

From: Kenneth E Abreu < >

Sent: Monday, August 10, 2020 12:49 PM

To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>; Clerk
<clerk@cityofsanmateo.org>

Subject: Downtown Affordable Housing

Dear San Mateo City Council ,

Please approve the Downtown Affordable Housing project that is on your agenda for August 17th, 2020.

The need for more housing, particularly affordable housing, for very low and low income families is essential in our city. The overcrowding of housing in our City is obvious as you recently had to decide on dealing with a small house that had 21 people living in it in dangerous and unsafe conditions. There are undoubtedly more such overcrowded housing units in our City. Such units are harmful to the residents of the units as well as the City as a whole. A good City needs good housing for all its people.

This proposed Downtown project is perfectly located near transit and adjacent to Downtown. This will not only help the residents of the project, but also downtown businesses and the environment.

Please approve this project so that this important addition to our housing stock.

Ken Abreu

37 year San Mateo resident

From: jebneter@aol.com < >

Sent: Tuesday, July 28, 2020 5:11 PM

To: Rendell Bustos <rbustos@cityofsanmateo.org>; Patrice Olds <polds@cityofsanmateo.org>

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

From: **George** < >

Date: Mon, Aug 17, 2020 at 10:13 AM

Subject: Re: Comment on PA19-033 City-Owned Downtown Affordable Housing and Parking Garage

To: Phillip Brennan <pbrennan@cityofsanmateo.org>

Thank you Phillip for your detailed response to my earlier email.

I noticed the project is moving ahead and had another thought to share, though you've probably already considered this, and probably in some detail. It would be a plus if the new parking garage were a "magic" garage with online reporting (via web and app) of space availability. Another consideration is to pre-wire for video monitoring and maybe other information systems. Unoccupied publicly accessible space is prone to misuse, abuse and vandalism and new AI technologies are likely to make 24-hour real time monitoring more feasible.

George Derby, City of San Mateo resident

t.

On Tue, Jun 30, 2020 at 9:34 AM Phillip Brennan <pbrennan@cityofsanmateo.org> wrote:

Hello Mr. Derby:

Thank you for your email. Public participation is critical part of the planning process so we appreciate your comments. As you know the project cannot replace the proposed count of existing trees 1:1 as the lots are being developed with structures, however, please note that 13 street trees, ranging from 24" to 36" box sizes are scheduled to be planted along the three street frontages (E. 4th Ave., S. Claremont, and E. 5th Ave.) of the residential building (and two in front of the parking garage along E. 5th Ave.). Additionally, 30 trees will be planted across the project site. Please note, the landscape areas abutting the public right-of-way are difficult areas to plant trees due to utility lines/boxes which are located underground in those areas. Underground parking was considered but determined to be not feasible in large part due to the added costs and the resulting loss of affordable units. Please also be informed there will be a Class II bike lane going both directions on E. 5th Avenue between S. Claremont and the railroad tracks.

Please feel free to contact me directly with any additional questions.

Sincerely,

Phillip B.

From: George <

Sent: Wednesday, June 24, 2020 4:56 PM

To: Phillip Brennan <pbrennan@cityofsanmateo.org>

Subject: Re: Comment on PA19-033 City-Owned Downtown Affordable Housing and Parking Garage

Another consideration with this project is the very real possibility that sometime in the future the adjacent Caltrain/freight rail lines will be trenched underground, with open green space and building construction appearing above said trench. This is a development path that has occurred in many places in the US and around the world. So these current structures should take into consideration in their design that a large trench will be dug alongside their foundations and utilities sometime in the not all that distant future.

George Derby

t.

On Wed, Jun 24, 2020 at 4:46 PM George < > wrote:

Dear Mr. Brennan,

Even though these are parking lots, they have provided some "open space" and trees in the Downtown area. Nearby, the former Kentucky Fried Chicken lot had also provided some "open space" with its surface parking lot and a small lawn area and trees until it was recently demolished for redevelopment as mixed-use office space.

Given the loss of open space in the area for development, I would strongly recommend that this current project offer a significant tree-lined offset around the entirety of the complex to compensate for the loss of and to create a public open space.

The City-developed apartment complex in the San Mateo Creek neighborhood by Gateway Park at 3rd Avenue east of South Fremont Street comes to mind as an example of such a tree-lined canopy alongside a building complex.

And the nearly adjacent Metropolitan Apartments between 3rd and 4th Avenues below Eldorado Street also sport a tree-lined canopy, albeit smaller, surrounding the complex, though I would recommend a sidewalk 3 to 4 feet wider in this case, (in addition to, not taking away from the remainder of the green setback), in anticipation of increasing foot traffic in the Downtown area in the future.

If you were to also add bike lanes to the streetscape of this project, you'd probably be doing yourself a favor by getting a step ahead on future demand and city-wide planning.

You might also consider reclaiming sidewalk space from streetlights by either affixing streetlights directly to buildings, or stringing them between buildings (European style). Sidewalk space is a bigger problem in the Downtown core, but it's still a good idea to place streetlights up and away from foot traffic where you have the building density to do so.

As to the buildings themselves, permitting larger, maybe overhanging, balconies can make a great difference to the feel of spaciousness with smaller apartments. We are blessed with a wonderful climate; balconies take advantage of that by expanding smaller interior space into the outdoors.

