

Rendell Bustos

From: Rendell Bustos
Sent: Friday, July 17, 2020 11:46 AM
To: [REDACTED]
Cc: Planning Commission; [REDACTED] Concar Passage Mixed Use Project
Subject: RE: Passages in San Mateo
Attachments: Passages at San Mateo.pdf

Good morning Janette,

Thank you for your email. We will be including the letter in the staff report for the Planning Commission and City Council's consideration.

-Rendell



Rendell Bustos

Acting Senior Planner | Community Development Department
330 W. 20th Ave., San Mateo, CA 94403
650-522-7211 | rbustos@cityofsanmateo.org



From: [REDACTED]
Sent: Friday, July 17, 2020 11:09 AM
To: Planning Commission <PlanningCommission@cityofsanmateo.org>
Cc: [REDACTED]
Subject: Passages in San Mateo

Hello,
Please find that attached letter.

Janette Ghnaim
Laborers' Local 261

[REDACTED] e





RAMON HERNANDEZ
Business Manager

DAVID DE LA TORRE
Secretary-Treasurer

JESUS VILLALOBOS
President

JAVIER FLORES
Vice-President

VINCE COURTNEY
Recording Secretary

JOSE DE LA MORA
Executive Board

OSCAR DE LA TORRE
Executive Board

LiUNA! LOCAL 261

Feel the Power

July 17, 2020

City of San Mateo
Council Chambers
330 W. 20th Avenue
San Mateo, CA 94403

Via email: planningcommission@cityofsanmateo.org

Dear Council Members:

Please find this letter in support of the proposed "Passages at San Mateo" development. The development will transform an underutilized strip retail center into much needed housing in our community.

Given the current uncertain economic times, the scale of the project has the potential to provide valuable construction jobs that will keep our workforce employed and productive and help pull us from the current cycle. When completed the project will represent much need transit-oriented housing at a critical location on the peninsula.

Thank you for consideration.

Respectfully,

Ramon Hernandez
Business Manager, Local 261



Rendell Bustos

From: Barbara Kilpatrick [REDACTED]
Sent: Friday, July 17, 2020 7:06 AM
To: Concar Passage Mixed Use Project
Subject: Fwd: Concar Passage - Final Environmental Impact Report

Sent from my iPod

Begin forwarded message:

From: Barbara Kilpatrick [REDACTED]
Date: July 17, 2020 at 07:03:49 PDT
To: Lisa Costa Sanders <lcostasanders@cityofsanmateo.org>
Subject: Re: Concar Passage - Final Environmental Impact Report

Marijuana is the accused driver of the overbuilding and lack of taste.
Barbara Kilpatrick

Sent from my iPod

On Jul 16, 2020, at 20:17, Lisa Costa Sanders <lcostasanders@cityofsanmateo.org> wrote:

Please find attached the Final Environmental Impact Report (EIR) for the proposed Concar Passage Mixed Use Development. The Final EIR is also posted on the City's website. You are being provided a copy of the Final EIR as you provided a comment on the Draft EIR.

link to Final EIR:

<https://www.cityofsanmateo.org/4257/PA18-052-CONCAR-PASSAGE-SUPPLEMENTAL-EIR>

The project will be considered by the Planning Commission on July 28, 2020. Attached is the notice of the public hearing.

Lisa Costa Sanders
Contract Planner
lcostasanders@cityofsanmateo.org
650-333-0248

* PRIVILEGE AND CONFIDENTIALITY NOTICE: This message, together with any attachments, is intended only for the use of the individual or entity to which it is addressed. It may contain information that is confidential and prohibited from disclosure. If you are not the intended recipient, you are hereby notified that any dissemination or copying of this message or any attachment is strictly prohibited. If you have received this message in error, please notify the original sender immediately by

telephone or by return e-mail and delete this message along with any attachments from your computer. Thank you.

<Concar Passage Mixed Use Project FEIR.pdf>

<PA18-052 PC PH 7-28-2020.pdf>

Rendell Bustos

From: Barbara Kilpatrick [REDACTED]
Sent: Friday, July 17, 2020 6:39 AM
To: Concar Passage Mixed Use Project
Subject: Residents agree, you choose to hurt rather than help the environment. You are part of Flonase.

Barbara Kilpatrick
Sent from my iPod

Rendell Bustos

From: Lauren Carson [REDACTED]
Sent: Thursday, July 16, 2020 2:33 PM
To: Planning
Subject: Re: Letter of Support - Passages
Attachments: Chamber letter on Passages.pdf

My apologies. Please see attached!

On Thu, Jul 16, 2020 at 2:27 PM Planning <planning@cityofsanmateo.org> wrote:

Hello Lauren,

Thank you for your email, however, we did not find the attachment to your email. Can you please resend your email?



Michelle Gotera

Planning Technician | Community Development Department

330 W. 20th Ave., San Mateo, CA 94403

650-522-7208 | mgotera@cityofsanmateo.org



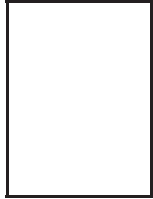
From: Lauren Carson [REDACTED]
Sent: Thursday, July 16, 2020 2:00 PM
To: Planning <planning@cityofsanmateo.org>
Cc: [REDACTED]
Subject: Letter of Support - Passages

Greetings,

I am writing on behalf of the San Mateo Chamber of Commerce. Please see our attached Letter of Support for the Passages proposal.

Thank you,

--



Lauren Carson

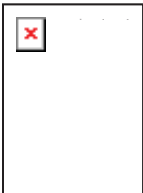
Executive Assistant

San Mateo Area Chamber of Commerce



* PRIVILEGE AND CONFIDENTIALITY NOTICE: This message, together with any attachments, is intended only for the use of the individual or entity to which it is addressed. It may contain information that is confidential and prohibited from disclosure. If you are not the intended recipient, you are hereby notified that any dissemination or copying of this message or any attachment is strictly prohibited. If you have received this message in error, please notify the original sender immediately by telephone or by return e-mail and delete this message along with any attachments from your computer. Thank you.

--



Lauren Carson

Executive Assistant

San Mateo Area Chamber of Commerce





San Mateo Area Chamber of Commerce

Members of the San Mateo Planning Commission
City Hall
330 West 20th Street
San Mateo, CA 94403

Dear Planning Commission Members:

The San Mateo Area Chamber of Commerce represents over (x number) small, medium and large businesses throughout our City and region.

I am writing today on behalf of the Chamber to urge your support and approval of the SPAR application made by California Coastal Properties for the proposal known as Passages.

Passages will bring much needed new housing to San Mateo in close proximity to over 5000 existing jobs within a five minute walk of the site at Delaware and Concar Drive.

The proposal is in total compliance with all zoning, height and density requirements while it also keeps the existing Trader Joes store on site, will add other local serving retail, brings a new and exciting retail food serving location, creates new childcare options which are very necessary, adds new affordable housing and public parks.

The San Mateo Area Chamber of Commerce is fully supportive of this proposal and we urge the Planning Commission to support and approve this proposal.

Thank you for your consideration.

Sincerely,
Cheryl Angeles
President & CEO
San Mateo Area Chamber of Commerce

Rendell Bustos

From: Rendell Bustos
Sent: Monday, July 27, 2020 11:59 AM
To: Yuning Chai
Cc: Lisa Costa Sanders
Subject: RE: Sound wall report on Concar Drive

Hi YC,

The Draft EIR was made to all members of the public in late March, and that document disclosed the existing and new sound environment. Because the traffic studies disclosed a worsening of the roadways, staff and the City Council, as well as the public, wanted the focus of community, monetary benefits to be on traffic improvements to reduce the traffic impact.

The [Noise Element in the City's General Plan](#) would be a valuable document for you to review in knowing the City's responsibility in mitigating noise impacts. As part of the General Plan effort, the City engaged a Citywide noise study in 2008 and found many noise-sensitive (including residential) areas exceed noise limits due to exposure traffic noise. The Noise Element provides general policies, such as requiring acoustical analyses of new projects, but does not require the City to correct existing noise violations on a Citywide basis. It would require, however, the City to impose mitigation measures (as previously discussed) if the project is found to cause the new impact. Again, the Concar Passage has analyzed to not worsen the existing noise levels.

I believe that sound wall on Saratoga Dr. was constructed with the Bay Meadows redevelopment. Bay Meadows had a wider array of public improvements (new public streets, new subdivisions, etc.) that likely demanded a cohesively designed wall. Similarly, I believe it was the office buildings on Concar Dr. that built the existing fences at the 19th Avenue Park neighborhood along Concar Drive.

To dial into the neighborhood meeting, please visit www.cityofsanmateo.org/publicmeetings. There are instructions for providing public comments during a live meeting. Also, the Chair will announce instructions for calling in.

