hours, and modeled with an enhanced version of the National Cooperative Highway Research Board traffic noise model [3].

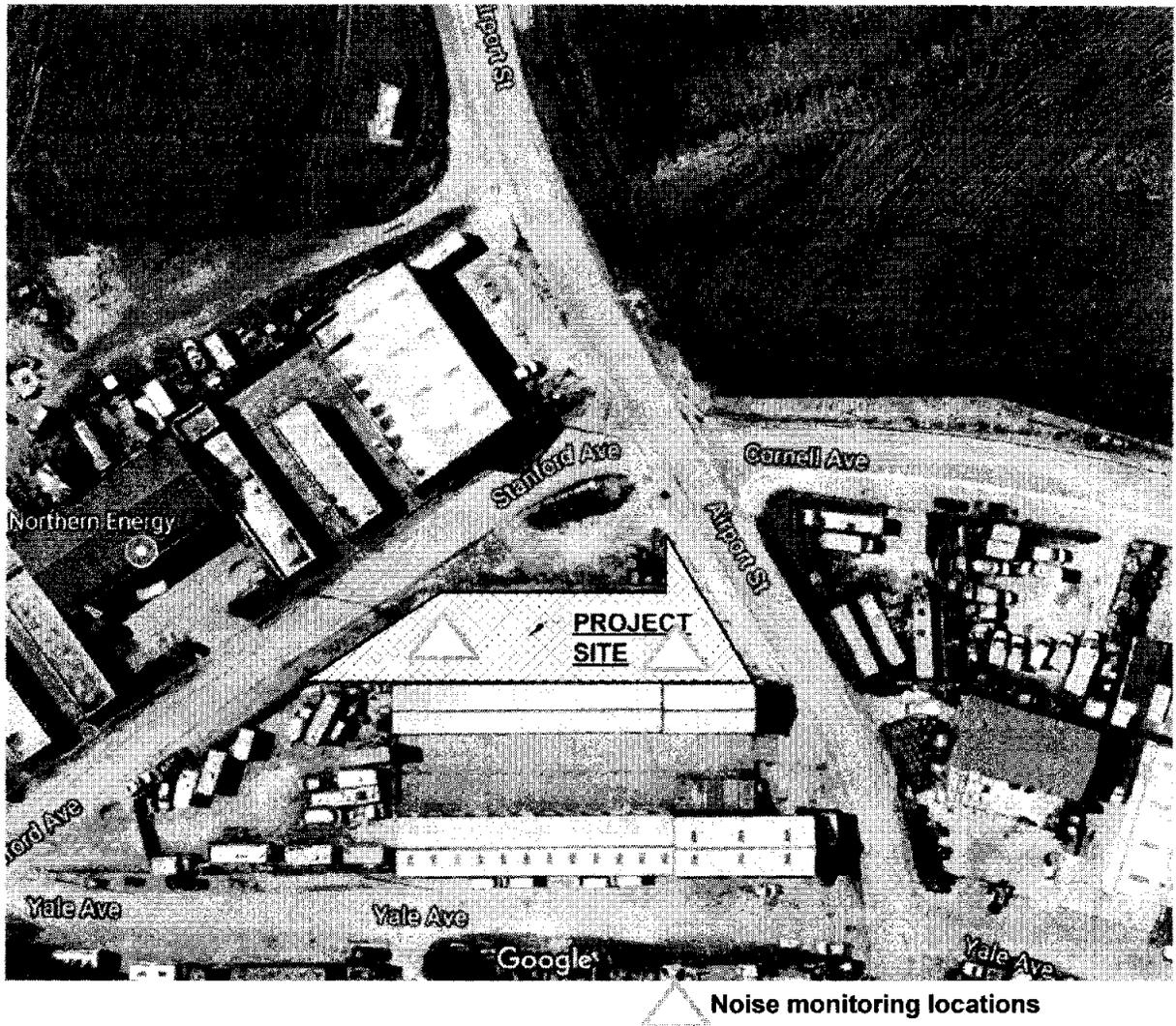


Exhibit 1 – Workshop Storage site and nearby areas

**EXHIBIT 2
 AMBIENT NOISE LEVELS (dBA)
 Princeton Project Area**

Location and time	L90	L50	Leq	L1	CNEL
1. West end of site, late morning	47	52	55.5	66	58
2. East end of site, late morning	53	55	58	68	62
3. West end of site, afternoon	50	52	55.5	64	58
4. East end of site, afternoon	54	56	58.5	72	62