You've maybe already considered and dismissed due to cost, but taking advantage of the space underneath for additional underground parking is an option that is only available now at initial construction.

George Derby, City of San Mateo resident

t.

From: Terry Driscoll <
Sent: Sunday, August 16, 2020 3:19 PM
To: Clerk <clerk@cityofsanmateo.org>
Subject: Downtown Opportunity Sites

Dear City Council:

My daughter is a resident of the City of San Mateo. I support the Downtown Opportunity Sites Project and ask that it include some apartments for people with developmental disabilities. Inclusion of people with developmental disabilities will reduce the projects parking and traffic impact and will address unmet priority of the City's Housing Element. Please make your approval of this project subject to Mid-Pen Housing's agreement to make 8 of the apartments subject to a preference for people with intellectual and developmental disabilities.

My daughter has an intellectual disability and at 34 years old has received a housing voucher and has been able to find a clean, safe and livable place to call home. It is of utmost important to include them so they are allowed to live and work in their communities, as many of them rely on public transportation.

Your consideration is greatly appreciated.

Kind Regards,

Terry Driscoll

From: Ronnie McGill <ronnie@housingchoices.org>

Sent: Monday, August 17, 2020 3:28 PM

To: Clerk <clerk@cityofsanmateo.org>

Subject:

“Dear City Council: I am a resident of the City of San Carlos. I support the Downtown Opportunity Sites project and ask that it include some apartments for people with developmental disabilities. Inclusion of people with developmental disabilities will reduce the project’s parking and traffic impact and will address an unmet priority of the City’s Housing Element. Please make your approval of this project subject to Mid-Pen Housing’s agreement to make 8 of the apartments subject to a preference for people with intellectual and developmental disabilities.”

--

Ronnie McGill
Housing Assistant

ronnie@housingchoices.org

phone: 408.498.5777

fax: 408.498.5242

6203 San Ignacio Ave, Suite 108

San Jose, CA 95119

www.housingchoices.org



Opening new doors for people with developmental disabilities

From: Jan Stokley <jan@housingchoices.org>
Sent: Thursday, August 13, 2020 3:40 PM
To: Clerk <clerk@cityofsanmateo.org>
Subject: Support inclusion of people with developmental disabilities at DTSM

Dear Mayor Goethals and City Council Members:

I am writing to ask for your support for the inclusion of City of San Mateo residents with developmental disabilities at the Downtown Opportunity Sites project.

Since the city first began to study whether to increase height and density at the project, we have been working with the San Mateo County Housing Authority (provider of Project-Based Vouchers); Golden Gate Regional Center (funder of supportive services) and Mid-Pen Housing (the developer) towards consensus that the project would benefit if 8 studio apartments were subject to a preference for people with disabilities who would benefit from the coordinated services of Golden Gate Regional Center. We were part of the discussion because the people we serve do not drive or own cars, so their inclusion in the project would increase the affordable housing impact of DTSM without contributing to increased parking and traffic.

Now we ask the City Council to support this inclusion goal when you consider the DTSM project on Monday August 17.

In evaluating the benefits of inclusion of people with developmental disabilities at this site, I hope you will consider the following:

1. A commitment of **8 Project-Based Vouchers by the Housing Authority** of San Mateo County will make the rent truly affordable for the city's residents with developmental disabilities who otherwise cannot meet minimum income requirements for the city's existing stock of affordable housing.
2. The Golden Gate Regional Center will **fund individualized supportive services** for each resident to support their success in living in their own apartment.
3. Housing Choices has a **23-year record of success in supporting residents with developmental disabilities in inclusive housing**, with on-site resident services provided at 18 existing inclusive housing projects, and 9 projects in planning and development (including Mid-Pen's Firehouse Square in Belmont and Eden Housing Light Tree Apartments in East Palo Alto.)
4. DTSM is a unique opportunity for inclusion of people with developmental disabilities because of **proximity to public transit and shopping and services.**
5. As noted above, these residents will not drive or own cars and will **reduce the traffic and parking impact of the project.**
6. California's Housing Element law calls on cities to plan specifically for the housing needs of people with intellectual and developmental disabilities, and this would be the first such effort by the City of San Mateo. Currently, **only 8% of the city's adults with developmental disabilities are able to live independently-which is one of the lowest rates of inclusion of this population in the entire county.**

I hope you will reach out if I can provide more information about our request for your support.

Thank you.

Jan Stokley

Executive Director

jan@housingchoices.org

phone: 408.713.2613

fax: 408.498.5242

6203 San Ignacio Ave., Suite 108

San Jose, CA 95119

www.housingchoices.org



Opening new doors for people with developmental disabilities

Jan

From: Leora Tanjuatco Ross <leora@hlcsmc.org>

Sent: Sunday, August 16, 2020 3:14 PM

To: Rick Bonilla <RBonilla@cityofsanmateo.org>; Diane Papan <dpapan@cityofsanmateo.org>; Eric Rodriguez <erodriguez@cityofsanmateo.org>; Joe Goethals <jgoethals@cityofsanmateo.org>; Amourence Lee <alee@cityofsanmateo.org>; Patrice Olds <polds@cityofsanmateo.org>

Subject: Support downtown affordable housing

[Dear City Council, I'm forwarding this email on behalf of Daniella Labbie, who sent it to me by mistake. I hope you've already received it, but if you haven't, here it is.]