-Rendell



Rendell Bustos

Acting Senior Planner | Community Development Department
330 W. 20th Ave., San Mateo, CA 94403
650-522-7211 | rbustos@cityofsanmateo.org



From: Yuning Cha [REDACTED]
Sent: Friday, July 24, 2020 1:08 PM
To: Rendell Bustos <rbustos@cityofsanmateo.org>
Cc: Lisa Costa Sanders <lcostasanders@cityofsanmateo.org>
Subject: Re: Sound wall report on Concar Drive

Thank you! A few quick questions:

The sound wall through "community benefits" was what we were looking for. Unfortunately, none of us was aware about the public hearing in June. Was the City Council aware that our noise level is beyond "normally acceptable" when prioritizing traffic improvements?

What are the City's responsibilities to bring noise levels of residential areas to an "acceptable" level?

There is a sound wall along Saratoga Drive, under which context was that one built?

Finally, is there an option to dial in to the public hearing on the 28th? If so, how can that be done?

Thank you and best wishes,
YC

On Fri, Jul 24, 2020 at 11:52 AM Rendell Bustos <rbustos@cityofsanmateo.org> wrote:

Good morning YC,

Thanks for your message. The City has two ways to require that the developer build a sound wall. The first is to see if the project causes an environmental impact that the sound wall could then mitigate. The feedback provided in September of 2019 when the City, applicant, and 19th Ave. Park residents was to await the findings of the Noise Assessment in the EIR. Since then, the EIR and Noise Assessment conclude that the project does not contribute or worsen to the noise levels of the adjacent neighborhood. Because the project does not cause a greater impact on noise, the City has no legal basis to require the sound wall as a Mitigation Measure. The existing, exceeded noise level is an existing condition not caused by the proposed project.

The other mechanism that the City has to require a sound wall is through the provision of "community benefits", which are contributions by the developer above and beyond requirements of the Code, adopted policies, or environmental review. City staff requested feedback from the City Council at a public hearing in June on what community benefits they would like to see. The Council unanimously prioritized focusing community benefits on traffic improvements.

Given these factors, the City has no legal authority to require a sound wall neither through the CEQA analysis nor community benefits. My best suggestion would be to provide a public comment at the public hearing on the 28th. I realize the neighborhood raised this concern in 2019, but we the City have done the required analysis and have no findings that warrant requiring a sound wall. If you're unable to call into the meeting, you can also send me a public comment letter to include in the packet for the Planning Commission's consideration on the 28th. We hope to hear from you on the 28th at the public hearing, but let me know if you have questions in the meantime.

Thanks,

Rendell



Rendell Bustos

Acting Senior Planner | Community Development Department

330 W. 20th Ave., San Mateo, CA 94403

650-522-7211 | rbustos@cityofsanmateo.org



From: Yuning Chai [REDACTED]
Sent: Friday, July 24, 2020 10:14 AM
To: Rendell Bustos <rbustos@cityofsanmateo.org>
Cc: Lisa Costa Sanders <lcostasanders@cityofsanmateo.org>
Subject: Re: Sound wall report on Concar Drive

Hi Rendell,

Please find our original letters + signed signatures to the city dated from 4/11/2019 in the attachment. As said, the discussion was held off due this sound report which has confirmed that the noise level around our residential neighborhood is "normally unacceptable". How should we continue our discussion?

Please respond to this email.

Thank you and best wishes,

YC

On Wed, Jul 22, 2020 at 12:57 PM Yuning Chai <[REDACTED]> wrote:

Also, we had a petition to the city signed by almost every household along Concar and Delaware in the 19th Avenue Park to complain about the excessive noise. We've had several meetings with the developer of this project. They have been supportive and sympathetic about our problem. They've facilitated our meeting last September as well.

On Wed, Jul 22, 2020 at 12:42 PM Yuning Chai <[REDACTED]> wrote:

Thanks!

The report seems to be saying that the EIR and Noise Assessment also conclude that the project itself will not produce increased noise because the ambient noise already greatly exceeds the "unacceptable limit".

To give you some context, we had a meeting at the townhall in September last year. The topic was a sound wall along Concar, because of the existing traffic noises. The idea was to use the applicant's money / donation to the city to build this sound wall. Mr. Munekawa suggested that we need to show that there is a noise problem along Concar and that there is this environmental report due in December. This report shows that there IS a noise problem alongside Concar, independent of the construction.

Now that the problem has been proven, we should continue our discussion regarding the sound wall.

On Wed, Jul 22, 2020 at 11:06 AM Rendell Bustos <rbustos@cityofsanmateo.org> wrote:

Hi YC,

Thanks for your question. The EIR and Noise Assessment analyzes the anticipated noise impact caused by the project and its construction. The analysis anticipates temporary construction noise impacts to nearby residences (greater than 60 dBA), but a Mitigation Measure has been recommended to limit noise-producing construction equipment to certain hours.

The EIR and Noise Assessment also conclude that the project itself will not produce increased noise on any surrounding sensitive receptors (residential) caused by the operation or the vehicular traffic caused by the project. The applicant has not proposed a new sound wall along Concar Drive. Also, the City is also not required to impose a sound wall given that the operational noise did not result in a Significant Impact under CEQA and did not require any Mitigation.

I hope this helps, let me know if you have any questions. I will be including your comments in the packet for Planning Commission consideration at the July 28th public hearing.

-Rendell



Rendell Bustos

Acting Senior Planner | Community Development Department

330 W. 20th Ave., San Mateo, CA 94403

650-522-7211 | rbustos@cityofsanmateo.org



From: Yuning Chai [REDACTED]
Sent: Wednesday, July 22, 2020 10:01 AM
To: Rendell Bustos <rbustos@cityofsanmateo.org>
Cc: Lisa Costa Sanders <lcostasanders@cityofsanmateo.org>
Subject: Re: Sound wall report on Concar Drive

Thank you!

It seems that the noise level around our neighborhood already exceeds the San Mateo guideline of Ldn=59, where we are at 71. In fact, it is listed as "normally unacceptable" if over 70.

ST-3: Across from north side of site, 36 feet from centerline of Concar Drive. At 5 feet above ground. (5/1/2019, 12:30 p.m. - 12:40 p.m.)							
81	78	73	65	56	69	71	

Now do we get the sound wall built?

Thank you and best wishes,

YC

On Wed, Jul 22, 2020 at 8:28 AM Rendell Bustos <rbustos@cityofsanmateo.org> wrote:

Good morning YC,

Thanks for your email. The full environmental analysis is available at www.cityofsanmateo.org/passageDEIR. The Noise assessment is within that webpage, also found here:

<https://www.cityofsanmateo.org/DocumentCenter/View/80353/Appendix-H---Noise-and-Vibration-Assessment>

Removing Rodrigo from this email as he is no longer with the City.

-Rendell



Rendell Bustos

Acting Senior Planner | Community Development Department

330 W. 20th Ave., San Mateo, CA 94403

650-522-7211 | rbustos@cityofsanmateo.org



From: Yuning Chai <[REDACTED]@[REDACTED].com>

Sent: Tuesday, July 21, 2020 10:45 PM

To: Rodrigo Orduna <rorduna@cityofsanmateo.org>

Cc: Lisa Costa Sanders <lcostasanders@cityofsanmateo.org>; Rendell Bustos <rbustos@cityofsanmateo.org>

Subject: Re: Sound wall report on Concar Drive

Dear Rodrigo,

How are you!

We received the hearing notice wrt the Concar project. It is unlikely for us to go due to the ongoing pandemic. Could you share the noise study with us via email?

Thank you and best wishes,

YC

On Wed, Mar 11, 2020 at 8:44 AM Rodrigo Orduna <rorduna@cityofsanmateo.org> wrote:

Greetings, Mr. Chai.

Thank you for contacting me.

The noise study will be released next week, along with the environmental review documentation for the proposed Concar project. I copied the two planners in charge of the Concar project. They will be sure to notify you of the release of the study next week.

Regards,

Rodrigo



Rodrigo Orduña, AICP

Planning Manager | Community Development Department

[330 W. 20th Ave., San Mateo, CA 94403](https://www.cityofsanmateo.org/330-W-20th-Ave-San-Mateo-CA-94403)

650-522-7203 | rorduna@cityofsanmateo.org



From: Yuning Chai <[REDACTED]>

Sent: Tuesday, March 10, 2020 9:38 PM

To: Rodrigo Orduna <rorduna@cityofsanmateo.org>

Cc: Planning <planning@cityofsanmateo.org>

Subject: Sound wall report on Concar Drive

Dear Mr Orduna,

How are you!

My name is Chai, and I live on the Connie Avenue in San Mateo. I got your email address from Mr. Munekawa's auto reply, and I hope that this email finds you well.

Before Mr. Munekawa retired, a few of us from the 19th Avenue Park and city's planning committee led by Mr. Munekawa had a meeting in the City Hall last fall.