The primary source of ambient noise in the project area is traffic on Airport Street, a two-lane road on the east boundary of the site. Typical vehicle passby noise levels are in the 50-60 dBA range at 40 feet. Trucks, buses, motorcycles, and poorly-muffled vehicles produce peak levels 5 to 15 dBA higher on passby. However, there is an air conditioning/refrigeration unit across Airport Street from the site which is the main

source of continuous noise on the site, in the range of 50-54 dBA, particularly on the Airport Street (east) side of the project. Traffic on Stanford Avenue, a two-lane road on the west boundary of the site carries less than a vehicle per minute and does not represent a significant source of noise. Large and small aircraft overflights create infrequent noise incidents of 50 to 65 dBA, including a few small aircraft take-offs and landings at the nearby airport. There are no other significant noise sources in the project area.

Relevant San Mateo County Noise Limits [4]

Section 6288.5. Noise Insulation Requirements defines the following interior noise standard for structures in the Airport Overlay (AO) District:

“Interior community noise equivalent levels (CNEL) with windows closed, attributable to exterior sources, shall not exceed and annual CNEL of 55 dBA.”

This means that the exterior building architectural elements—walls, doors, roof, and windows—must provide a combined transmission loss that reduces the exterior noise levels to achieve an interior CNEL of 55 dBA. The CNEL is essentially a long-term time-adjusted energy-averaged Leq noise level.

Analysis of Structure Transmission Loss and Interior Workshop Noise Levels [5][6]

Based on site noise monitoring, shown in Exhibit 2, the worst-case CNEL level is 62 dBA on site. Hence the structural elements of the building must provide a minimum transmission loss of 7 dB to provide an interior CNEL of 55 required by County noise regulations. The transmission loss of the building architectural elements is evaluated below.

Walls: ¼” Hardipanel over 5/8” Gypsum panels – minimum TL of 30 dB

Doors: metal 18-gauge roll-up – minimum TL of 20 dB

Roof: Tar over ½” plywood – minimum TL of 15 dB

Windows: None

Clearly all of the structural elements of the building exceed the TL performance required, so interior CNEL noise levels will be less than the 55 dB County limitation.

Conclusions

The low ambient noise levels on the project site do not require significant structural elements to achieve the required minimum 7 dB transmission loss. Almost any structural building element will naturally provide at least 15 dB TL because of the mass required to provide the necessary strength for the building. This architectural design provides a significant margin of noise reduction to protect the interior of the units.

If I may be of further assistance on this project, please do not hesitate to contact me.