Dear San Mateo City Council,

I am writing to you in support of the 225 affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain.

I have lived in this lovely San Mateo Community for over 20 years now. My husband and I recently were lucky enough to buy a home in San Mateo. We love our community so much that we decided that we would like our future children to live and be raised in our San Mateo community. I personally support these affordable homes because I as a child with my twin sister and single mother were able to live in an affordable unit. This was able to change our life and allowed us to go to school in our community. I would love it if another family too could be blessed with this opportunity! I, more than anyone, I know how hard it is now a day for a single mother to make an income to pay rent in our area.

I support the current number of affordable homes at this site in San Mateo. Every one of these 225 deeply affordable homes will provide secure shelter to people in need. The 25% public employee preference will help support those who support our community. Please vote to support these 100% affordable homes.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Respectfully yours,
Daniella Labbie, San Mateo Community Member

--

Leora Tanjuatco Ross

Associate Director

Housing Leadership Council of San Mateo County

(650) 201-9889

2905 S El Camino Real

San Mateo, CA 94403

www.hlcsmc.org

From: Louise Levi <>

Sent: Sunday, August 16, 2020 9:01 PM

To: Patrice Olds <polds@cityofsanmateo.org>

Subject: City-Owned Downtown Project PA19-033

We strongly support construction of housing for seniors, those with disabilities, low income, and public service employees. We believe it is the duty of the citizens of San Mateo to recognize the desperate need for such housing.

Unfortunately, after attending Planning Commission Public Meetings and writing to the Planning Commission, we have concluded that the proposal for the City-Owned Project located at 480 E. 4th Avenue and 400 E. 5th Avenue fails to meet the needs of the very population that needs it the most. In fact, it exacerbates the obstacles these groups face every day. Our opposition to the project as proposed is based on several factors:

- Location - the close proximity of the apartment units to Caltrain creates significant health and safety concerns for the very population this project is supposed to be designed to assist. For decades Caltrain has been spewing diesel fumes numerous times per day and night. There is no definitive commitment that the electrification of Caltrain will be complete by the time tenants are able to move into the units. If anything COVID-19 has proven that the people continuously exposed to breathing hazardous substances, have far greater damage to their lungs and immune systems. Many of the very residents who will be occupying these apartments already have pre-existing medical conditions. Continuous exposure to the toxic effects of breathing diesel fumes, will certainly compromise their health. We live on Laurel Avenue several blocks from Caltrain, and if we merely open our windows, we have diesel residue on our windowsills and floors.
- Inadequate design to meet the needs of the very people the plan purports to assist. Marketing a building with a garage across the street to seniors and people with disabilities is poorly thought out. At a Planning Commission public meeting, a woman with a disability commented on the inability of a senior or person with a disability to walk from their car, take an elevator, walk across a bridge, take another elevator to the floor where their unit is located, and then walk to their unit. Mid-Pen responded that “they will have handicap parking in the garage next to the elevator.” The woman then asked: “have you had any agency or group who evaluates whether or not your plan for a garage with a bridge across the street is feasible”, the response was “No”.
- Noise – At a public meeting and again in writing, we raised the issue of the sound level of the train horn exceeding 100 dB(A). (At 100 dB(A) OSHA allows only 2 hours of exposure per day and NIOSH recommends less than 15 minutes of exposure per day.) Mid-Pen’s response was that they are putting in double pane windows. Living on Laurel Avenue, we were forced to replace double pane glass windows and doors and install laminated windows and sliding doors that have to be kept shut in order to be able to talk on the phone, sleep, or watch TV without the blaring noise from the train horn over 20 times per day, and at least once or twice after midnight. Unfortunately all the research shows that Mid-Pen’s offered solution of double pane windows do not sufficiently reduce sound levels. In order to reduce the sound level, window glass must be laminated. Such an additional cost would be prohibitive for this project. Children will be living under jarring conditions that pose a continuous direct threat to their hearing and wellbeing. If the City cannot afford to install double gates to alleviate the necessity of the train horn, it will bear the responsibility of failing to avoid causing any harm to its residents.

Item 23 Public Comments

- Uncertainty of current and near future market forces. At the very least, the economy of the State, County and City is in great flux right now. No one has any certainty about how many people will even be able to continue to rent apartments based on the current and projected rents for these units. Vacancy rates in existing buildings are rising and rents are decreasing. By the time these proposed units are built, the going rental rate may be appreciably lower than predicted prior to the pre-COVID-19 pandemic. The cost to build and maintain could easily far outpace the revenue from rentals. This is not the time to undertake such a massive project.

This is a time for the City of San Mateo to assess whether it truly wants to assist those who are in the most desperate need of decent housing. We should be asking ourselves, would we want to live under the conditions stated above. The City has an obligation to spend its time finding not only a more suitable location, but one that does not negatively impact the health and safety of the very people it purports to help.

This project must, at the very least, be put on hold. The city of San Mateo is in no position to make decisions in these precarious times by attempting to plan the future looking through a rear-view mirror.