The topic was about the building of a sound wall along the Concar Drive / around the 19th Avenue Park like the one alongside Saratoga Drive. The reasons are 1) due to already excessive noise in rush hours, 2) in anticipation of the housing project that's being planned across the street. Our current barrier to the street is a mere wooden fence that does nothing against sound.

We concluded the 1hr discussion that we should wait for a sound report that was scheduled for December 2019. Has the City made progress regarding this matter?

Thank you and best wishes,

YC

* PRIVILEGE AND CONFIDENTIALITY NOTICE: This message, together with any attachments, is intended only for the use of the individual or entity to which it is addressed. It may contain information that is confidential and prohibited from disclosure. If you are not the intended recipient, you are hereby notified that any dissemination or copying of this message or any attachment is strictly prohibited. If you have received this message in error, please notify the original sender immediately by telephone or by return e-mail and delete this message along with any attachments from your computer. Thank you.

* PRIVILEGE AND CONFIDENTIALITY NOTICE: This message, together with any attachments, is intended only for the use of the individual or entity to which it is addressed. It may contain information that is confidential and prohibited from disclosure. If you are not the intended recipient, you are hereby notified that any dissemination or copying of this message or any attachment is strictly prohibited. If you have received this message in error, please notify the original sender immediately by telephone or by return e-mail and delete this message along with any attachments from your computer. Thank you.

* PRIVILEGE AND CONFIDENTIALITY NOTICE: This message, together with any attachments, is intended only for the use of the individual or entity to which it is addressed. It may contain information that is confidential and prohibited from disclosure. If you are not the intended recipient, you are hereby notified that any dissemination or copying of this message or any attachment is strictly prohibited. If you have received this message in error, please notify the original sender immediately by telephone or by return e-mail and delete this message along with any attachments from your computer. Thank you.

* PRIVILEGE AND CONFIDENTIALITY NOTICE: This message, together with any attachments, is intended only for the use of the individual or entity to which it is addressed. It may contain information that is confidential and prohibited from disclosure. If you are not the intended recipient, you are hereby notified that any dissemination or copying of this message or any attachment is strictly prohibited. If you have received this message in error, please notify the original sender immediately by telephone or by return e-mail and delete this message along with any attachments from your computer. Thank you.

Rendell Bustos

From: Rendell Bustos
Sent: Monday, July 27, 2020 1:42 PM
To: [REDACTED]
Cc: Erin Fellers; Concar Passage Mixed Use Project
Subject: RE: Concar Passage project at July 28th, 2020 meeting

Good afternoon Ken,

Thank you for your comment. This comment will be distributed to the Planning Commission for their consideration at tomorrow evening's hearing.

Best,
Rendell Bustos



Rendell Bustos

Acting Senior Planner | Community Development Department
330 W. 20th Ave., San Mateo, CA 94403
650-522-7211 | rbustos@cityofsanmateo.org



From: Kenneth E Abreu <[REDACTED]>
Sent: Saturday, July 25, 2020 5:44 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Concar Passage project at July 28th, 2020 meeting

To: San Mateo Planning Commission

Subject: Concar Passage Project

Dear Planning Commissioners,

I am a 37-year resident of San Mateo whose children went to school here. I am very concerned that the housing crisis on the Peninsula is destroying the future for the younger generation as well as the services needed by older residents (who were fortunate enough to move in before the housing/jobs imbalance became so bad).

The Passage project is a major step toward helping to solve the problems created by this imbalance. I strongly encourage you to move this project forward in a timely manner. The project provides several major benefits to the community. I'll summarize a few below.

The project provides a very large amount of new housing with a significant portion affordable. This will help provide some downward pressure on the very high cost of housing in San Mateo.

The project will help reduce the local traffic congestion by being near the train station and by incorporating an innovative Mobility Hub to divert commuters from private car travel.

Finally, in this time of the Covid19 pandemic we can see the benefits of having housing for critical workers (nurses, grocery workers, delivery workers, etc.) in San Mateo rather than having to commute from long distances. Also, the additional affordable housing will help address the problem of "overcrowding" in many of the lower income residences in

San Mateo. This overcrowding in housing units makes it easier for Covid19 to spread. Additional affordable housing will reduce overcrowding and thus reduce the spreading of illness in a future pandemic. Also, the project is well planned, with open space so that social distancing in the future can be done in a safe and pleasant way.

Please take these thoughts into consideration and move this important project forward.

Sincerely,

Ken Abreu

Rendell Bustos

From: Rendell Bustos
Sent: Monday, July 27, 2020 1:44 PM
To: [REDACTED]
Cc: Concar Passage Mixed Use Project; Erin Fellers
Subject: RE: Concar Passage project at July 28th, 2020 meeting
Attachments: Sierra Club comments PI Comm 4-9-2020 Passage project.pdf; Passages Guidelines Score final.pdf

Good afternoon Ken,

Thank you for your comment and letter. The comment and letter will be distributed to the Planning Commission for their consideration at tomorrow evening's hearing.

Best,
Rendell Bustos



Rendell Bustos

Acting Senior Planner | Community Development Department
330 W. 20th Ave., San Mateo, CA 94403
650-522-7211 | rbustos@cityofsanmateo.org



From: Planning
Sent: Monday, July 27, 2020 1:40 PM
To: Erin Fellers <efellers@cityofsanmateo.org>
Cc: Rendell Bustos <rbustos@cityofsanmateo.org>
Subject: FW: Concar Passage project at July 28th, 2020 meeting

Forwarding to you per your request.

From: Kenneth E Abreu <[REDACTED][\[REDACTED\]@net](mailto:[REDACTED]@net)>
Sent: Saturday, July 25, 2020 6:05 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Concar Passage project at July 28th, 2020 meeting

To: San Mateo Planning Commission

Subject: Concar Passage Development at San Mateo

Thank you for providing the opportunity for the Sierra Club Loma Prieta Chapter Sustainable Land Use Committee (SLU) to comment on the proposed Concar Passage at San Mateo project.

We understand that you will be addressing the Concar Passage at San Mateo Project at your **July 28, 2020 meeting**.

We would like to resubmit our earlier letter and Guidelines score for this project which we sent for an earlier Planning Commission meeting on this project. Our analysis remain the same. The project scored well on our guidelines.

Please consider the attached comments and analysis in your decision.

Thank you.

Ken Abreu

Member of Sierra Club Loma Prieta Chapter Sustainable Land Use Committee
and 37 year San Mateo resident.



Loma Prieta Chapter serving San Mateo, Santa Clara & San Benito Counties

April 9, 2020

San Mateo Planning Commission,
City of San Mateo,
330 W. 20th Avenue
San Mateo, CA 94403
Via email: PlanningCommission@cityofsanmateo.org

Attn: Lisa Costa Sanders, Contract Planner (Passage@cityofsanmateo.org)

Subject: Concar Passage Housing Development at San Mateo

Thank you for providing the opportunity for the Sierra Club Loma Prieta Chapter Sustainable Land Use Committee (SLU) to comment on the proposed Concar Passage at San Mateo project. SLU is the committee of the local Sierra Club chapter that advocates on land use issues like major development projects. As an environmental organization working towards reducing local greenhouse gas and other emissions, we encourage the development of higher density, mixed-use development near major transit stations.

We understand that you will be addressing the Passage at San Mateo Project at your April 28, 2020 meeting. We would like to provide comments on that project.

As part of our efforts to encourage sustainable development we have established a set of [Guidelines](#) for Residential, Commercial and Mixed-Use Transit Oriented Development (TOD). These Guidelines include a scoring system for evaluation of projects.

Attached is our Guidelines and our current scoring for this project. After reviewing the plans and meeting with the developer, the Passage proposal received a total of 121 points; however, many of those points were for features that were given to us verbally by the developer, but are not yet final until they are included in either the Plans or the Development Agreement.

We consider 100 points (out of a maximum possible score of 180) a minimum for consideration for supporting a project. We cannot, however, consider fully endorsing the project at this time, as we need to go through additional process steps which will require additional information.

The project scores well in our Guidelines. I would like to highlight some of the main points below. Then provide a detailed list the projects strengths as well as opportunities for improvement.

- ✓ The project provides significant density of housing (66 units/ acre) for a very sizable amount of housing (961 units). The 10% affordable units at very low income and 5% for affordable workforce housing is particularly helpful. A project like this is beneficial to the environment by reducing auto travel by being near public transit and having many needed services accessible by walking or bicycle. This is very valuable given the housing crisis in the Bay Area.
- ✓ The inclusion of a Mobility Hub will further reduce auto traffic and its attendant pollution including greenhouse gas emissions. This is an innovative feature that can be used by all residents and workers in the area, not just those in this development. It will also help reduce local traffic congestion by reducing the number of cars that would be in the area.
- ✓ The project contains a number of features that significantly improve pedestrian and bicycle access including safe and pleasant paths to the local businesses and amenities in the area. This encourages walking and biking, thus further reducing local traffic impacts and provides an attractive, healthy environment for all the residents of San Mateo.

