

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

Rendell Bustos

From: Clerk
Sent: Monday, August 17, 2020 9:00 AM
To: Concar Passage Mixed Use Project
Subject: Akers

*"The vote is the most powerful instrument, the most powerful non-violent tool, in a democratic society."
Congressman John Lewis*



Joan Diskin
Deputy City Clerk
330 W. 20th Ave., San Mateo, CA 94403
650-522-7044 | jdiskin@cityofsanmateo.org

From: Diane Akers [REDACTED]
Sent: Sunday, August 16, 2020 7:23 PM
To: Clerk <clerk@cityofsanmateo.org>
Cc: John S. Akers [REDACTED]
Subject: CONCAR PASSAGE

We have been Sunnybrae homeowners/residents since 1975 and active participants in the betterment of our community. Since the beginning of the Concar Passage proposal several years ago, we have been in touch with the cities project manager (no longer there), as well as attended City Council meetings to gain information, a better understanding of this project, and express our concerns.

We, as well as many of our neighbors have continued to express concerns over a project of this enormity negatively affecting this area of San Mateo. Since Covid restrictions have limited us to less effective communication/interaction with the City, our concerns have increased as we continue to have unanswered questions. We have never been able to get a report on the level of occupancy at Station Park Green (?) There is another development presently under construction with 68+ additional units where the AAA building was on Delaware. No one knows the future success of these developments; why add another 900+ units before we know more of what future housing needs will look like.

In light of the present uncertainty of the housing market as well as our economy, and other challenges due to Covid , we are asking you NOT to approve the Concar Passage proposal at this time. (August 17th City Council meeting).

Thank you for your consideration of our request,

John S. and Diane L. Akers

From: Emma Shlaes <emma@bikesiliconvalley.org>

Sent: Monday, August 17, 2020 2:48 PM

To: Clerk <clerk@cityofsanmateo.org>

Subject: Comment on Agenda Item 24: Concar "Passage" Mixed Use Project – Planning Application and Development Agreement Approvals

Dear Mayor Goethals and the Honorable City Council of San Mateo:

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 | she/her/hers



[Want to see more bikes on your streets? Donate today!](#)

650-703-1191

Twitter @bikeSV | FB/Instagram @bikesiliconvalley

Rendell Bustos

From: Mary Way
Sent: Monday, August 17, 2020 8:15 AM
To: Concar Passage Mixed Use Project
Subject: FW: [IMPORTANT AND URGENT] Sound Barrier for 19th Avenue Park
Attachments: letter.pdf

From: Yuning Chai [REDACTED]
Sent: Monday, August 17, 2020 12:39 AM
To: Eric Rodriguez <erodriguez@cityofsanmateo.org>; Amourence Lee <alee@cityofsanmateo.org>; Joe Goethals <jgoethals@cityofsanmateo.org>; Rick Bonilla <RBonilla@cityofsanmateo.org>; Diane Papan <dpapan@cityofsanmateo.org>; Patrice Olds <polds@cityofsanmateo.org>
Cc: Planning Commission <PlanningCommission@cityofsanmateo.org>; Rendell Bustos <rbustos@cityofsanmateo.org>
Subject: [IMPORTANT AND URGENT] Sound Barrier for 19th Avenue Park

Dear City Council members,

I am Chai, and I am a resident of 19th Avenue Park in San Mateo. I represent 33 households who live adjacent to Concar Drive or South Delaware Street in 19th Avenue Park.

I am sure that Rendell (cced) has forwarded you our petition/plea (see attachment) regarding building better noise mitigation around our neighborhood of 19th Avenue Park. I am writing to you because I'd like to re-emphasize our request's importance and urgency since there has been minimal progress since we sent you the email below more than over a year ago.

The City's own environmental report found that our noise level is at 71dB, which is almost 30 dB (=1000 times) higher than 45dB that is considered "acceptable". An average noise level of 71 dB is equivalent to somebody vacuuming outside of your bedroom 24-7 non-stop. And the 71dB was measured on Concar Drive even without taking into account the planned Concar Passage construction. On the South Delaware side, we have people needing therapy for mental stress caused by traffic noise and construction noise from the ongoing Station Park Green project!

We are asking for a sound barrier to replace our wooden fence, among others. Per our calculation, the cost will be only a fraction of the Concar Passage project donations, and it should not be too much asked.

Thank you and best wishes,
YC

On Thu, Apr 11, 2019 at 10:16 PM Phebee Liu <phebeemm@gmail.com> wrote:

Dear San Mateo City Council members,

My name is Yi Liu, and my husband Yuning Chai and I are residents at 19th Avenue Park in San Mateo. I am writing this email on behalf of 32 families (Please find signatures 37 individuals in the attachment) on Connie Avenue and Eleanor Drive. In the light of the proposed Concar Passage project site, we like to ask for **enhancement of our fencing structure to Concar Drive and Delaware Street, that is, to replace our wooden fences with a masonry fence / sound barrier.**

Please find the following in the attachment:

- Our letter to you (letter.pdf)
- All 38 signatures from neighbors supporting our proposal (signatures.pdf)
- Map displaying the noisy roads, future construction sites, proposed sound barriers and supporting families' property locations.

Here is our letter in plain text:

-----THE LETTER STARTS HERE-----

RE: Masonry Fence / Sound Barrier for 19th Avenue Park

Dear San Mateo City Council members,

My name is Yi Liu, and my husband Yuning Chai and I are residents at 19th Avenue Park in San Mateo. I am writing this email on behalf of **32 families** (Please find signatures of 39 individuals in the attachment) on Connie Avenue and Eleanor Drive. In the light of the proposed Concar Passage project site, we like to ask for **enhancement of our fencing structure to Concar Dr. and Delaware Street, that is, to replace our wooden fences with a masonry fence / sound barrier.**

The traffic is too noisy already

Our backyard is on Concar Dr., which is immediately adjacent to the proposed Concar Passage project site. In the past years, as more rental complexes such as the Station Park Green are built, more trucks, motorbikes and sports cars with loud engines drive through Concar Dr. and Delaware St.. Their engine noise is clearly heard in our bedrooms. Unfortunately, this kind of traffic never stops, even during the nighttime. Several families have called the police for excessive noise coming from the street and plaza. The street noise adds to the planes and Caltrain horn noises, all of which cause our one-year-old baby to wake up in the midnight crying.

Construction is only going to make it worse

During the construction of the new site, truck deliveries and mechanical equipment will be yet another source of loud noise. Recently, we had to call 911 to complain about the midnight construction noise coming from Ross. Some of our neighbors was awakened up at 3 in the morning yesterday because of some big engines running at Trader Joe's. Besides, people live on and near Eleanor Dr. told us they constantly hear trucks and construction noise from the ongoing Station Park Green development. Furthermore, once the project has finished, how much more additional traffic is expected from the new giant rental complex? It makes me worried about the potential health problems which can be caused by the elevated noise level, especially to the kids. WE CAN'T TAKE ANY MORE NOISE.