Louise and Robert Levi

From: **Sue Digre** < >
Date: Mon, Aug 17, 2020, 10:21 AM
Subject: Affordable Housing for those who have a developmental disability
To: <polds@cityofsanmateo.org>
Cc: Sue Digre < >

Dear Mayor,Council,City Manager and Planning Director and Planning Commission:

Truly affordable housing is an extremely important goal.

Your constituents who have developmental disabilities rely on their home Community to enable them to be productive residents.

They like to be employed, they like to be caring volunteers.

Because they happen to have a developmental disability such as , Down syndrome, Autism, Cerebral Palsy and several other diagnosis, they rely on your commonsense leadership .

The majority will not be able to be on-line or on the phone to self-advocate.

Due to their daily living challenges continuing to live in their home Community is exceptionally imperative.

If they can not continue residing where they have familiar surroundings their ability to be safe and as independent as possible is in jeopardy.

There are numerous excellent non-profit agencies in existence that are available for needed "wrap around services". They are at no cost to the city.

The city can be assured that their affordable housing units for these residents will be well cared for, and the rent will be paid.

The majority need public transportation. Their presence will provide that ridership consistency that Public Transportation requires.

Your residents who have the complicated challenges of having a developmental disability are relying on your comprehension and leadership in this matter.

Thank you.
Sue Digre
PARCA Family Support Services Department Director.
parca.org
650 278 1606

From: Stephanie Reyes < >

Sent: Thursday, August 13, 2020 12:31 PM

To: Rick Bonilla <RBonilla@cityofsanmateo.org>; Diane Papan <dpapan@cityofsanmateo.org>; Eric Rodriguez <erodriguez@cityofsanmateo.org>; Joe Goethals <jgoethals@cityofsanmateo.org>; Amourence Lee <alee@cityofsanmateo.org>; Patrice Olds <polds@cityofsanmateo.org>

Subject: SUPPORT - Downtown Affordable Housing & Passage

Dear Mayor Goethals, Vice-Mayor Rodriguez, Councilmember Bonilla, Councilmember Lee, and Councilmember Papan:

I'm writing to express my support for the two housing proposals on the agenda tonight.

I'm sure by now you have heard the many reasons to support more housing at all affordability levels in San Mateo. Allowing people who work in San Mateo to also live shortens commutes, which is good for the environment and for people's financial, physical, and mental well-being. Affordable homes help key community members like public safety workers, child care providers, teachers, and landscapers stay in our community and not have to unsafely double-up or spend more than they can afford on housing, forgoing other basic needs. And housing is a racial justice issue as well; by approving more homes, San Mateo can start to overcome its legacy of racist housing policies and practices (an ugly history that San Mateo shares with most if not all communities in the United States).

A safe and affordable home is all the more important during the COVID-19 pandemic, when we must all spend more time at home.

Please vote YES on these two proposals. We should be looking forward to how we build a stronger Bay Area that is just, affordable, and inclusive so we can recover and thrive -- and be prepared for any future emergencies.

Thank you for the opportunity to comment, and for your leadership during these unpredictable times.

Sincerely,
Stephanie Reyes
San Mateo

From: rocio rodriguez <>

Sent: Thursday, August 13, 2020 1:05 PM

To: Rick Bonilla <RBonilla@cityofsanmateo.org>; Diane Papan <dpapan@cityofsanmateo.org>; Eric Rodriguez <erodriguez@cityofsanmateo.org>; Joe Goethals <jgoethals@cityofsanmateo.org>; Amourence Lee <alee@cityofsanmateo.org>; Patrice Olds <polds@cityofsanmateo.org>

Subject: SUPPORT: Affordable Downtown Housing &

Dear San Mateo Planning Commission,

I am writing to you in support of the 225 affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain.

I have lived in this lovely San Mateo Community for over 10 years now. My daughter and I were lucky enough to buy a home in San Mateo. We love our community so much that we decided that we would like our future children/grandchildren to live and be raised in our San Mateo community. I personally support these affordable homes because I as a child with my twin sister and single mother were able to live in an affordable unit. This was able to change our life and allowed us to go to school in our community. I would love it if another family too could be blessed with this opportunity! I understand, more than anyone, how hard it is now a day for a single mother to make an income to pay rent in our area.

I support the current number of affordable homes at this site in San Mateo. Every one of these 225 deeply affordable homes will provide secure shelter to people in need. The 25% public employee preference will help support those who support our community.

Please vote YES on these two proposals to support these 100% affordable homes. The COVID crisis has exposed how critical housing is for our communities. We should be looking forward to how we build a stronger Bay Area that is just, affordable, and inclusive so we can recover and thrive -- and be prepared for any future emergencies.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Respectfully yours,

Rocio Rodriguez, San Mateo Community Member

From: Valerie Rynne < >

Sent: Monday, August 17, 2020 3:05 PM

To: Clerk <clerk@cityofsanmateo.org>; Rick Bonilla <RBonilla@cityofsanmateo.org>;
Amourence Lee <alee@cityofsanmateo.org>; Joe Goethals <jgoethals@cityofsanmateo.org>;
Diane Papan <dpapan@cityofsanmateo.org>; Eric Rodriguez <erodriguez@cityofsanmateo.org>
Subject: City Council Public Hearing on Aug 17, 2020 Mid-Pen Downtown Opportunity Site
Development / Support Housing for Persons with Developmental Disabilities

Dear City Council Members,

I am writing as a resident of San Mateo and as the mother of an adult with a developmental disability who was raised in San Mateo County and who receives services from the Golden Gate Regional Center.