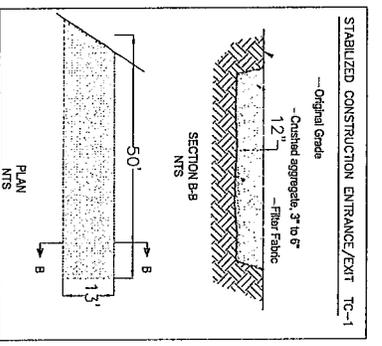
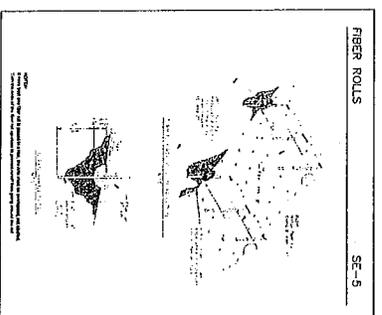
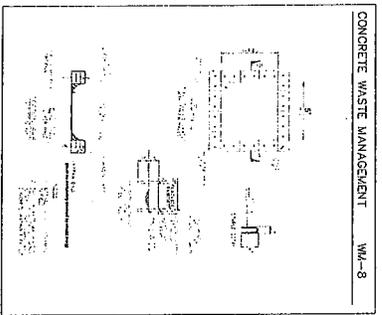
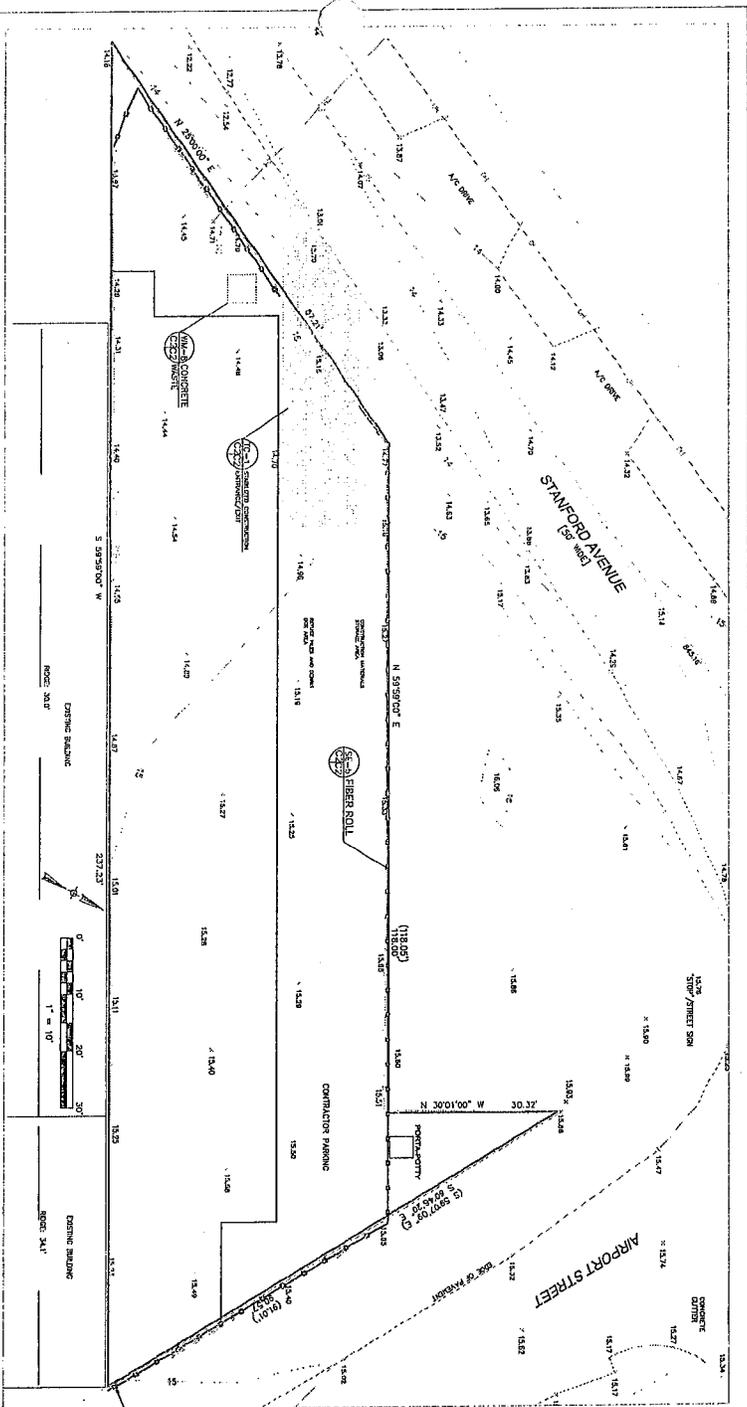
Respectfully submitted,

Stan Shelly

H. Stanton Shelly
Acoustical Consultant
Board Certified Member (1982)
Institute of Noise Control Engineering

REFERENCES

1. Project drawings A2.1, Workshop Storage, 203 Airport Street, Princeton, CA; ZFA Structural Engineers, San Carlos, CA; June 2018,
2. Nina and John Thompson, project owners, site and structural details. June 2019
3. Highway Noise - A Design Guide for Highway Engineers, National Cooperative Highway Research Program Report 117, Highway Research Board, National Academy of Sciences, Washington, D.C., 1971 (model enhanced and field validated by ECS).
4. Section 6288.5, Noise Insulation Requirements, Chapter 18.6., Airport Overlay District, San Mateo County; March 1991.
5. ICC-ES Evaluation Report, ICC Evaluation Service; Hardipanel material report; Brea, CA.
6. Industrial Control Materials, Industrial Noise Control Manual; Structural transmission loss; National Institute for Occupational Safety and Health; Washington, DC.