Eichler homes have little room for improvement

According to the city's General Plan[1], the interior noise level standard in all residential areas should not exceed 45 dB. However, < 45 dB is clearly not the case in my home and our neighbors'.

Unfortunately, the unusual structure of the Eichler houses - with multiple large windows, flat/shin roofs and concrete slab foundations (which introduce resonance on walls and windows) - makes this problem even worse. No matter how hard we tried, there are limited things we can do to keep out exterior noises.

The solution: we need masonry fence/sound walls

Concar Dr. is an arterial roadway with heavy traffic as well as big trucks visiting the 24 hour 7-Eleven. Delaware St also moves a large number of mail trucks and trucks for the Station Park Green construction work. Congestion during rush hour make things even worse. Measurements in 2003 showed that you have to stay at least 223 feet (68 meters) away from Concar Dr. to get a noise level of 60 dB [1](Table 4.7-6). (and this was measured 16 years ago, how much heavier is the traffic now?) For comparison, our homes are just about 8 feet from Concar Dr., where the exterior noise is far beyond the acceptable level. Why don't we have noise abatement barriers?

The 19th Avenue Park Neighborhood is listed as 'potential noise-sensitive land uses' within the city's Corridor Plan Area[1], so it is evident that the city is aware of the noise issue affecting this neighborhood. Also, our neighbors have voiced similar complaints before [2]. Our backyards are directly connected to main streets and multiple construction sites, and there is a little buffer between us and the traffic on Concar Dr. - the pavement is narrow, and the trees are sparse and bald.

For reference, Saratoga Dr., which has a lower noise level than Concar Dr.[1](Table 4.7-2), has sound walls protecting the Fiesta Gardens neighborhood. Plus, there is a larger buffer between the road and their backyards. So again, why don't we have similar noise abatement barriers?

This neighborhood needs attention from the City. We have been suffering from excessive noise for many years, which has already lowered the quality of our life. As a resident and a mother, I urge you to take acoustical analysis and measures to help us solve this problem, instead of making it much worse by slamming in another big construction site just 50 feet away from our backyards.

PLEASE - At least, build us a masonry sound barrier.

Thank you for your time.

Regards,
Yi Liu & Yuning Chai

-----THE LETTER ENDS HERE-----

Thank you and best wishes,

Yi Liu

To:

PlanningCommission@cityofsanmateo.org

citycouncil@cityofsanmateo.org

jgoethals@cityofsanmateo.org

erodriguez@cityofsanmateo.org

rbonilla@cityofsanmateo.org

alee@cityofsanmateo.org

dpapan@cityofsanmateo.org

RE: Noise Mitigation Improvements around the 19th Avenue Park Neighborhood

Dear San Mateo City Council members,

We are following up on our original letter (Exhibit E) to the City Council dated back on 4/11/2019 regarding our petition to improve the noise mitigation along Concar Drive and South Delaware Street around the 19th Avenue Park neighborhood.

Our community has been suffering from heightened noise levels caused by heavy traffic and constant construction for years. Many recent projects, Hines buildings, Station Park Green, AAA project, and the upcoming Concar Passage and Caltrain development, have been on the back of our neighborhood. We stress here that our petition is not just directed at the planned Concar Passage project, but is a response to back-to-back construction projects listed above over several years now and counting.

32 households from our community(see Exhibit A, B) have signed the petition back in 2019. One family was not present then but has voiced strong support recently. In total, we have the backing of a total 33 homes directly impacted by the ongoing Station Park Green and the planned Concar Passage constructions.

Our noise concern is further backed by the City's own environmental report [1], which has found that our noise level at Leq 71dB is significantly above the 45dB that is considered acceptable for residential areas. Anything above 70dB is considered "**normally unacceptable**" by City's guidelines.

We propose the following two items to mitigate the noise issue:

1. **A new concrete sound barrier to replace the wooden fence along both Concar Drive and South Delaware.** An example of such a sound barrier exists along Saratoga Drive. The sound barrier shall be 8 feet tall and stretches over 0.4 miles. The cost shall be allocated from the community benefit donations from the Concar Passage Project. At a unit price of \$30-60 per square feet [2], this results in an estimated total cost of \$500k-1M. Please see Exhibit C for an illustration.

2. **To reduce the speed limit along Concar Drive and South Delaware to 25mph.** Once both the Station Park Green and Concar Passage are completed, either side of both streets will be residential, which justifies a 25mph speed limit. We can replace existing and planned traffic lights with stop signs in line with residential neighborhoods. Please see Exhibit D.

We like the Council to understand the pain caused by the heavy traffic and construction noises next to our neighborhood. When we asked our neighbors to support our petition, we heard numerous heartfelt stories where the consistent environmental noise has impacted our lives. Some have babies at home who are woken up as early as 5 am by construction trucks every day. Some elderly residents, who have spent their whole lives in this neighborhood, are constantly stunned by racing motorbikes in the middle of the night. The most painful story is a neighbor whose anxiety caused by the constant traffic and construction has reached such a level that they had their entire house equipped with loudspeakers to continuously play soothing sounds. Yet, they still had to go to therapy to combat the anxiety.

We know that the City wants to utilize the community benefit from the Concar Passage project to improve traffic. We all love better traffic. But what we are asking is a fraction from the \$10M from the Concar Passage project. Considering that the total donation from Hines buildings, Station Park Green, AAA project and others, probably significantly exceed these \$10M, we hope that a better sound barrier and reduced speed limit is not too much asked from a community that has suffered greatly and has contributed property taxes over 70 years.

Regards,

Yuning Chai, on behalf of 33 families that need your help!

[1]:

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

[2]: Estimates taken from <https://medium.com/re-form/muting-the-freeway-e18ee195bd38> and https://www.concretenetwork.com/concrete/poured_concrete_retaining_walls/cost.html