I urge you very strongly to designate at least 8 deeply affordable units for individuals with developmental disabilities in the Mid-Pen Downtown Opportunity site development on Fourth and Fifth Avenue in San Mateo. As a community we need to make it possible for our local adults with developmental disabilities to secure the stable, economically viable housing that is the necessary foundation for their continued participation in our community, supported by direct personal services from the Golden Gate Regional Center.

Local families are struggling to secure stable housing arrangements for their disabled adult sons and daughters before they themselves pass away. A generation of children with developmental disabilities has grown up in our community and attended our local schools. They are now without adequate housing options in our community that will enable them to live the inclusive adult lives of participation in the community that were envisioned upon closure of Developmental Centers.

We urgently need to provide the range of inclusive housing that supports our community members with developmental disabilities moving forward, aligned with the historic movement asserting the right of people with developmental disabilities to full membership in the community. Moreover, we need the support of you, our local officials responsible for the entirety of our community, to help realize that vision and advance that human right on behalf of these individuals.

Sincerely, Valerie Rynne
San Mateo

From: Barbara Kelsey <barbara.kelsey@sierraclub.org>
Sent: Thursday, August 13, 2020 10:50 AM
To: Phillip Brennan <pbrennan@cityofsanmateo.org>
Cc: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>; Clerk <clerk@cityofsanmateo.org>; Gita Dev <gd@devarchitects.com>; Gladwyn d'Souza <godsouza@mac.com>; James Eggers <james.eggers@sierraclub.org>
Subject: City-Owned Downtown Affordable Housing

Dear Associate Planner Brennan and San Mateo City Council,

Thank you for providing the opportunity for the Sierra Club Loma Prieta Chapter Sustainable Land Use Committee (SLU) to comment on the proposed City-Owned Downtown Affordable Housing project scheduled for your August 17, 2020 meeting. SLU is the section of the local Sierra Club chapter that advocates on land use issues like major development projects.

Please see our comment letter and our Guidelines for Residential, Commercial and Mixed-Use Transit Oriented Development attached. We ask that you consider the information in the Guidelines and our scoring as you consider this project.

Respectfully submitted,

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

cc:Gladwyn D'Souza, Conservation Committee, SCLP
James Eggers, Executive Director, SCLP

sent by:

Barbara Kelsey

Chapter Coordinator

Sierra Club, Loma Prieta Chapter

3921 E. Bayshore Rd, Suite 204

Palo Alto, CA 94303

barbara.kelsey@sierraclub.org



SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

August 12, 2020

Phillip Brennan, Associate Planner (pbrennan@cityofsanmateo.org)

San Mateo City Council (CityCouncil@cityofsanmateo.org, clerk@cityofsanmateo.org)

Subject: City-Owned Downtown Affordable Housing

Thank you for providing the opportunity for the Sierra Club Loma Prieta Chapter Sustainable Land Use Committee (SLU) to comment on the proposed City-Owned Downtown Affordable Housing project scheduled for your August 17, 2020 meeting. SLU is the section 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.

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 with our current scoring for this project. After reviewing the plans and talking with the developer, the proposal received a total of 103 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, to confirm compliance, which will require additional information.

The project scores well in our Guidelines considering that it is a 100% affordable project which targets low and very low-income residents. This means the project will have a relatively lower revenue and so it is not reasonable to expect it to score high in our Guidelines, where many items are there to encourage additional optional features that improve the environment. But this project scores very high in the fundamental areas of concern.

- It provides a high number of housing units for lower income people, the group most likely to have to live outside the Peninsula and incur long commutes to work in the Peninsula.
- The location is a prime TOD area near Caltrain and buses, thereby reducing the need for cars.
- The location is extremely walkable, thus further reducing car impacts.
- The parking for residents is restricted to only 70% which will reduce car dependency even more.

These fundamental features are strong and positive for this project. They are at the root of having a housing project that will improve the environment as well as the lives of the residents and the overall San Mateo community.

We are pleased (based on the plans and verbal assurances by the developer) that the proposal includes:

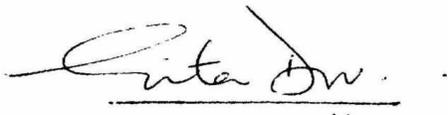
1. High amount of new affordable housing with 225 units, including 60 3BD.
2. Targets Low and Very Low income for affordability
3. Near Caltrain and bus /shuttle lines as a TOD
4. Very walkable with all the amenities of Downtown nearby
5. Helps improve the local jobs/housing imbalance
6. Encourages fewer cars by limiting parking spaces for residents to ~70%
7. All electric residential units
8. Includes pedestrian friendly sidewalks and intersections
9. Native landscaping
10. Monitored Traffic Demand Management Program
11. Lots of bicycle parking (over 1 per unit)
12. Electric car charging stations
13. Near many local amenities, (shopping, restaurants, theaters, parks, etc.)

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

1. The new public parking structure provides more parking spaces than the old parking lot. This could encourage more car traffic with the associated negative impacts. We encourage the City to commit that it will remove other downtown parking places over time to, at least, offset this increase.
2. All of the positive aspects of the development listed (1–13) above should be included in the Development Agreement or as a Condition of Approval. We urge the City to require that all the developer's promises be codified in the Development Agreement and ensure that these are in fact executed.