We are pleased (based on the plans and verbal assurances by the developer) that the proposal is planned to include:

1. High amount of new housing with 961 units
2. 10% affordable for very low income, 5% affordable workforce units
3. Near Caltrain and bus /shuttle lines as a TOD
4. Mobility Hub that provides a full range for transportation options
5. Helps improve the local jobs/housing imbalance
6. Retains local amenities (Trader Joes, Peninsula Ballet Theatre, etc.)
7. Subsidizes local business in the development
8. ~4 acres of public parks/open space
9. Includes pedestrian friendly sidewalks and intersections
10. Native landscaping
11. Public playgrounds and fitness stations
12. Funding of local public amenities
13. Day care facility
14. Bike share and repair
15. Solar power on 20% of roof area
16. Monitored Traffic Demand Management Program
17. Lots of bicycle parking (over 1 per unit)
18. Expands pedestrian and bicycle paths
19. Ability to convert parking garages to other uses in future if parking demand drops
20. Electric car charging stations
21. Provides infrastructure to expand electric car charging stations in future
22. Near many local amenities, (shopping, restaurants, day care, schools etc.)

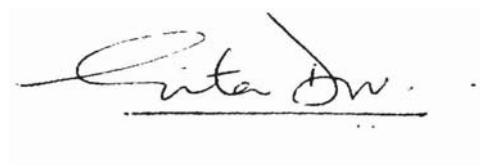
23. On-site garden for Food Hall
24. All electric residential units

There are also areas where we encourage the city to seek possible additional benefits for the project. This includes:

1. Unbundled parking: Require Unbundled parking for all the residential parking spaces and a Residential Parking Permit Program: This is important to implement, as it will financially incentivize residents to not use cars. This will reduce environmental impacts, including local traffic congestion. The Residential Parking Permit program will assure that residents don't park in adjacent neighborhoods.
2. Specify Conditions of Approval: All of the positive aspects of the development listed (1–24) above should be included in the Development Agreement or as a Condition of Approval. We urge the Commission to require that all the developer's promises be codified in the Development Agreement and ensure that these are in fact executed.
3. Subsidize transit passes: Require the owner/developer to provide subsidized transit passes for five years for all residents to encourage transit use.
4. Affordable housing: An increase of affordable and low-income units to 20% would also enhance the project.

We ask that you consider the information in the Guidelines and our scoring as you consider this project.

Respectfully submitted:



Gita Dev, FAIA, Co-chair,
Sustainable Land Use Committee
Sierra Club Loma Prieta Chapter (SCLP)



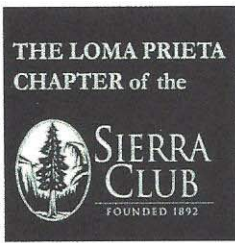
Attachment: SCLP Guidelines- with itemized scoring for the proposed development

Cc James Eggers, Exec Director SCLP
Gladwyn D'Souza, Chair, Conservation Committee, SCLP

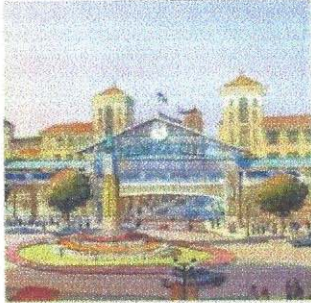
SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL,
COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)

Passage at San Mateo

To download: lomaprieta.sierraclub.org/sustain/guidelines



Executive Summary



The Sierra Club Loma Prieta Chapter supports vibrant, dense, walkable communities focused around transit to contain growth within the urban footprint and to reduce traffic. These communities, when well-designed, are rich with services, more walkable, bikeable, and transit-accessible, limit urban sprawl, reduce greenhouse gas and other emissions, and can provide a variety of housing types, sizes, and affordability. Transportation accounts for over half of emissions in San Mateo & Santa Clara County¹ and buildings account for an additional 39%². Reducing transportation demand, and constructing all-electric energy efficient buildings and/or retrofitting existing buildings to be all-electric energy efficient to reduce burning of fossil fuels is the most significant opportunity to meet California's climate change goals.

The Sierra Club Loma Prieta Chapter uses these guidelines to make recommendations on **residential, commercial³, and mixed-use developments** within ½ mile of major transit hubs and along major transit corridors. We publish these Guidelines to make our evaluation process more transparent for residents, decision-makers, planners, and developers, and to provide a model for communities to meet State Law SB32 and SB375 climate change goals.

Developers that are planning developments within ½ mile radius around major transit stations (i.e. Caltrain, BART, Bus Rapid Transit) and along transit corridors (i.e: El Camino Real) should focus on the following six goals:

Six Goals of a Residential, Commercial, or Mixed-Use TOD Development

- Compact Development
- Public and Community Benefits
- Pedestrian Priority
- Transportation Alternatives
- Energy and Resource Efficiency
- Healthy Ecology for Residents' Wellbeing

Overview of Plan Status

1. At what stage is the development in the City review process? Early planning? Public Input? Workshops? Staff review? Draft Plan? Draft EIR? Final EIR? Planning Commission review? City Council review? Final Plan? Other? Please describe status and upcoming applicable review dates:

Completed a Pre-Application process with community meetings and Planning Commission workshop

2. What State Laws that could increase housing density could apply? State Density Bonus per Government Code 65915 – 65918? SB 35 (Affordable Housing development by-right)? AB 2135 (Surplus Public Land Act)? Other? Please list:

State Density Bonus of 32.5% for 10% Very Low Income units (73) plus another 36 moderate income units (workforce housing) total of 15%

3. Does the development fall under an umbrella CEQA review that will allow individual developments within a designated Plan Area to be built "as-of-right" if they meet the Plan's zoning and environmental requirements?

Yes or No

**SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL,
COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)**

	HOW TO USE THIS CHECKLIST :	SCORE
	1. Assign each line item a score in right hand column & total the score at the end of each section 2. Minimum score required for a good plan is 100 (out of a total possible score of 180) 3. There are TWO mandatory items required for endorsement which are HIGHLIGHTED	
1. Compact Development <i>uses less land than conventional low-density development</i>	a. 100% Housing <u>i. Provide a minimum of 40 units per acre or more density</u> 66 40 units/acre (2 pt.); 60 units (4 pt.); 80 (6 pt.); 100 (8 pt.); > 100 (10 pt.)	4 0-10
CHOOSE PARAGRAPH a, b, or c AS APPLICABLE TO THE PROPOSED DEVELOPMENT	<u>ii. Provide a minimum of 20% or higher of the total residential units to be affordable⁴</u> 20% affordable (2 pt.); 40% (4 pt.); 60% (6 pt.); 80% (8 pt.); 100% (10 pt.)	0 0-10
	<u>iii. Provide levels of affordability that skew toward lower income levels</u> 10% VLI, 5% moderate All affordable units (AFU) @ moderate income ⁵ (2 pt.); ¼ of AFU @ low ⁶ and/or very low ⁷ -income w/ ¼ @ moderate income (4 pt.); ½ @ low or very low-income w/ ½ @ moderate income (6 pt.); ¾ @ low or very low income w/ ¼ @ moderate income (8 pt.); All AFU @ low or very-low income (10 pt.)	0-10 10
	<u>iv. Build affordable housing on-site</u> and not by using housing impact fees. (2 pt.)	0-2 2
	<u>v. Mitigate residential displacement</u> as the project is developed by: Providing relocation funding (or) including a "Right to Remain" Guarantee ⁹ (or) Guaranteeing existing affordable units demolished by new construction will be replaced in final development at 1:1 ratio (or) other? Describe(5 pt.)	0-5 N/A
	<u>vi. Additional innovative features</u> - describe (1 pt. each up to 3 pts.)	0-3 0
	Total Points for Housing – Maximum Possible Score is 40 points	16
	b. 100% Commercial <u>i. Assure the development will not exacerbate the region's current jobs / housing imbalance.</u> Determine the number of jobs the project will support ⁸ , then determine how many housing units are needed to house the expected number of employees by dividing the number of jobs in the project by 1.5 ⁹ . Explain how the developer will help the region meet the shortfall (e.g. build the needed housing on or off-site (or) pay an lieu housing development fee <u>that is adequate</u> to provide the housing off-site (or) other? Describe (10 pts.)	10 0-10
	<u>ii. Rent new commercial spaces to businesses that meet essential neighborhood needs (1 pt.)</u>	0-1 1
	<u>iii Give priority to local and family businesses (1 pt.)</u> Trader Joes, PBT, Food Hall, 7-11	0-1 1
	<u>iv. Provide local businesses displaced by new construction</u> relocation funding and the opportunity to relocate into the new development after construction is completed (5 pt.) Trucks, 7-11, PBT	0-5 5
	<u>v. Mitigate residential displacement</u> as the project is developed by providing relocation funding (5 pt.)	0-5 N/A
	<u>vi. Include Retail or Community-Serving space</u> = 10% of Ground Floor Area (1 pt.); 20% (2 pt.); 30% (3 pt.); 40% (4 pt.); 50% or greater (5 pt.) to contribute to a vibrant pedestrian environment 30%	0-5 3
	<u>vii. Additional innovative features</u> - describe (1 pt. each up to 3 pts.)	0-3 0
	Total Points for Commercial – Maximum Possible Score is 30 Points	20
	c. Mixed-Use <u>i. Use paragraph "a" above for housing share of mixed-use and paragraph "b" for commercial share.</u> (Multiply points from paragraph a and b above by % share of each component [i.e. % square feet of housing + % square feet of commercial = 100% of total development]) 77% (16) + 23% (20) = 17	17
	Total Points for Mixed-Use – Maximum Possible Score is 30 - 40 Points	17

**SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL,
COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)**

2. Public and Community

Benefits are absolutely crucial to create an amenity-rich area and sense of community and to help to ensure each new project results in a positive impact in the community



a. Plan for Attractive Place Making

- i. Provide public plaza(s) and/or green park(s) on-site (1 pt.) *Yes, over 4 acres*
- ii. Provide appealing street facades with concealed parking behind, underground, or on top of the building to encourage pedestrian activity and access (1 pt.)
- iii. Combine open space with other adjacent developments into a common public plaza or green park to work as a "place-making" setting (1 pt.)
- iv. Locate ground floor retail along public sidewalks (1 pt.)
- v. Design / improve sidewalks with reduced vehicle curb cuts to enhance pedestrian safety (1 pt.)
- vi. Restore existing natural features on-site including creeks, wetlands, trails, wooded areas, native plants, etc. (1 pt.) *Replacing non-native trees with all native*
- vii. Additional innovative features - describe (1 pt. each up to 3 pts.) *Public Paseos, Public Art, connections to surrounding neighborhoods*

b. Access to Services and Amenities

- i. Access to nearby services and amenities within 1/2 mile radius such as open spaces, parks, health care, schools, recreation, day care, grocery store, and other essential community services (Assign One pt. to each service. e.g. Health Care = 1 pt.; school = 1 pt.; etc.) (Describe other services that might apply = 1 pt. each). Maximum of 10 pts.
- ii. Determine Walk Score¹⁰ - the percentage of neighborhood needs that can be met by walking 55%-64% Walk Score (1 pt.); 65%-74% (2 pt.); *75%-84% (3 pt.)*; 85%-94% (4 pt.); >95% (5 pt.)
- iii. Additional innovative features - describe (1 pt. each up to 2 pts.) *Train station Access*

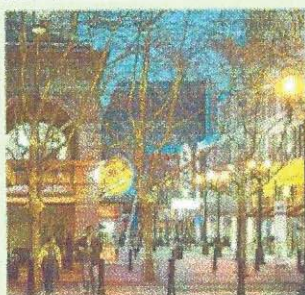
c. Include Community Benefits¹¹:

- i. Establish an Agreement for community benefits that ensures ongoing funding for public amenities, and guarantees project fees and taxes are allocated only to community benefits within 1/2 mile radius of the development. Amenities that may be considered as a community benefit are often chosen from a pre-determined list of alternatives, or may be negotiated between a municipality and developer (5 pt.)
- ii. Contribute money to maintain or upgrade public parks or trails (1 pt.) *Yes*
- iii. Reclaim streets for community benefits such as pedestrian-only uses (1 pt.) *Parking lot to public park*
- iv. Provide day care facility on-site (1 pt.) *Yes*
- v. Use Transfer of Development Rights (TDR)¹² to protect natural features like creeks, hillsides, bay front or wooded areas by purchasing land in areas threatened by development and transferring those development rights into the proposed transit-oriented project where the receiving property can qualify for zoning exemptions (1 pt.)
- vi. Include Sierra Club's ecological Urban Habitat Design Guidelines¹³ (1 pt.) and conform to local jurisdiction's Urban Habitat Plan¹⁴ if available (1 pt.)
- vii. Additional innovative features - describe (1 pt. each up to 3 pts.) *Central delivery, cold and dry lockers, Laundry lockers*

Total Points for Public and Community Benefits – Maximum possible score is 40

1
~~0-1~~
~~0-1~~ 1
~~0-1~~ 1
~~0-1~~ 1
~~0-1~~ 1
~~0-1~~ 1
~~0-3~~ 3
~~0-10~~ 10
~~0-5~~ 3
~~0-2~~ 1
~~0-5~~ 5
~~0-1~~ 1
~~0-1~~ 1
~~0-1~~ 1
~~0-1~~ N/A
~~0-2~~ 0
~~0-3~~ 2
33

3. Pedestrian Priority

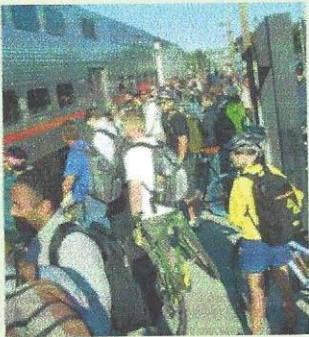


a. Create a Walkable Environment – Walking has many health, environmental, and economic benefits. Pedestrian priority encourages walking as the primary mode of transportation.



- i. Include pedestrian priority as the primary design criteria, with bikes and scooters second, transit third, and automobiles last (9 pt.)
- ii. Provide mid-block pedestrian cross walks with flashing safety lights and bulb outs connected to paseos, paths, or pass-through lobbies on-site to increase the ease of walking through the development and adjacent neighborhoods (2 pt.)
- iii. Provide wide pedestrian-friendly sidewalks¹⁵ that are level, well-lit (1 pt.), and include attractive, functional street furniture, art & active facades along the sidewalk to encourage walking (1 pt.)
- iv. Plan sidewalk & street intersections with bulb-outs to reduce street width at intersections (2 pt.)
- v. Provide direct connection to designated urban trail system (2 pt.)

9
~~0-9~~
~~0-2~~ 2
~~0-2~~ 2
~~0-2~~ 2
~~0-2~~ 2
~~0-2~~ 2
0

SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL, COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)

	vi. Additional innovative features - describe (1 pt. each up to 3 pts.) • <u>Raised pavement section</u> • <u>Integrating stairways</u> • <u>shade & rest areas</u>	0-3 3
	Total Points for Pedestrian Priority – Maximum possible score is 20	18
4. Transportation Alternatives allow residents and visitors to have options to conveniently and safely commute and run errands without a car. 	<p>a. Reduce Parking Requirements and Reduce Incentives to Drive</p> <ul style="list-style-type: none"> i. Include reduced parking ratios to reduce the number of cars entering and exiting the site in accordance with a monitored Traffic Demand Management Program¹⁵. (TDM) program.¹⁶ must be transparent, adaptive, reported, and enforced (5 pt.) ii. Provide unbundled parking. Unbundled parking (where users pay to park) is a disincentive to auto ownership which reduces the number of spaces needed and the cost to build the spaces. This construction cost savings can be passed on to tenants /buyers as rent reduction or reduced cost (5 pt.) iii. Provide shared parking on-site that can make spaces available for residential parking at night and office/commercial parking during the day to reduce overall parking spaces on-site (5 pt.) iv. Pay for the city to establish and implement a Residential Permit Parking¹⁷ program to protect existing residential neighborhoods near or adjacent to the project neighborhoods from overflow parking (5 pt.) v. Contract a shared parking agreement with parking facilities in nearby or adjacent developments to reduce on-site parking. Often nearby developments that have unused spaces are happy to share parking with a neighbor to fill those spaces and increase income. (1 pt.) vi. Contribute to in-lieu fees to build public satellite parking in lieu of on-site parking.¹⁸ This avoids prime real estate in the project being used for parking rather than housing or commercial space and can allow an increase the number or size of housing units, and /or increase commercial square footage (1 pt.) vii. Enroll the development in a local parking authority or Transportation Management Association¹⁹ (TMA) that can direct resources to reduce parking demand and allow reduced on-site parking (1 pt.) viii. Bus stop located immediately adjacent to, or on-site (1 pt.) ix. Provide designated pick-up and drop-off spaces for last-mile shuttles and Transportation Network Companies (TNC) such as Uber & Lyft, that provide alternative mobility options (1 pt.) x. Include car share within, or immediately adjacent to the development (1 pt.) xi. Plan new above-ground parking garages to be designed to be convertible to other uses in the future if parking demand drops due to new technologies (1 pt.) <p>b. Plan for Bicycle and Scooter Convenience</p> <ul style="list-style-type: none"> i. Help implement the City's Bicycle Master Plan by connecting on-site bike routes to existing bike routes, or building missing portions of bicycle routes near, or adjacent to the development (1 pt.) ii. Provide one free bike parking space per housing unit in gender safe, visible, well-lit area (1 pt.) iii. Require 25% bike-to-car parking ratio for guest and public parking (1 pt.) iv. Provide signage and direct connection to designated bike lanes, routes, or paths to create a "way-finding"²⁰ system for pleasant and safe bike use, storage, and travel (1 pt.) v. Provide bike share and/or scooter-share on, or immediately adjacent to the site (1 pt.) vi. Provide incentives for bicycle use (on-site showers, lockers, bike repair areas, etc. (1 pt.) <p>c. Plan for Public Transit-</p> <ul style="list-style-type: none"> i. Provide incentives for transit use including transit passes²¹ provided or subsidized by the developer to residents and by businesses to employees for a minimum of five years (2 pt.) ii. Provide or support public shuttles to the development financed by the developer, through development fees, or participation in a Community Benefit District²² (2 pt.) iii. Additional innovative features - describe (1 pt. each up to 3 pts.) • <u>Mobility Hub(3)</u> Extra for Hub • <u>Protected bike intersections</u> off-site bike lane improvements 	5 0+5 2 0+5 2 0+5 5 0+5 1 0+1 0 0+1 1 0+1 1 0+1 1 0+1 1 0+1 1 0+1 2 0+2 2 0+2 3 0+3 34
	Total Points for Transportation Alternatives – Maximum possible score is 40	34

**SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL,
COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)**

<p>5. Energy and Resource Efficiencies <i>provide healthy work and living environments with a low carbon footprint</i></p> 	<p>a. Plan for Resource Efficiency – Buildings account for about 39% of energy consumption nationally</p> <ul style="list-style-type: none"> i. <u>Plan for Zero Net Carbon (ZNC)²³</u>, e.g. solar photovoltaic panels, all electric building, other (3 pt.) ii. <u>Plan for Zero Net Water²⁴</u>, e.g. efficient water usage, grey water and black water systems, other (3 pt.) iii. <u>Plan for Zero Net Waste²⁵</u>, e.g. recycling, sewage and waste management, other (3 pt.) iv. <u>Meet LEED or LEED Equivalent construction</u> – Gold or Platinum (1 pt.) v. <u>Include electric car parking</u> with Class 2 charging spots in 25% minimum of parking spaces (1 pt.) and include public access to electric car charging stations as a public benefit where feasible (1 pt.) vi. <u>Include Low Impact Development²⁵</u> to improve storm water management (1 pt.) vii. <u>Deconstruct 70% or more of any existing structures being demolished</u> (1 pt.) viii. <u>Use Forest Stewardship Council (FSC) wood, recycled wood, or wood from deconstruction</u> for 75% of the project's wood needs, including wood used during construction (1 pt.) ix. <u>Comply with City's Climate Action Plan goals</u> to ensure new construction safeguards residents' health by reducing airborne emissions (1 pt.) x. <u>Install green roof(s)</u> to insulate the roof and reduce the heat island effect (1 pt.) xi. <u>Additional innovative features - describe</u> (1 pt. each up to 3 pts.) <p>Total Points for Energy and Resource Efficiency – Maximum possible score is 20</p>	<p>3 0-3 0-3 2 0-3 2 0-3 0-1 0 1 0-1 1 0-1 1 0-1 0 0-1 0-3 0 11</p>
<p>6. A Healthy Ecology <i>supports resident's, guest's, and employee's health and well-being</i></p> 	<p>a. Plan to achieve a Healthy Ecology</p> <ul style="list-style-type: none"> i. <u>Provide sustainable landscaping²⁶</u> (3 pt.) ii. <u>Plan for a Healthy Tree Canopy</u> per Urban Habitat Guidelines¹² and local jurisdiction's Urban Habitat Plan¹³ if available. Plant new trees on-site and preserve and enhance the on-site and nearby existing urban tree canopy (3 pt.) iii. <u>Include bird-friendly²⁷ building and site design</u> (3 pt.) iv. <u>Integrate the project with the City's master plan for Green Corridors²⁸</u> (3 pt.) and bike master plan v. <u>Include on-site urban agriculture</u> (2 pt.) <u>and/or rooftop produce garden</u> (1 pt.) to provide a local food source and a gathering space for people vi. <u>Discourage harmful pesticide use</u> for landscaping and pest control (2 pt.) vii. <u>Additional innovative features - describe</u> (1 pt. each up to 3 pts.) <p>Total Points for A Healthy Ecology – Maximum possible score is 20</p>	<p>3 0-3 0 0-3 0 0-3 0-3 3 3 0-3 2 0-2 0 0-3 8</p>
	<p>TOTAL POINTS FOR ALL SECTIONS: 17 + 33 + 18 + 34 + 11 + 8</p> <p>Maximum possible score is 180; minimum required is 100</p>	<p>121</p>

SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL, COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)

END NOTES:

- ¹ **Transportation's contribution to GHG emissions** – City of San Mateo Climate Action Plan, page IV, “Figure ES-2:2005 –” – <https://www.cityofsanmateo.org/DocumentCenter/View/45410/San-Mateo-CAP---Adopted>, and MTC – <https://mtc.ca.gov/our-work/plans-projects/climate-change-programs/climate-initiatives-program>
- ² **Building's contribution to GHG emissions** – U.S. Green Building Council, www.usgbc.org/files/climate.pdf
- ³ **Commercial real estate** is a term used to describe any building or property purchased or operated for the purpose of creating profit. This type of property includes malls, stores, shopping centers, hotels, industrial property and office buildings.
- ⁴ **Affordable Housing** – Housing affordable to individuals and families making between 30% to 120% of Area Median Income (AMI) as defined by the U.S. Department of Housing and Urban development (HUD).
- ⁵ **Moderate Income** – 81% to 120% of AMI
- ⁶ **Low Income** – 51% to 80% of AMI
- ⁷ **Very Low Income** – 0% to 50% of AMI
- ⁸ **No. of employees** – Total gross area of Office Space divided by 250sf – 150 sf per employee. Tech jobs are closer to 150sf / employee e.g. Facebook. Employees would include service workers in the facility. Also see Endnote 9.
- ⁹ **Healthy Jobs / Housing Balance** – According to the Building Industry Association and the California Department of Finance, a healthy jobs / housing balance is 1.5. (One full-time job and one part-time job per housing unit). Any ratio above 1.5 jobs per unit signifies there is an insufficient number of units to meet the needs of the local workforce. The EIR for the development should specify the anticipated number of jobs expected in the development and quantify the number of housing units expected to be needed to house those employees. Even if there is a numerical Jobs / Housing balance, there is often an imbalance in **Jobs / Housing Fit** (where employees have high enough income to afford the housing in their community). Jobs / Housing Fit should also be taken into consideration when reviewing new commercial developments.
- ¹⁰ **Walk Score** – <https://www.walkscore.com>
- ¹¹ **Community Benefits** – may include affordable housing, living wages, local hiring, and training programs, environmental remediation, as well as funds for community programs such as shuttles, beautification, recreational, neighborhood improvements, etc.
- ¹² **Transfer of Development Rights** – <https://www.mass.gov/service-details/smart-growth-smart-energy-toolkit-modules-transfer-of-development-rights-tdr>
- ¹³ **Urban Habitat Design Guidelines** – <https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u4142/Urban%20Habitat%20Design%20Guidelines%20-%20Sierra%20Club%20Loma%20Prieta%20Sept%202018.pdf>
- ¹⁴ **Urban Habitat Plan** – Local jurisdiction's tree and natural habitat master plan if available. A good example is the [Palo Alto Urban Forest Master Plan](https://www.cityofpaloalto.org/gov/depts/pwd/trees/ufmp.asp). <https://www.cityofpaloalto.org/gov/depts/pwd/trees/ufmp.asp>
- ¹⁵ **Pedestrian-Friendly Sidewalks** – Minimum width 7', level, with planting strip if directly adjacent to moving traffic, designed for enhancing and encouraging pedestrian traffic and pedestrian priority.
- ¹⁶ **Traffic Demand Management Program** – e.g. The City of San Carlos requires TDM for residential projects over a certain size and includes a good description of TDM in its zoning code at: www.codepublishing.com/CA/SanCarlos/html/SanCarlos18/SanCarlos1825.html#18.25; See also Wikipedia TDM Toolkit – https://en.wikipedia.org/wiki/Transportation_demand_management#Demand_management_toolbox
- ¹⁷ **Residential Parking Permit** – City parking restriction program to protect residential area street parking, for use primarily by area residents.
- ¹⁸ **Satellite Parking** – Some cities, such as Portland, Oregon have low or no parking requirements in downtown buildings because the city provides public parking structures, in preferred locations, using “in-lieu” developer fees.
- ¹⁹ **Traffic Management Association** – is a non-profit, member-controlled organizations that provide transportation services in a particular area, such as a commercial district, mall, medical center or industrial park. They are generally public-private partnerships, consisting primarily of area businesses with local government support.
- ²⁰ **Way-finding System** – Signage and other visual cues to help people move through a city and feel comfortable doing that because of the way-finding design
- ²¹ **Bulk Transit Passes** – Caltrain “Go Pass” http://www.caltrain.com/Fares/tickettypes/GO_Pass.html; SamTrans “Way2Go” http://www.samtrans.com/fares/faretypes/Way2Go_Program.html
- ²² **Community Benefit District** – Established to monitor and enforce a Community Benefit Agreement
- ²³ **Zero Net Carbon (ZNC)** – A zero net carbon building meets all its energy needs from zero-carbon sources such as solar or wind to reduce GHG emissions. <http://www.sanjooseca.gov/index.aspx?NID=6150>
See also *Guide for 2020 update of California Building Code for new Residences* – <https://energycodeace.adobeconnect.com/aia-zne-guide>
- ²⁴ **Zero Net Water** – Zero Net Water is an analogous concept to Zero Net Carbon. Through a combination of rainfall harvesting, aggressive conservation, and water recycling, buildings can achieve self-sufficiency from the water “grid”
- ²⁵ **Zero Net Waste** – Zero Waste is a philosophy that encourages the redesign of resource life cycles so that all products are reused. The goal is no trash to be sent to landfills, incinerators, or the ocean. <https://sfenvironment.org/zero-waste-in-SF-is-recycling-composting-and-reuse>
- ²⁶ **Sustainable Landscaping** – Sustainable landscaping is in balance with the local climate and requires minimal resource inputs, such as fertilizer, pesticides, gasoline, time, and water, is re-generative, and can actively contribute to the development of healthy communities. Sustainable landscapes sequester carbon, clean the air and water, increase energy efficiency, restore habitats, and create value through significant economic, social and environmental benefits.
- ²⁷ **Bird Friendly Design** – Reduce building reflectivity, light pollution, transparency, etc. to prevent bird collisions with glazing <https://www.go-gba.org/resources/green-building-methods/bird-friendly-design/>
- ²⁸ **Green Corridors** – provide network of shaded bike and pedestrian paths, with traffic calming, tree lined, with green infrastructure – linking the whole city to support a healthy lifestyle and a healthy ecology. Sierra Club Green Urban Corridors – <https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u4142/webpage-under%20const%20green%20corridors%203-21-19.pdf>