Google Maps

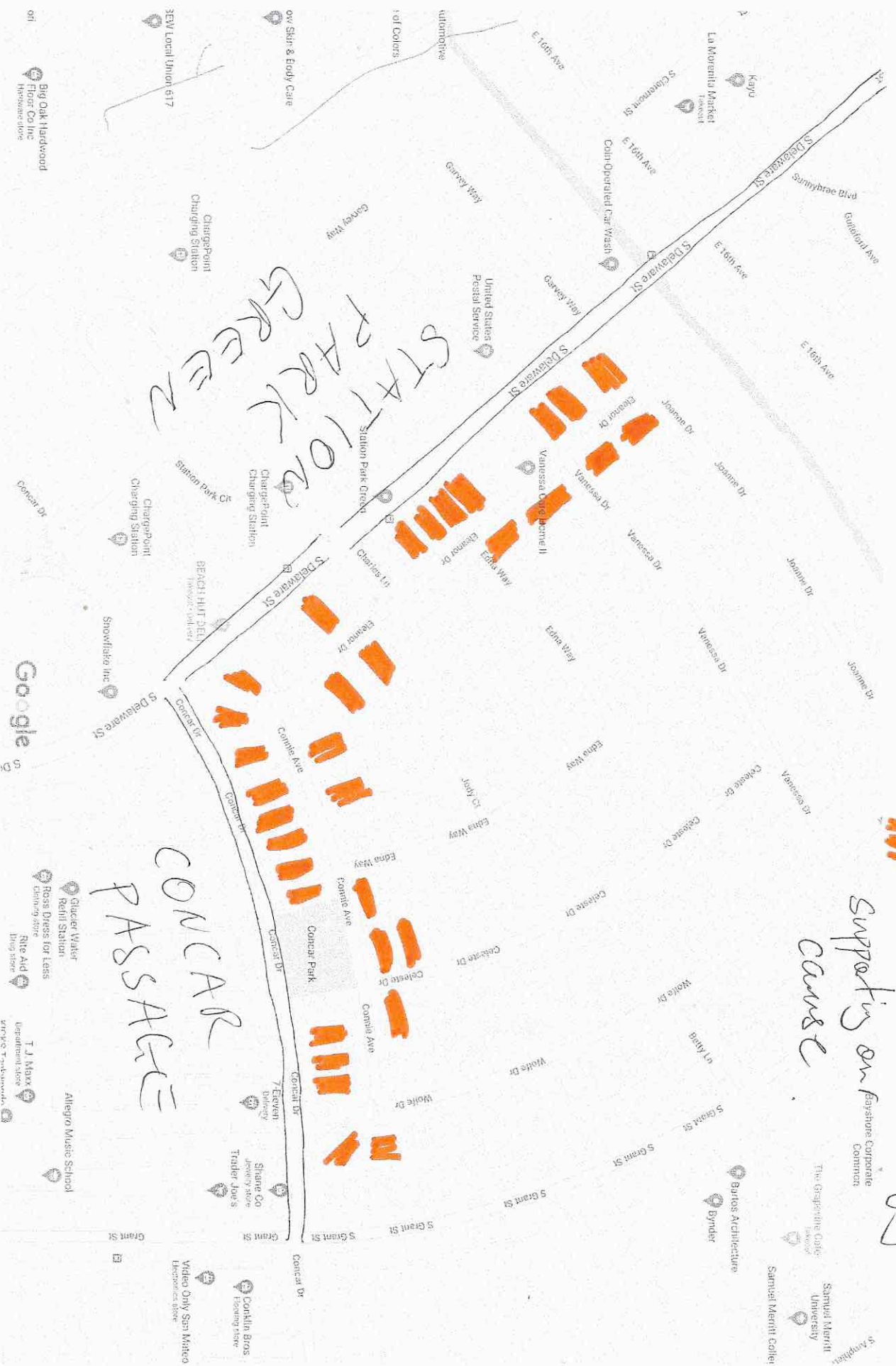



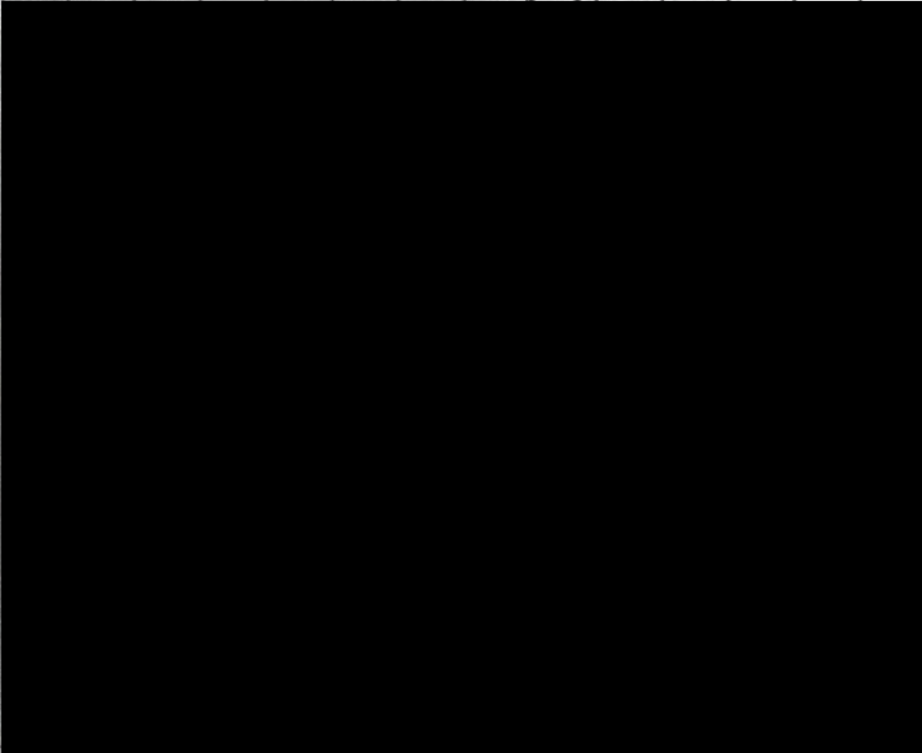
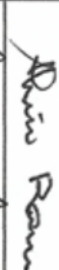
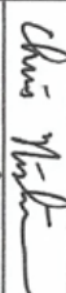
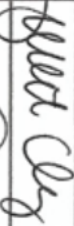