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

Respectfully submitted:

A handwritten signature in black ink, appearing to read "Gita Dev", is written over a horizontal line.

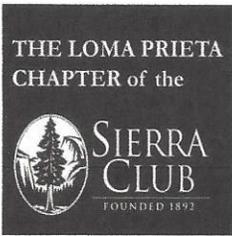
Gita Dev, Co-chair, Sustainable Land Use Committee, Sierra Club Loma Prieta Chapter (SCLP)

CC Gladwyn D'Souza, Conservation Committee, SCLP
James Eggers, Executive Director, SCLP

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

*Downtown San Mateo Opportunity Sites
480 East 4 Ave + 400 East 5 Ave*

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:

Planning Commission study session.

city council to consider AB 1763 to allow more density & height (61 more units)

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:

AB 1763 - Applicant is seeking more density & height than city allows

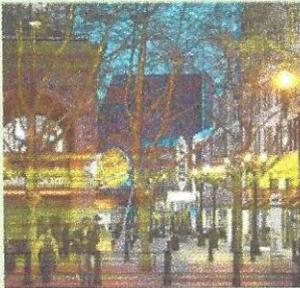
3. Does the development fall under an umbrella CEQA review that will allow individual developments within a designated Plan Area to be built "as-of-right" if they meet the Plan's zoning and environmental requirements?

Yes or No

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

	<p>HOW TO USE THIS CHECKLIST :</p> <p>1. Assign each line item a score in right hand column & total the score at the end of each section</p> <p>2. Minimum score required for a good plan is 100 (out of a total possible score of 180)</p> <p>3. There are TWO mandatory items required for endorsement which are HIGHLIGHTED</p>	SCORE
<p>1. Compact Development <i>uses less land than conventional low-density development</i></p> <p>CHOOSE PARAGRAPH a, b, or c AS APPLICABLE TO THE PROPOSED DEVELOPMENT</p>	<p>a. 100% Housing</p> <p>i. Provide a minimum of 40 units per acre or more density 40 units/acre (2 pt.); 60 units (4 pt.); 80 (6 pt.); 100 (8 pt.); > 100 (10 pt.) (93)</p>	<p>7 8-10</p>
	<p>ii. Provide a minimum of 20% or higher of the total residential units to be affordable⁴ 20% affordable (2 pt.); 40% (4 pt.); 60% (6 pt.); 80% (8 pt.); 100% (10 pt.)</p>	<p>10 0-10</p>
	<p>iii. Provide levels of affordability that skew toward lower income levels 100% Low or very low All affordable units (AFU) @ moderate income⁵ (2 pt.); ¼ of AFU @ low⁶ and/or very low⁷-income w/ ¾ @ moderate income (4 pt.); ½ @ low or very low-income w/ ½ @ moderate income (6 pt.); ¼ @ low or very low income w/ ¼ @ moderate income (8 pt.); All AFU @ low or very-low income (10 pt.)</p>	<p>10 0-10</p>
	<p>iv. Build affordable housing on-site and not by using housing impact fees. (2 pt.)</p>	<p>0 or 2 2</p>
	<p>v. Mitigate residential displacement as the project is developed by: Providing relocation funding (or) including a "Right to Remain" Guarantee⁹ (or) Guaranteeing existing affordable units demolished by new construction will be replaced in final development at 1:1 ratio (or) other? Describe (5 pt.)</p>	<p>N/A 0 or 5</p>
	<p>vi. Additional innovative features - describe (1 pt. each up to 3 pts.) 1 - 25% Public Employee, 1 - 36% Section 8, 1 - many 3 BR units</p>	<p>0-3 3</p>
	<p>Total Points for Housing – Maximum Possible Score is 40 points</p>	<p>32</p>
	<p>b. 100% Commercial</p> <p>i. Assure the development will not exacerbate the region's current jobs / housing imbalance. Determine the number of jobs the project will support⁸, 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 1.5⁹. 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.)</p> <p>ii. Rent new commercial spaces to businesses that meet essential neighborhood needs (1 pt.)</p> <p>iii. Give priority to local and family businesses (1 pt.)</p> <p>iv. Provide local businesses displaced by new construction relocation funding and the opportunity to relocate into the new development after construction is completed (5 pt.)</p> <p>v. Mitigate residential displacement as the project is developed by providing relocation funding (5 pt.)</p> <p>vi. Include Retail or Community-Serving space = 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</p> <p>vii. Additional innovative features - describe (1 pt. each up to 3 pts.)</p>	<p>0 or 10 0 or 1 0 or 1 0 or 5 0 or 5 0 - 5 0 - 3</p>
	<p>Total Points for Commercial – Maximum Possible Score is 30 Points</p>	<p>0</p>
	<p>c. Mixed-Use</p> <p>i. Use paragraph "a" above for housing share of mixed-use and paragraph "b" for commercial share. (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])</p>	
<p>Total Points for Mixed-Use – Maximum Possible Score is 30 - 40 Points</p>	<p>32</p>	