GENERAL EROSION AND SEDIMENT CONTROL NOTES

- There will be no stockpiling of soil. All excavated soil will be handled off-site as it is excavated.
- Perform clearing and grubbing activities only during dry weather. Measures to ensure adequate erosion and sediment control shall be installed prior to earth-moving activities and construction.
- Measures to ensure adequate erosion and sediment control are required year-round.
- Stabilize all denuded areas and maintain erosion control measures continuously between October 1 and April 30.
- Store, handle, and dispose of construction materials and wastes properly, so as to prevent their contact with stormwater.
- Control and prevent the discharge of all potential pollutants, including pavement-curing waxes, paints, concrete, petroleum products, chemicals, wash water or sediments, and non-stormwater discharges to storm drains and watercourses.
- Use sediment controls or filtration to remove sediment when dewatering site and obtain Regional Water Quality Control Board (RWQCB) permit(s) as necessary.
- Avoid clearing, fueling, or maintaining vehicles on-site, except in a designated area where wash water is controlled and treated.
- Limit and time applications of pesticides and fertilizers to prevent polluted runoff.
- Limit construction access routes to stabilized, designated access points.
- Avoid loading, unloading, or other materials off-site, clean off-site paved areas and sidewalks using dry sweeping methods.
- Train and provide instruction to all employees and subcontractors regarding the Watershed Protection Maintenance Standards and Construction Best Management Practices.
- Placement of erosion materials is required on weekends and during rain events.
- The areas delineated on the plans for parking, grubbing, storage etc., shall not be enlarged or "run over."
- Dust control is required year-round.
- Erosion control materials shall be stored on-site.
- Use of plastic sheeting between October 1st and April 30th is not acceptable, unless for use on stockpiles where the stockpile is also protected with fiber rolls containing the base of the stockpile. The tree protection shall be in place before any grading, excavating or grubbing is started.

EROSION CONTROL NOTES

- 1. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY EARTH-MOVING ACTIVITIES.
- 2. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
- 3. ALL EROSION CONTROL MEASURES SHALL BE REMOVED UPON COMPLETION OF CONSTRUCTION.
- 4. ALL EROSION CONTROL MEASURES SHALL BE REPAIRED IMMEDIATELY IF DAMAGED OR DESTROYED.
- 5. ALL EROSION CONTROL MEASURES SHALL BE DESIGNED TO PREVENT EROSION FROM OCCURRING ON ANY AREA THAT IS NOT TO BE CONSTRUCTED.
- 6. ALL EROSION CONTROL MEASURES SHALL BE DESIGNED TO PREVENT EROSION FROM OCCURRING ON ANY AREA THAT IS TO BE CONSTRUCTED.
- 7. ALL EROSION CONTROL MEASURES SHALL BE DESIGNED TO PREVENT EROSION FROM OCCURRING ON ANY AREA THAT IS TO BE CONSTRUCTED.
- 8. ALL EROSION CONTROL MEASURES SHALL BE DESIGNED TO PREVENT EROSION FROM OCCURRING ON ANY AREA THAT IS TO BE CONSTRUCTED.
- 9. ALL EROSION CONTROL MEASURES SHALL BE DESIGNED TO PREVENT EROSION FROM OCCURRING ON ANY AREA THAT IS TO BE CONSTRUCTED.
- 10. ALL EROSION CONTROL MEASURES SHALL BE DESIGNED TO PREVENT EROSION FROM OCCURRING ON ANY AREA THAT IS TO BE CONSTRUCTED.

EROSION CONTROL POINT OF CONTACT

NAME: JIM THOMPSON
 TITLE: OWNER
 PHONE: 609.426.8181
 FAX: 609.426.8181
 EMAIL: JTHOMPSON@THOMPSON.COM

EROSION AND SEDIMENT CONTROL PLAN

THOMPSON PROPERTY
 203 AIRPORT STREET, PRINCETON
 APN 047-016-310, -320, -330

DATE: 3-21-16
 DRAWN BY: AZO
 CHECKED BY: CMK
 REV. DATE:
 REV. DATE:
 REV. DATE:

BIDMA PRIME GEOSCIENCES, INC.
 213 PRINCETON AVENUE
 HALF MOON BAY, CA 94019
 (650) 728-3300
 FAX 728-3393

REGISTERED PROFESSIONAL ENGINEER
 No. 02284
 State of California

SHEET C-2