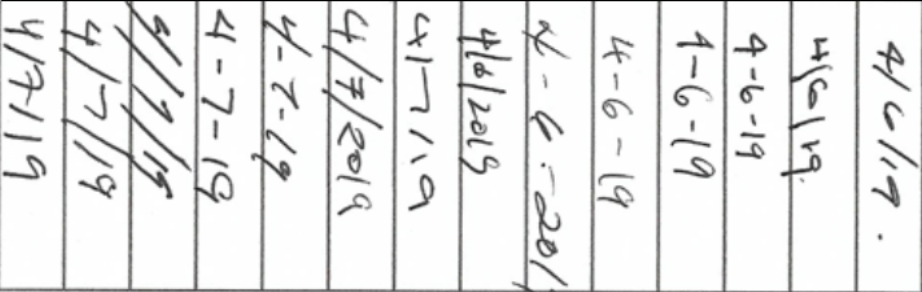



Exhibit A

33 households strongly
supporting an Eastmore Corporate
Center

Exhibit B


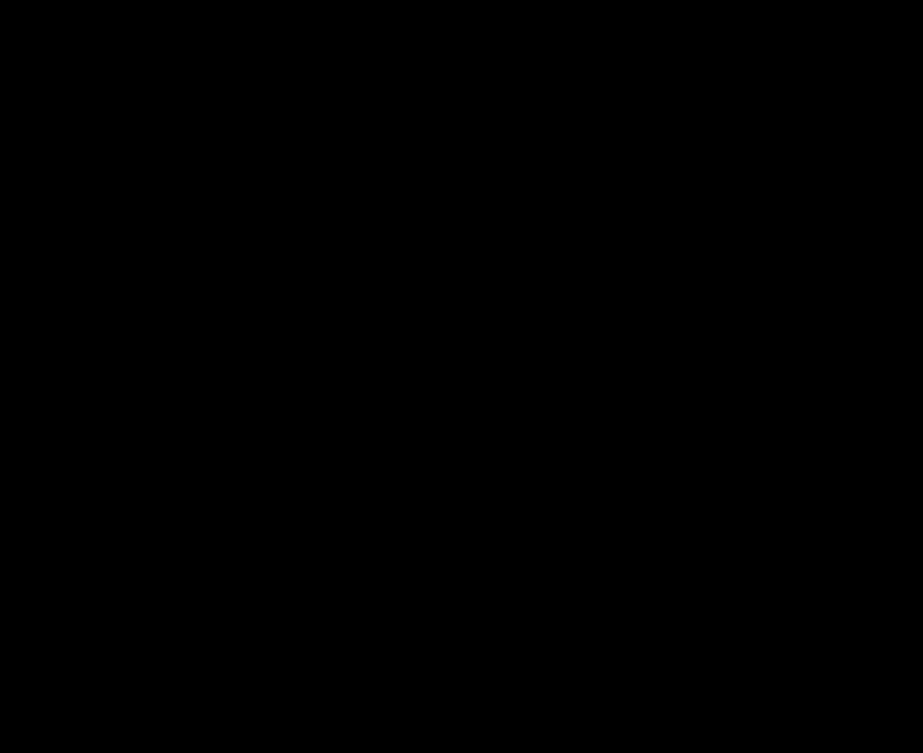














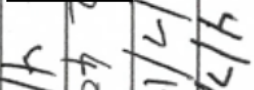
In Support for Yi Liu's Proposal to Build Sound Barrier For The 19th Avenue Park Community

We, the undersigned residents of 19th Avenue Park, San Mateo, CA, support Yi Liu's proposal to replace the wooden fence currently surrounding the 19th Avenue Park with tall sound barriers. These barriers shall significantly reduce the noise caused by the construction of Concar Passage Project, and by the increased traffic along Concar Drive and Delaware Street.

Full Name	Signature	Address	Date
DENISE WISHMAN			4/6/19.
SHERI Rasm.			4/6/19.
CAROL H. NISHIMURA			4-6-19
Janet Chung			4-6-19
JULIE TOMPA			4-6-19
Shelly Casselstrom			4-6-2019
Conrad Elman			4/6/2019
SARA GARDNER			4/7/19
Kevin Gardner			4/7/2019
MELLY TARRICHIO			4-7-19
PAUL KASNER			4-7-19
JOE CORTIS			4/7/19
SYLVIA SAND			4/7/19
Patrice Glynn			4/7/19

In Support for Yi Liu's Proposal to Build Sound Barrier For The 19th Avenue Park Community

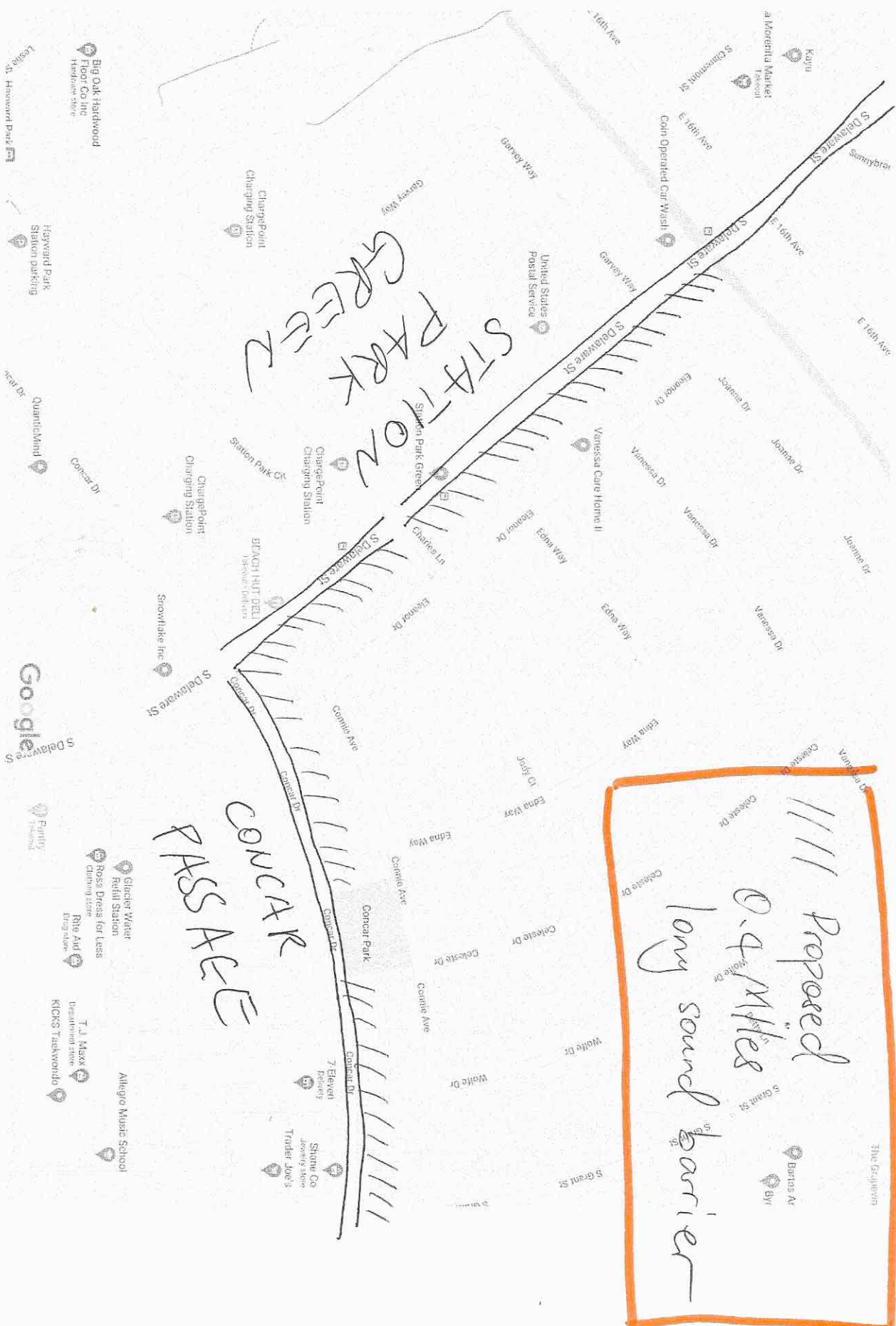
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Full Name	Signature	Address	Date
DANIEL KIM			4/7/19
Alicia Weber			4/7/19
Albert QIAN			4/7/19
FRED BREUN			4-7-19
FABIAN FRANK			4/7/19
James MacKinnon			4-7-19
LEONARDO TORO AND			4-7-19
JAMES TORO AND			4-7-19
Bern Naran			4-7-19
Esther Ann			4/7/19
Thomas Addizio			4/7/19
Adam Cross			4/7/19
ANNA			4/7/19
Sarah Bell			4/7/19
			4/7/19