Rendell Bustos

From: Rendell Bustos
Sent: Tuesday, July 28, 2020 10:02 AM
To: [REDACTED]
Cc: Concar Passage Mixed Use Project
Subject: RE: Concar Passage Mixed Use Project

Good morning Nancy,

Thank you for your comment. Your comment will be provided to the Planning Commission for their consideration this evening.

Thanks,
Rendell Bustos



Rendell Bustos

Acting Senior Planner | Community Development Department
330 W. 20th Ave., San Mateo, CA 94403
650-522-7211 | rbustos@cityofsanmateo.org



From: Nancy Schneider <[REDACTED]>
Sent: Monday, July 27, 2020 4:28 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Concar Passage Mixed Use Project

Members of the Planning Commission:

I would like to ask you to approve the Concar Passage mixed use project as it is presented. This will be a much better use of the site than what is there currently. It adds needed housing, including quite a few affordable units. This is especially important given its proximity to the Hayward Park Caltrain station. It also includes a mobility hub to provide a full range of transportation options. I also like that there will be quite a bit of green space. Overall, I believe this is a good project that will serve our community well.

Thank you for your consideration.

Nancy Schneider

Rendell Bustos

From: Hou, David <[REDACTED]@rakuten.com>
Sent: Monday, July 27, 2020 3:41 PM
To: Rendell Bustos; Lisa Costa Sanders; Planning Commission
Subject: Public Comment Letter for SMC Planning Commission Hearing Agenda Item #2
Attachments: Passage@San Mateo (Rakuten Support Letter).pdf

Hi Rendell, Lisa, and San Mateo Planning Commission Members,

By way of (virtual introduction), my name is David Hou and I work at Rakuten Americas here in San Mateo. I am writing to all of you because I wanted to provide a letter on behalf of my company's COO, Adrienne Down Coulson, which you will find attached above. During the public comment period for Agenda Item #2 of the Planning Commission Hearing scheduled for tomorrow (7/28), could you please read the attached letter?

Thank you in advance for your help with sharing this letter and please let me know if there are any follow-up questions/concerns.

Best Regards,
David

David Hou

Manager, SBO, Rakuten Americas
[REDACTED]





Adrienne Down Coulson

July 24, 2020

As a San Mateo-based company with more than 600 employees locally and plans to continue to grow our workforce throughout the 2010s, Rakuten is delighted to offer its support for Passage @ San Mateo.

Rakuten is a technology company that competes for young talent against some of the world's best-known companies. Our North America headquarters is on Concar Drive. Today our neighborhood has virtually no public transportation nor simple options for reaching Caltrain or BART. [San Mateo's median house price of \\$1.7 million](#) is far out of reach for professionals and families near the start of their careers, so our people typically must commute from as far as San Francisco and beyond. These local conditions are a constant challenge to our ability to recruit and grow our business.

This is why we strongly support increasing the availability of appealing, ethically-sound, transit-friendly housing in the immediate area. Our people have made it clear to us that they want local amenities that serve the needs of early career professionals and their families, including greater transit access and a dynamic community with plentiful services that enrich their lives.

Passage @ San Mateo checks all of these boxes, which is why we are pleased to join with the Greenbelt Alliance, the San Francisco Housing Action Coalition and SPUR, among many others, in support of this project. We ask that the San Mateo Planning Commission approve Passage @ San Mateo with greatest possible expedience.

Sincerely,

Adrienne Down Coulson
Chief Operating Officer, Rakuten Americas

Rendell Bustos

From: Emma Shlaes [REDACTED]
Sent: Tuesday, July 28, 2020 1:13 PM
To: Planning Commission; Lisa Costa Sanders; Rendell Bustos
Subject: Passage for San Mateo Project

Dear San Mateo Planning Commission and Staff:

[Please read this during the public comment period for Agenda Item #2 on the Planning Commission agenda for July 28th.]

I would like to express my support for the transportation elements of the Passage at San Mateo project. As an advocate for bikes and bike safety, I have had a chance to see the project presented during the public comment process.

I have been impressed with the amount of attention the developer has given to improving bike/walkability in the project vicinity as well as providing bike safety elements and incentives to get out of our cars. This includes 1100 bike storage stalls, a bike repair station, community bike share opportunities and an eye toward improving overall connectivity to public transit. These elements will be available to the entire community, not just potential residents at Passage. We are particularly supportive of the developer's willingness to help San Mateo implement its recently approved Bicycle and Pedestrian Master Plan with improvements on Delaware, Concar, and Grant. This is a crucial connection for people biking north-south and east-west from the Caltrain station. With new homes, the Peninsula YMCA, transit, and other services in the vicinity, people should be able to walk and bike safely.

As such, this project will create a safer and more convenient bike network and services to improve the quality of life for residents in the project and adjacent neighborhoods.

Thank you for your consideration,

Emma Shlaes
Deputy Director
Silicon Valley Bicycle Coalition

--

Emma Shlaes
Deputy Director
Silicon Valley Bicycle Coalition



[Become a member!](#)

P.S. Sign up to [attend the Virtual Bike Summit Aug. 6 & 7.](#)

Rendell Bustos

From: Patrice Olds
Sent: Tuesday, July 28, 2020 1:49 PM
To: Rendell Bustos; Planning Commission; Erin Fellers; Aaron Aknin
Subject: FW: Concar Passage/In support of 111 affordable units



Patrice M. Olds, MMC

City Clerk
City of San Mateo
330 W. 20th Ave., San Mateo, CA 94403
650-522-7042 | polds@cityofsanmateo.org

In compliance with the San Mateo County Health Officer's mandatory Shelter in Place order, the City of San Mateo will only be providing essential services including public safety, wastewater treatment, and critical infrastructure maintenance. We have closed City facilities to the public including libraries, community centers, and City Hall. Staff in non-essential functions will be working remotely to the extent possible, so please expect some delay in responses. Questions about the coronavirus or the Health Order should be directed to the County's 2-1-1 call center. For questions about City services, please call the City's main line at (650) 522-7000 or visit www.cityofsanmateo.org.

From: Eldridge, Karyl [REDACTED]
Sent: Tuesday, July 28, 2020 1:38 PM
To: Patrice Olds <polds@cityofsanmateo.org>
Subject: Concar Passage/In support of 111 affordable units

Hello Patrice,

Would you distribute this message to the members of the Planning Commission?