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

<p>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</p> 	<p>a. Plan for Attractive Place Making</p> <ul style="list-style-type: none"> i. <u>Provide public plaza(s) and/or green park(s) on-site</u> (1 pt.) 1 0 or 1 ii. <u>Provide appealing street facades</u> with concealed parking behind, underground, or on top of the building to encourage pedestrian activity and access (1 pt.) 0 or 1 1 iii. <u>Combine open space with other adjacent developments</u> into a common public plaza or green park to work as a "place-making" setting (1 pt.) 0 or 1 VA iv. <u>Locate ground floor retail along public sidewalks</u> (1 pt.) 0 or 1 N/A v. <u>Design / improve sidewalks</u> with reduced vehicle curb cuts to enhance pedestrian safety (1 pt.) 0 or 1 1 vi. <u>Restore existing natural features</u> on-site including creeks, wetlands, trails, wooded areas, <u>native plants</u>, etc. (1 pt.) 0 or 1 1 vii. <u>Additional innovative features - describe</u> (1 pt. each up to 3 pts.) 0 or 1 0 <p>b. Access to Services and Amenities</p> <ul style="list-style-type: none"> i. <u>Access to nearby services and amenities</u> 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. <i>Downtown</i> 0 or 10 10 ii. <u>Determine Walk Score¹⁰</u> - 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.) <i>(97)</i> 0 or 5 5 iii. <u>Additional innovative features - describe</u> (1 pt. each up to 2 pts.) <i>1 - Roof Deck 1 - Fitness center</i> 0 or 2 2 <p>c. Include Community Benefits¹¹:</p> <ul style="list-style-type: none"> i. <u>Establish an Agreement for community benefits</u> 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.) 0 or 5 0 ii. <u>Contribute money to maintain or upgrade public parks or trails</u> (1 pt.) 0 or 1 0 iii. <u>Reclaim streets for community benefits</u> such as pedestrian-only uses (1 pt.) 0 or 1 0 iv. <u>Provide day care facility on-site</u> (1 pt.) 0 or 1 0 v. <u>Use Transfer of Development Rights (TDR)¹²</u> 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.) 0 or 1 0 vi. <u>Include Sierra Club's ecological Urban Habitat Design Guidelines¹³</u> (1 pt.) and conform to local jurisdiction's <u>Urban Habitat Plan¹⁴</u> if available (1 pt.) <i>1 - Public Art 1 - community Room 1 - playground</i> 0 or 2 2 vii. <u>Additional innovative features - describe</u> (1 pt. each up to 3 pts.) 0 or 3 3 <p>Total Points for Public and Community Benefits – Maximum possible score is 40 24</p>
<p>3. Pedestrian Priority</p> 	<p>a. Create a Walkable Environment – Walking has many health, environmental, and economic benefits. Pedestrian priority encourages walking as the primary mode of transportation.</p> <ul style="list-style-type: none"> i. <u>Include pedestrian priority as the primary design criteria</u>, with bikes and scooters second, transit third, and automobiles last (9 pt.) 9 0 or 9 ii. <u>Provide mid-block pedestrian cross walks with flashing safety lights and bulb outs connected to paseos, paths, or pass-through lobbies on-site</u> to increase the ease of walking through the development and adjacent neighborhoods (2 pt.) 0 or 2 0 iii. <u>Provide wide pedestrian-friendly sidewalks¹⁵</u> that are level, well-lit (1 pt.), and include attractive, functional street furniture, art & active facades along the sidewalk to encourage walking (1 pt.) 0 or 2 0 iv. <u>Plan sidewalk & street intersections with bulb-outs</u> to reduce street width at intersections (2 pt.) 0 or 2 0 v. <u>Provide direct connection to designated urban trail system</u> (2 pt.) 0 or 2 0

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	vi. Additional innovative features - describe (1 pt. each up to 3 pts.)	0-30
	Total Points for Pedestrian Priority – Maximum possible score is 20	9
<p>4. Transportation Alternatives allow residents and visitors to have options to conveniently and safely commute and run errands without a car.</p> 	<p>a. Reduce Parking Requirements and Reduce Incentives to Drive</p> <p>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) program¹⁶ must be transparent, adaptive, reported, and enforced (5 pt.)</p> <p>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.)</p> <p>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.)</p> <p>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.)</p> <p>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.)</p> <p>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.)</p> <p>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.)</p> <p>viii. Bus stop located immediately adjacent to, or on-site (1 pt.)</p> <p>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.)</p> <p>x. Include car share within, or immediately adjacent to the development (1 pt.)</p> <p>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>	<p>5 0-5</p> <p>3 0-5</p> <p>5 0-5</p> <p>0 0-5</p> <p>1 0-1</p> <p>0 0-1</p> <p>0 0-1</p> <p>1 0-1</p> <p>1 0-1</p> <p>0 0-1</p> <p>0 0-1</p>
	<p>b. Plan for Bicycle and Scooter Convenience</p> <p>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.)</p> <p>ii. Provide one free bike parking space per housing unit in gender safe, visible, well-lit area (1 pt.)</p> <p>iii. Require 25% bike-to-car parking ratio for guest and public parking (1 pt.)</p> <p>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.)</p> <p>v. Provide bike share and/or scooter-share on, or immediately adjacent to the site (1 pt.)</p> <p>vi. Provide incentives for bicycle use (on-site showers, lockers, bike repair areas, etc. (1 pt.)</p>	<p>1 0-1</p> <p>1 0-1</p> <p>1 0-1</p> <p>1 0-1</p> <p>0 0-1</p> <p>1 0-1</p>
	<p>c. Plan for Public Transit-</p> <p>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.)</p> <p>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.)</p> <p>iii. Additional innovative features - describe (1 pt. each up to 3 pts.)</p>	<p>2 0-2</p> <p>0 0-2</p> <p>2 0-3</p>
	Total Points for Transportation Alternatives – Maximum possible score is 40	25