SAM

Google Maps

Exhibit C



$$\begin{array}{r} 111 \\ \times 5 \\ \hline 555 \\ \hline 1110 \end{array}$$



To:

PlanningCommission@cityofsanmateo.org

lilim@cityofsanmateo.org

dpapan@cityofsanmateo.org

mfreschet@cityofsanmateo.org

rbonilla@cityofsanmateo.org

jgoethals@cityofsanmateo.org

erodriguez@cityofsanmateo.org

San Mateo, CA

04/11/2019

RE: Masonry Fence / Sound Barrier for 19th Avenue Park

Dear San Mateo City Council members,

My name is Yi Liu, and my husband Yuning Chai and I are residents at 19th Avenue Park in San Mateo. I am writing this email on behalf of **32 families** (Please find signatures 39 individuals in the attachment) on Connie Avenue and Eleanor Drive. In the light of the proposed Concar Passage project site, we like to ask for **enhancement of our fencing structure to Concar Drive and Delaware Street, that is, to replace our wooden fences with a masonry fence / sound barrier.**

The traffic is too noisy already

Our backyard is on Concar Dr., which is immediately adjacent to Concar Drive and the proposed Concar Passage project site. In the past years, as more rental complexes such as the Station Park Green are built, more trucks, motorbikes and sports cars with loud engines drive through Concar Drive and Delaware St.. Their engine noise is clearly heard in our bedrooms. Unfortunately, this kind of traffic never stops, even during the nighttime. Several families have called the police for excessive noise coming from the street and plaza. The street noise adds to the planes and Caltrain horn noises, all of which cause our one-year-old baby to wake up in the midnight crying.

Construction is only going to make it worse

During the construction of the new site, truck deliveries and mechanical equipment will be yet another source of loud noise. Furthermore, once the project has finished, how much more additional traffic is expected from the new giant rental complex? It makes me worried about the potential health problems which can be caused by the elevated noise level, especially to the kids. **WE CAN'T TAKE ANY MORE NOISE.**

Eichler homes have little room for improvement

According to the city's General Plan[1], the interior noise level standard in all residential areas should not exceed 45 dB. However, < 45 dB is clearly not the case in my home and our neighbors'.

Unfortunately, the unusual structure of the Eichler houses - with multiple large windows, flat/shin roofs and concrete slab foundations (which introduce resonance on walls and windows) - makes this problem even worse. No matter how hard we tried, there are limited things we can do to keep out exterior noises.

The solution: we need masonry fence/sound walls

Concar Dr. is an arterial roadway with heavy traffic as well as big trucks delivering to retailers such as the Seven-Eleven. Measurements in 2003 showed that you have to stay at least 223 feet (68 meters) away from Concar Dr to get a noise level of 60 dB [1](Table 4.7-6). (and this was measured 16 years ago, how much heavier is the traffic now?) For comparison, our homes are just about 8 feet from Concar Dr, where the exterior noise is far beyond the acceptable level. Why don't we have noise abatement barriers?

The 19th Avenue Park Neighborhood is listed as 'potential noise-sensitive land uses' within the city's Corridor Plan Area[1], so it is evident that the city is aware of the noise issue affecting this neighborhood. Also, our neighbors have voiced similar complaints before [2]. Our backyards are directly connected to main streets and multiple construction sites, and there is a little buffer between us and the traffic on Concar Dr. - the pavement is narrow, and the trees are sparse and bald.

For reference, Saratoga Dr., which has a lower noise level than Concar Dr.[1](Table 4.7-2), has sound walls protecting the Fiesta Gardens neighborhood. Plus, there is a larger buffer between the road and their backyards. So again, why don't we have similar noise abatement barriers?

This neighborhood needs attention from the City. We have been suffering from excessive noise for many years, which has already lowered the quality of our life. As a resident and a mother, I urge you to take acoustical analysis and measures to help us solve this problem, instead of making it much worse by slamming in another big construction site just 50 feet away from our backyards.

PLEASE - At least, build us a masonry sound barrier.

Thank you for your time.

Regards,
Yi Liu & Yuning Chai

[1] <https://www.cityofsanmateo.org/DocumentCenter/View/3939/47-Noise>

[2]

<https://cosm.legistar.com/LegislationDetail.aspx?ID=3460036&GUID=074A0579-CB9F-4844-95D0-77826E832E50&Options=&Search=>

Rendell Bustos

From: Douglas M. Chesshire [REDACTED]
Sent: Thursday, August 13, 2020 3:05 PM
To: Concar Passage Mixed Use Project; Clerk
Subject: Comment Letter on Passage Project
Attachments: Passage Project (City Council).pdf

To whom it may concern,

Attached is a letter to the City Council to be review prior to the upcoming meeting on Aug. 17, 2020.

Thank you,

Doug Chesshire
Field Representative
San Mateo

This message and any attachments may be privileged, confidential or proprietary. If you are not the intended recipient of this email or believe that you have received this correspondence in error, please contact the sender through the information provided above and permanently delete this message.



August 13, 2020

CARPENTERS UNION LOCAL 217 SAN MATEO COUNTY

1153 CHESS DRIVE • SUITE 100 • FOSTER CITY, CALIFORNIA 94404-1197 • (650) 377-0217

City Council
City of San Mateo
330 West 20th Ave
San Mateo, CA 94403

Re: Carpenters Union Local 217 Support for the Passage @ San Mateo Project

Dear Mayor Goethals and Members of the Council,

The members of Carpenters Union Local 217 in San Mateo and the surrounding Bay Area strongly support the approval and development of the Passage at San Mateo project. The California Coastal Properties Team is proposing a truly unique development to the city of San Mateo, one that brings a balance of good paying jobs and necessary affordable-workforce housing. This project will bring hundreds of Union construction jobs to San Mateo and provide an opportunity for local apprentices, including women and minorities, to begin or continue a career in the construction industry.