Thanks,
Karyl

Dear Members of the Planning Commission:

As you turn your attention again to the Concar Passage project, I am writing to respond to a change in the latest proposal that feels to me like a regrettable "bait-and-switch." I refer to the elimination of 38 units of moderately-priced affordable housing. For many in the community with a deep interest in enlarging the presence of permanently affordable units in San Mateo, and whose support of the project has been based on the inclusion of 111 affordable units, this eleventh-hour change is experienced as a betrayal of the trust that has been the underpinning of our support.

It is disappointing and somewhat ironic that in a TOD development housing has been demoted in importance relative to traffic considerations. Furthermore, the rationale for eliminating the affordable units does not seem compelling to me. Yes, there may be units in the mature housing stock available in this same price range. But as the population of San Mateo increases, the pressures on the available inventory of this segment

of the housing stock are only bound to increase, which means the prices will go up. This, in turn, will translate into greater pressure on human lives and bring with it the threat that vital workers will be displaced. Also, as a realtor I witness the fact that people often move elsewhere because what they can afford in other towns is newer and nicer than what they can afford here. For this reason as well, the elimination of these moderately priced units==which will be new and nice—is an open invitation to the displacement we would hope to avoid.

In conclusion, I believe there are multiple reasons to reinstate the full complement of 111 affordable units and urge you to use your influence to see that the 38 units in question are restored.

Sincerely,

Karyl Eldridge
Vice Chair of One San Mateo

//

***Wire Fraud is Real*. Before wiring any money, call the intended recipient at a number you know is valid to confirm the instructions.** Additionally, please note that the sender does not have authority to bind a party to a real estate contract via written or verbal communication.

Rendell Bustos

From: Miki Nunes Ju [REDACTED]
Sent: Tuesday, July 28, 2020 2:55 PM
To: Planning; Concar Passage Mixed Use Project
Subject: PA 2018-052 Concar Passage Mixed Use Project COMMENT

Dear Rendell Bustos or Lisa Costa Sanders,

I am a Nineteenth Avenue Park neighborhood Eichler homeowner at 1703 Eleanor Drive that also sent a written comment to Phillip Brennan of the PA 2019-005 Hayward Park Train Station Parking Lot on September 10, 2019 and Roscoe Mata of the PA 16-080 1650 S. Delaware (AAA Office Building) on April 25, 2017 in addition to Lorraine Weiss of the PA 14-055 Station Park Green planning commission on January 13, 2015 (as well as gave an oral comment that same day).

I would like to comment that the "14.5-acre site which currently consists of a shopping center" either remain/renovate/remodel to include the Rite Aid pharmacy (which provides a close location for crucial prescriptions and medicine/healthcare any time of year, but especially during the current Coronavirus/Covid-19 pandemic) with the large parking lot (that is additionally a venue for pop-up services and outdoor social distancing where there is otherwise just road/sidewalk infrastructure), or adding an open space with trees and walking/bicycle trails (because the only "Parks and Recreation" is Concar playground with no community center/facility for activities) and public (free or metered) City of San Mateo surface parking to accommodate the traffic congestion from the zoning of housing/residential/mixed-use developments from a commercial property or all of the above (increasing the walkability of all nearby residents to a mini-downtown meaningful destination with stores/restaurants/local farmer's market/businesses at all price points and creating job opportunities).

As an investment, I would like to see my home value and quality of life increase with "Smart Growth" or PUD (Planned Unit Development).

Lastly, will it be LEED certified or incorporate the architecture of the adjacent Eichlers, specifically "bringing the outside in"?

Rendell Bustos

From: Adam [REDACTED]
Sent: Tuesday, July 28, 2020 3:55 PM
To: Concar Passage Mixed Use Project
Subject: Resident Support for Passage project

Dear Chair Mallory and Members of the Planning Commission,

I want to express my support for the Passage project. Not only will it provide much-needed housing near one of our regional transit stations, it will provide our city with a significant amount of subsidized affordable units. Every new resident who can move here to avoid a long commute by car is a resident we should welcome with wide open arms.

I am also very pleased that we will still have a Trader Joe's in that location. My family is a regular patron.

Kind regards,

Adam Nugent
North Central San Mateo Resident

Sent from my iPhone

Rendell Bustos

From: Mary Way
Sent: Tuesday, July 28, 2020 7:18 PM
To: Rendell Bustos
Cc: Erin Fellers
Subject: FW: SUPPORT - Concar Passages

Hi Rendell,

This comment was sent after 4 pm today and can be saved to include in the next meeting for Concar Passage.

Thank you, Mary

From: Alexander Melendrez [REDACTED]
Sent: Tuesday, July 28, 2020 5:08 PM
To: Planning Commission <PlanningCommission@cityofsanmateo.org>
Subject: SUPPORT - Concar Passages

Dear San Mateo Planning Commission,

My name is Alex Melendrez and I am an Organizer with the Housing Leadership Council of San Mateo County.

We support the 109 affordable homes and the 852 market rate homes that Passages in San Mateo will provide. This is an amazing opportunity to revitalize and repurpose an underused strip mall and surface level parking lot to create homes for San Mateo community members.

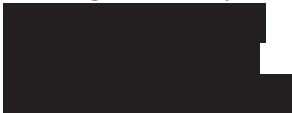
Please move the Passages proposal forward, approve the resolutions before you and help continue to create community. Thank you for the opportunity to comment.

Alex Melendrez
Housing Leadership Council

--

#HousingIsHealthcare

Alexander Melendrez
Organizer
Housing Leadership Council of San Mateo County (HLC)



Pronouns: He, Him, His

HLC: [Website](#) | [Facebook](#) | [Twitter](#) | [LinkedIn](#) | [Instagram](#) | [Become A Member!](#)

Rendell Bustos

From: [REDACTED]
Sent: Tuesday, July 28, 2020 5:11 PM
To: Rendell Bustos; Patrice Olds
Subject: Fwd: Proposed letter to Planning Commission Meeting of 7/27

When five homeowners collude to prevent the creation of even one unit of housing in a place where small rooms rent for over a thousand dollars a month it is hard to believe they have good intentions.

Impossible, in fact.

All these so-called Democrats seemingly can rage against the delusions of our President while remaining firmly against the immigration of 'poor' people to the city of San Mateo. This deliberate, concerted effort to create economic exclusion within in the development of Passage would be laughable were it not so heartbreaking. Each one of those units would have brought stability and a feeling of belonging to otherwise disadvantaged local families. Instead, the city council is arguing we should fix the roads.

Shame on any member of the public who stands behind this decision.

Having grown up in the city I have seen the massive struggle of many of my peers to stay rooted in the area they grew up in and love. Most cannot do so, however, without assistance of parents who were lucky enough to purchase homes at a fraction of the cost they are today, and then retain those tax benefits indefinitely. The idea that someone these lucky individuals will be unduly put out by including a few more folks in an apartment complex is despicable.

Unless we change this mindset, that additional people in San Mateo are an unnecessary burden to be prevented at all costs, we are nothing but sanctimonious diltards, full stop.

Kara Cox

Rendell Bustos

From: Kenneth E Abreu [REDACTED]
Sent: Monday, August 10, 2020 12:56 PM
To: City Council (San Mateo); Concar Passage Mixed Use Project; Clerk
Subject: Concar Passage Project

To: San Mateo City Council

Subject: Concar Passage Project at August 17th, 2020 meeting

Dear City Council,

I am a 37-year resident of San Mateo whose children went to school here. I am very concerned that the housing crisis on the Peninsula is destroying the future for the younger generation as well as the services needed by older residents (who were fortunate enough to move in before the housing/jobs imbalance became so bad).

The Passage project is a major step toward helping to solve the problems created by this imbalance. I strongly encourage you to move this project forward in a timely manner. The project provides several major benefits to the community. I'll summarize a few below.

The project provides a very large amount of new housing with a significant portion affordable. This will help provide some downward pressure on the very high cost of housing in San Mateo.

The project will help reduce the local traffic congestion by being near the train station and by incorporating an innovative Mobility Hub to divert commuters from private car travel.

Finally, in this time of the Covid19 pandemic we can see the benefits of having housing for critical workers (nurses, grocery workers, delivery workers, etc.) in San Mateo rather than having to commute from long distances. Also, the additional affordable housing will help address the problem of "overcrowding" in many of the lower income residences in San Mateo. This overcrowding in housing units makes it easier for Covid19 to spread. Additional affordable housing will reduce overcrowding and thus reduce the spreading of illness in a future pandemic. Also, the project is well planned, with open space so that social distancing in the future can be done in a safe and pleasant way.

Please take these thoughts into consideration and move this important project forward.

Sincerely,

Ken Abreu