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<p>5. Energy and Resource Efficiencies provide healthy work and living environments with a low carbon footprint</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, <u>all electric building</u>, other (3 pt.) ii. <u>Plan for Zero Net Water²⁴</u>, e.g. <u>efficient water usage</u>, grey water and black water systems, other (3 pt.) iii. <u>Plan for Zero Net Waste²⁵</u>, e.g. <u>recycling</u>, sewage and waste management, other (3 pt.) iv. <u>Meet LEED or LEED Equivalent construction – Gold or Platinum</u> (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 1 0-3 1 0-1 0 0-1 0 0-1 0 0-1 0 0-1 1 0-1 0 0-3 7</p>
<p>6. A Healthy Ecology supports resident’s, guest’s, and employee’s health and well-being</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 3 0-3 0 0-3 0 0-3 0 0-2 0-3 0 6</p>
<p>TOTAL POINTS FOR ALL SECTIONS: $32 + 24 + 9 + 25 + 7 + 6 =$ Maximum possible score is 180; minimum required is 100</p>		<p>103</p>

Item 23 Public Comments
**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.eesi.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 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.goba.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%20constr%20green%20corridors%203-21-19.pdf>

From: Petra Silton <
Sent: Thursday, August 13, 2020 10:56 AM
To: Rick Bonilla <RBonilla@cityofsanmateo.org>; Diane Papan <dpapan@cityofsanmateo.org>;
Eric Rodriguez <erodriguez@cityofsanmateo.org>; Joe Goethals
<jgoethals@cityofsanmateo.org>; Amourence Lee <alee@cityofsanmateo.org>; Patrice Olds
<polds@cityofsanmateo.org>
Subject: SUPPORT - Downtown Affordable Housing & Passage

Dear Mayor Goethals, Vice-Mayor Rodriguez, Councilmember Bonilla, Councilmember Lee, and Councilmember Papan:

I'm writing to express my support for the two housing proposals on the agenda tonight.

We all know how important housing is and what a lack of housing we have in San Mateo. These are both great proposal focused on TOD.

Please vote YES on these two proposals. The COVID crisis has exposed how critical housing is for our communities. We should be looking forward to how we build a stronger Bay Area that is just, affordable, and inclusive so we can recover and thrive -- and be prepared for any future emergencies.

Thank you for the opportunity to comment, and for your leadership during these unpredictable times.

Sincerely,

Petra Silton
San Mateo Resident

From: Bob Whitehair < >

Sent: Thursday, August 13, 2020 3:30 PM

To: Clerk <clerk@cityofsanmateo.org>; City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Subject: comments on agenda item for Aug 17 - downtown sites

Dear City Clerk, these are my comments for Aug 17 regarding the downtown sites

Mayor Goethals, and Council Members

The Downtown Opportunity Site project on the August 17, 2020 Council agenda is a well-planned, well thought out project. I wholeheartedly recommend its approval.

This is a courageous move by the Council on behalf of our community.

Regarding the parking structure, parking issues and EV charging, I have some observations. A small group of us in Fossil Free Buildings Silicon Valley and Sustainable San Mateo County have been delving into the minute details of EV charging infrastructure. We offer some preliminary thoughts to spur the conversation:

1. Level 1 charging can be very problematic in actual use. It has been reported that some maintenance staffs spend too much time constantly replacing outlets that may have been intended for household use, none of which were designed for repeated use with rough treatment as chargers are plugged in, removed, and often unintentionally abused. And Level 1 can have the added problem of providing only minimal miles.
2. Level 2 EVSE charging at 220 Volts can overcome some or all of these obstacles, of course at a higher cost. But such charger systems make better use of load balancing software thus potentially reducing the size of costly power transformers. Level 2 EVSE charging is much more appealing to, and usable by, the potential customer.
3. Every project is unique and so too are the EV infrastructure requirements. We have learned for example, that engineering details are important, but so too are PG&E electricity rate schedules, as well as overall financing including grants, rebates, cap and trade features, etc. It may make more sense for each builder to find a partner who is responsible for the entire operation of the EV infrastructure.
4. We are aware that some builders are reluctant to install EV infrastructure because of a belief that demand just does not yet exist. However, most of us believe that the sale of electric vehicles is about to explode. We hope this project is ready for that.

I urge the Council to approve the project, with these conditions:

1. Mid-Peninsula should retain the services of an engineering or design firm that has the capability to design the best EV charging system, one that will not have maintenance headaches, and one that will take advantage of PG&E and PCE rate schedules, and be financially well leveraged using rebates, cap and trade funding and similar advantages. Mid-Pen may even want to consider turn key EV infrastructure.
2. I understand that Peninsula Clean Energy may have EV charging infrastructure funding available for non-profit housing projects. I urge the council to support requests for such grant funding.

Thank you

Robert Whitehair