This type of development is exactly what the City of San Mateo needs. A development, which highlights the intent and goals of the Vision 2030 plan by delivering a well, thought out project and vibrant mixed-use facility. When completed, the development proposed by California Coastal Properties will deliver 900+ residential units including much-needed affordable housing. Additionally, it will produce a tremendous amount of permanent jobs, which will create opportunities for local residents to work closer to where they live. Doubling the size of Hub Park, this project allows for generous amounts of public and private open spaces, an on-site childcare center and the preservation of a Ballet Theatre truly displays the Development Team's overall commitment to San Mateo, and its residents.

California Coastal Properties active communication with the community and residents of San Mateo is apparent through their ability to assemble a development that checks all the boxes the City expects and others should follow for a development of this size.

Consistent with many of their developments in and around the bay area, California Coastal Properties has committed to hiring a Union general contractor for this development in recognition of the quality and standards that the Development Team intend to achieve in San Mateo and only a Union general contractor can deliver.

Carpenters Union Local 217 is proud to support the Development Team for their commitment and dedication to San Mateo, Union labor, residents and our community at large. Thank you for your service and consideration in expediting the approval of this development ensuring San Mateo residents and the surrounding bay area may begin to enjoy its many benefits.

Sincerely,

Doug Chesshire
Field Representative

DC/em
OPEIU:29/AFL-CIO

Rendell Bustos

From: Clerk
Sent: Monday, August 17, 2020 2:16 PM
To: Concar Passage Mixed Use Project
Subject: PARCA

*"The vote is the most powerful instrument, the most powerful non-violent tool, in a democratic society."
Congressman John Lewis*



Joan Diskin
Deputy City Clerk
330 W. 20th Ave., San Mateo, CA 94403
650-522-7044 | jdiskin@cityofsanmateo.org

From: Sue Digre [REDACTED]
Sent: Monday, August 17, 2020 1:50 PM
To: Clerk <clerk@cityofsanmateo.org>
Subject: Fwd: Affordable Housing for those who have a developmental disability

8 17 2020.
1 For agenda item 23.
2. May be on topic for item
24.

Thank you for your assistance ,esp during COVID!
Sue Digre

----- Forwarded message -----

From: Sue Digre [REDACTED]
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 [REDACTED]

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



Rendell Bustos

From: Patrice Olds
Sent: Thursday, August 13, 2020 2:45 PM
To: Rendell Bustos; Joan Diskin
Subject: FW: in support of Concar Passage & the Downtown Opportunity Sites



Patrice M. Olds, MMC

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

From: Stephen N. Floor [REDACTED]
Sent: Thursday, August 13, 2020 2:24 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: in support of Concar Passage & the Downtown Opportunity Sites

Dear San Mateo City Council Members,

I am writing in strong support of the two housing possibilities at Concar Passage and the Downtown Opportunity Sites to be considered next Monday. I am very thankful that the City Council has taken strong stands in support of decent housing conditions and addressing our critical housing crisis, including the recent red tag decision and associated conversation about how to get payments to the tenants as fast as possible. Thank you for all you do.

These two proposed developments will provide much needed housing and help address the ~8:1 low-income job to affordable housing ratio in San Mateo. My son's elementary school teacher had to move last year because of the cost of living, as do so many San Mateans who aren't wealthy or long-time homeowners. Even if demand decreases moderately due to COVID, we still have a long way to go to achieve housing affordability and to build community for all San Mateans. I look forward to construction of these badly needed homes!

Thanks for your time,
Stephen

Rendell Bustos

From: Mary Way
Sent: Thursday, August 13, 2020 1:03 PM
To: Concar Passage Mixed Use Project
Subject: FW: Passages at San Francisco
Attachments: Passages at San Mateo.pdf

From: [REDACTED] <[REDACTED]>
Sent: Thursday, August 13, 2020 12:46 PM
To: Planning Commission <PlanningCommission@cityofsanmateo.org>; [REDACTED]
Cc: 'Ramon Hernandez' [REDACTED]
Subject: Passages at San Francisco

Please see the attached letter for Monday, August 17th meeting. Thank you.

Janette Ghnaim
Laborers' Local 261





LiUNA! LOCAL 261

Feel the Power

August 13, 2020

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

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

3271 - 18th Street
San Francisco, CA 94110
(415) 826-4550 Office
(415) 826-1948 Fax

300 - 7th Avenue
San Mateo, CA 94401
(650) 344-7168 Office
(650) 344-5357 Fax

1114 Irwin Street
San Rafael, CA 94901
(415) 492-0936 Office
(415) 492-8233 Fax



Rendell Bustos

From: Sean Gibson [REDACTED] >
Sent: Thursday, August 13, 2020 5:38 PM
To: bonilla@cityofsanmateo.org; Diane Papan; Eric Rodriguez; Joe Goethals; Amourence Lee; Patrice Olds
Subject: Support for New Housing Supply

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

I am writing in support of the new housing you will be considering at your meeting next Monday: Concar Passage (961 homes) and the City-Owned Downtown Affordable Housing Site at 480 E. 4th Avenue (225 homes).

I am an employee of a real estate development and construction innovation company headquartered in San Mateo.

We continue to have a severe jobs-to-housing gap, as well as an affordable housing crisis in the Peninsula. Additional supply of any and all housing will help.

In addition, housing at significantly more density than historically approved in San Mateo is a step in the right direction towards social equity in housing.

The economics of real estate development are even more challenging given the pandemic's impact on the market. Anything that you can do to expedite the process of review, approval and permitting of projects will help to ensure new housing is delivered.

Thank you for your continued service in these challenging times.

Regards,

Sean Gibson
Head of Communications and Partnerships
Veev Group

[REDACTED]

www.veev.com

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Rendell Bustos

From: Hou, David [REDACTED]
Sent: Thursday, August 13, 2020 3:43 PM
To: City Council (San Mateo)
Cc: Rendell Bustos
Subject: Public Comment Letter for San Mateo City Council Hearing (8/17)
Attachments: Passage@San Mateo (Rakuten Support Letter 8-13-20).pdf

Dear San Mateo City Council,

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. The letter is a letter of support for the Passage @San Mateo project, which is on the agenda for the City Council meeting on Monday, August 17th. During the public comment period, could you please read the attached letter from my company?

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



August 13, 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 City Council approve Passage @ San Mateo with greatest possible expedience.

Sincerely,

Adrienne Down Coulson
Chief Operating Officer, Rakuten Americas



From: Nancy Schneider < >

Sent: Saturday, August 15, 2020 6:50 PM

To: Clerk <clerk@cityofsanmateo.org>

Subject: City Council Meeting -- Agenda Item 24 -- Passages

Members of the City Council –

I am writing in support of the Passages project. However, I am very disappointed that staff has concluded that traffic improvements are more important than additional low income housing. I have seen the rationale for that decision that more moderate income housing is not needed, which may make sense. However, our area is still in **great need of low and very low income housing**. The community benefits would be better spent on more affordable housing. Our low income essential workers really do need our support, now more than ever.

If the council does decide to continue with the traffic improvements, I strongly suggest that the improvements should not just be concerned with motorized travel. Please consider the impacts of the improvements on pedestrians and cyclists, especially the intersection improvements.

Thank you for your consideration of my comments.

Nancy Schneider

Nancy Schneider

Rendell Bustos

From: Barbara Kelsey [REDACTED]
Sent: Thursday, August 13, 2020 5:05 PM
To: Rendell Bustos; Lisa Costa Sanders; Clerk; Concar Passage Mixed Use Project
Cc: Gita Dev; Gladwyn d'Souza; James Eggers
Subject: Concar Passage Development in San Mateo
Attachments: Sierra Club comments SM City Council 8-13-20.pdf; Passages Guidelines Score final.pdf

San Mateo City Council, City of San
Mateo

330 W. 20th Avenue San
Mateo, CA 94403

Via emails: clerk@cityofsanmateo.org, passage@cityofsanmateo.org

Attn: Rendell Bustos, Acting Senior Planner (rbustos@cityofsanmateo.org), Lisa Costa-Sanders, Contract
Planner (lcostasanders@cityofsanmateo.org)

Subject: Concar Passage Development in 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.

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). Please see our full comment letter and our Guidelines for the Passages project attached.

Respectfully submitted:

Gita Dev, FAIA, Co-chair, Sustainable
Land Use Committee

Sierra Club Loma Prieta Chapter (SCLP) 415-
722-3355

Cc: James Eggers, Exec Director SCLP

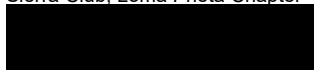
Gladwyn D'Souza, Chair, Conservation Committee, SCLP

sent by:

Barbara Kelsey

Chapter Coordinator

Sierra Club, Loma Prieta Chapter





San Mateo, Santa Clara and San Benito Counties

August 12, 2020

San Mateo City Council

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

Via emails: clerk@cityofsanmateo.org, passage@cityofsanmateo.org

Attn: Rendell Bustos, Acting Senior Planner (rbustos@cityofsanmateo.org), Lisa Costa-Sanders, Contract Planner (lcostasanders@cityofsanmateo.org)

Subject: Concar Passage Development in 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.

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. **We consider 100 points a minimum** (out of a maximum possible score of 180) for consideration for supporting a 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.

There are many aspects of the development that we like - listed later. There are also areas where we encourage the city to seek possible additional benefits for the project. This includes:

1. Affordable housing: We do have a concern about the elimination of the 5% for affordable workforce housing. We are not pleased with the tradeoff of 38 moderate income housing units for \$5.2 million in transportation improvements¹.

Both the City requirements and Measure P set an expectation of a minimum of 10% low-income or affordable housing. With the removal of 38 units, the final percentage of the total BMR units has dropped from 15% low income and affordable units to below 10% and is closer to 8.6%. This should not be acceptable.

- ✓ We ask the Council to seriously consider whether the funds should instead be used for more, though fewer, low-income, deed-restricted units within the complex so that AT A MINIMUM 10% of the units meet the minimum required for housing.
 - ✓ Any funds that are applied to transportation improvements to ease traffic, ultimately, as we all know, simply lead to facilitating more traffic. This is antithetical to a TOD project and diverting use of housing benefits dollars of a TOD from low-income housing to facilitating more auto traffic would be inappropriate. Any funding left over after attaining the minimum 10% BMR housing could be applied to pedestrian and bicycle improvements elsewhere to reduce auto dependence.
2. Unbundled parking: Require Unbundled parking for all the residential parking spaces and a Residential Parking Permit Program for the adjacent neighborhood. 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. For a Transit Oriented Development, we believe the project already provides too much parking which then encourages auto use.
 3. 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.
 4. Subsidize transit passes: Require the owner/developer to provide subsidized transit passes for five years for all residents to encourage transit use.

The project scores well in our Guidelines. We would like to highlight some of the main points below and also 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). A project like this is beneficial to the environment by reducing auto travel by

¹ We do understand the fact that the rent for an affordable housing unit is comparable to market rate.

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.

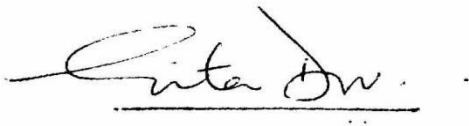
We are pleased (based on the plans and verbal assurances by the developer) that the proposal is planned to include:

1. High amount of new housing with 961 units
2. 10% units for very low income
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. All electric residential units

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, FAIA, Co-chair,
Sustainable Land Use Committee

Sierra Club Loma Prieta Chapter (SCLP)

[Redacted]

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

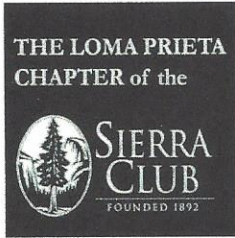
Cc James Eggers, Exec Director SCLP
Gladwyn D'Souza, Chair, Conservation Committee, SCLP

[Redacted]

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. Compact Development <i>uses less land than conventional low-density development</i> CHOOSE PARAGRAPH a, b, or c AS APPLICABLE TO THE PROPOSED DEVELOPMENT	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	
	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
	<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/ ¾ @ moderate income (4 pt.); ½ @ low or very low-income w/ ½ @ moderate income (6 pt.); ¼ @ low or very low income w/ ¾ @ 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.)	0-10 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* ~~0-0-1~~ 1
- ii. Provide appealing street facades with concealed parking behind, underground, or on top of the building to encourage pedestrian activity and access (1 pt.) ~~0-0-1~~ 1
- 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.) ~~0-0-1~~ 1
- iv. Locate ground floor retail along public sidewalks (1 pt.) ~~0-0-1~~ 1
- v. Design / improve sidewalks with reduced vehicle curb cuts to enhance pedestrian safety (1 pt.) ~~0-0-1~~ 1
- 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* ~~0-0-1~~ 1
- vii. Additional innovative features - describe (1 pt. each up to 3 pts.) *Public Paseos, Public Art, connections to surrounding neighborhoods* ~~0-0-1~~ 3

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. ~~0-1-0~~ 10
- 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.) ~~0-5~~ 3
- iii. Additional innovative features - describe (1 pt. each up to 2 pts.) *Train station Access* ~~0-2~~ 1

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.) ~~0-0-5~~ 5
- ii. Contribute money to maintain or upgrade public parks or trails (1 pt.) *Yes* ~~0-0-1~~ 1
- iii. Reclaim streets for community benefits such as pedestrian-only uses (1 pt.) *Parking lot to public park* ~~0-0-1~~ 1
- iv. Provide day care facility on-site (1 pt.) *Yes* ~~0-0-1~~ 1
- 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.) ~~0-1~~ N/A
- 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.) ~~0-2~~ 0
- vii. Additional innovative features - describe (1 pt. each up to 3 pts.) *Central delivery, cold and dry lockers, Laundry lockers* ~~0-3~~ 2

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

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.) ~~0-0-9~~ 9
- 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.) ~~0-0-2~~ 2
- 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.) ~~0-2~~ 2
- iv. Plan sidewalk & street intersections with bulb-outs to reduce street width at intersections (2 pt.) ~~0-0-2~~ 2
- v. Provide direct connection to designated urban trail system (2 pt.) ~~0-0-2~~ 0

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

[illegible]

**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 align="center">3 0-3 0-3 2 0-3 0-10 1 0-1 1 0-1 1 0 0-1 0-3 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 align="center">3 0-3 0 0-3 0 0-3 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 align="center">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.sanjosca.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%20constr%20green%20corridors%203-21-19.pdf>

Rendell Bustos

From: Barbara Kilpatrick [REDACTED]
Sent: Wednesday, August 12, 2020 6:46 AM
To: Concar Passage Mixed Use Project
Cc: General Plan
Subject: We need income and education and fun. Please cancel Passages. Billing is not building.

Barbara Kilpatrick

Sent from my iPod

Rendell Bustos

From: Daniella Medeiros [REDACTED]
Sent: Thursday, August 13, 2020 11:42 AM
To: bonilla@cityofsanmateo.org; Diane Papan; Eric Rodriguez; Joe Goethals; Amourence Lee; Patrice Olds
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 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, know how hard it is now a day for a single mother to make an income to pay rent in our area.

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,

Daniella Labbie, San Mateo Community Member

Rendell Bustos

From: Bryanne [REDACTED]
Sent: Thursday, August 13, 2020 9:05 PM
To: City Council (San Mateo)
Subject: Passage proposal traffic/pedestrian change

Dear City Council,

As a resident of 19th ave neighborhood I am in support of the Passage development. San Mateo needs more housing as the ratio of jobs to housing units is out of balance.

However I would like to see some major traffic changes around Concar and Delaware St to support more pedestrian traffic.

#1. Decrease the speed limit on Delaware southbound from 9th ave to 28th Ave to 25 mph.

#2. Decrease the speed limit on all of Concar to 25 mph.

#3. Change Delaware St to a mixed bike/car lane from 16th through 28th Ave (Bay Meadows).

Drivers treat these streets as major thoroughfares and due to obstructions in the bike lanes from construction, parked cars, delivery pick up (Beach hut deli), deliveries (Snowflake) the bike lane is completely obstructed. These obstructions make biking and even walking dangerous (side walks are obstructed at times too due to construction).

#4. Change Concar St from Pacific Blvd to Amphlett Blvd right hand lanes to mixed car and bike lane. The sidewalks are not continuous and therefore make pedestrians cross the street several times. Concar St btwn Pacific Blvd and the on/off ramp of 92 are dangerous. Cars speed btwn the buildings and the parked cars obstruct the views of the street crossings.

The City Of San Mateo has allowed significant transit oriented development around Hwy 101/92 to occur over the last 10 yrs. However the City has neglected to upgrade the pedestrian infrastructure (bike lanes, sidewalks, crossings) to allow for more safe pedestrian traffic.

I would like you to remember that there will be 960+ units from Passages, 600 + SPG, 64 the new AAA apartment building and there are two elementary schools within a quarter mile, a high school within 1.5 miles, daycares, and thousands of jobs.

Investing in significant pedestrian infrastructure now will pay off immediately and decades to come.

Thank you for your time.

Bry Myers
19th Ave Resident

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Sent from Gmail Mobile

Rendell Bustos

From: Adam <[REDACTED]>
Sent: Thursday, August 13, 2020 1:08 PM
To: Rick Bonilla; Diane Papan; Eric Rodriguez; Joe Goethals; Amourence Lee; Patrice Olds
Subject: SUPPORT - Downtown Affordable Housing & Passage

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

I write you to show my support for both the affordable housing project at our downtown opportunity site and Passage.

I have seen firsthand how difficult it is to finance, site, and build affordable housing across the US, and especially in the Bay Area. As you know, we have an immense need for more homes, especially subsidized affordable homes, and nowhere is that need more visceral than in my North Central neighborhood. While we have more work to do in the coming years, these two projects are steps in the right direction.

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

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

Sincerely,

Adam Nugent
President, HANCSM

Rendell Bustos

From: Carolina Nugent [REDACTED]
Sent: Thursday, August 13, 2020 5:23 PM
To: Rick Bonilla; Diane Papan; Eric Rodriguez; Joe Goethals; Amourence Lee; Patrice Olds
Subject: 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 coming up for a vote. These two sites provide just the start of the increased amount of housing required for people to live and work in San Mateo. Positioned near transit and with ample access to local business within walking distance, these homes will continue the vibrancy of our downtown and city reducing strain on our infrastructure.

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,
Carolina Nugent

Rendell Bustos

From: Clerk
Sent: Friday, August 14, 2020 2:11 PM
To: Concar Passage Mixed Use Project
Subject: FW: Concar Passage

"The vote is the most powerful instrument, the most powerful non-violent tool, in a democratic society."
Congressman John Lewis



Joan Diskin

Deputy City Clerk
330 W. 20th Ave., San Mateo, CA 94403
650-522-7044 | jdiskin@cityofsanmateo.org

From: Bob Whitehair [REDACTED]

Sent: Thursday, August 13, 2020 3:44 PM
To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>; Clerk <clerk@cityofsanmateo.org>
Subject: Concar Passage

Mayor Goethals, and Council Members

The 961 unit Concar Passage apartment home, and commercial development on the August 17, 2020 agenda should be unanimously approved. This project has been a long time coming, well planned and often reviewed. I commend the City for its steadfast commitment to housing.

And congratulations to the developer for making this an all-electric project. Such properties are becoming the norm up and down the Peninsula. Because clean electrical energy is available to power this site, thousands of tons of CO2 and methane emissions into the atmosphere will be prevented.

I understand there has been discussion about switching some of the moderate income housing funding into traffic mitigation. If that is done, bravo to the Council for dealing with congestion issues. Many of us have written about traffic problems and the need for solutions.

However, San Mateo and other local cities could do more for low income and very low income residents. Even if the Downtown Opportunities site is approved, that is still only 225 new units, against the current City of San Mateo Regional Housing Needs Allocation (RHNA) requirement of almost 1300 needed new units for low income and very low income residents.

Hopefully very low and low income housing will remain in the Concar Passage project. If it does, I believe that The Council should follow the lead of the Peninsula Health Care District which carved out a separately subdivided piece of property for very low and low income housing. This approach greatly decreases the complexity of funding.

Thank you again for bold action in resolving both housing and traffic issues.

Thank you

Robert Whitehair