

Rendell Bustos

From: Joe DeFelice [REDACTED]
Sent: Tuesday, November 2, 2021 8:03 PM
To: Planning
Subject: Block 21 Development

Hello,

I urge the Planning Commission to deny the request of the developer to increase the size of the Block 21 development to 6 stories. Based on the information in the article below from the San Mateo Daily Journal, that would result in a height of 72 feet (after city approval of a waiver of Measure Y), 30% higher than the measure Y limit. Measure Y was passed for good reasons, and if the housing to office/retail mix needs to be adjusted in new development, it should generally be done within that framework.

[San Mateo's Block 21 development adds 6th level | Local News | smdailyjournal.com](https://www.smdailyjournal.com/news/san-mateo-block-21-development-adds-6th-level-local-news-smdailyjournal.com)

Thank you,
Joe DeFelice
San Mateo (Sunnybrae Area)

Rendell Bustos

From: Rendell Bustos
Sent: Wednesday, November 3, 2021 8:21 AM
To: DA
Subject: RE: Block 21

Good morning,

Thank you for your comment. I will keep a record of the comment for Planning Commission consideration.

Regards,

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

-----Original Message-----

From: DA [REDACTED]
Sent: Wednesday, November 3, 2021 7:35 AM
To: Planning Commission <PlanningCommission@cityofsanmateo.org>
Subject: Block 21

Hello Commissioner's,

I'm glad to see that the developer has added more housing, but there should be more 2 bedroom and three bedroom units. Not having those does not allow families to move in which does not make it equitable for people with children.

Rendell Bustos

From: martha moore [REDACTED]
Sent: Wednesday, November 10, 2021 6:02 AM
To: Rendell Bustos
Subject: block 21 project- one residents opinion

Hello,

Thank you for your response to my phone call regarding the lack of parking currently proposed for the new Block 21 development, specifically for the residential units.

It is my opinion that each unit should be required to have at least one parking space IN THE BUILDINGS GARAGE. It is naive of the city, and a way for the builder to save money, to assume the residents will not have cars, especially now that I have read the developer is proposing a 6th floor variance at this point in the process. The city has control of this project prior to approval.

Now is the time to increase residential parking in the footprint, not after it is built and parking becomes a significant problem downtown.

The city does need housing, but it needs to be thoughtfully designed. Unfortunately cars are a reality for most people in the Bay Area still. I realize there are many cities that are easily manouvered with public transportation, but the bay area has not gotten there yet. Thank you for your time,
Martha Moore

Rendell Bustos

From: Keith Weber [REDACTED]
Sent: Thursday, May 19, 2022 2:06 PM
To: Rendell Bustos
Subject: Block 21 PA21-063

Rendell,
Please include my comments about the Block 21 project in the Planning Commission meeting packet.

I'm not sure why, but it seems that every new development proposed for downtown takes the same design approach: 2-3 story ground level volumes and large glass volumes for the upper stories. For some reason, applicants seem to have gotten the idea that building scale will be reduced (and perhaps be more acceptable to the neighbors) by designing two different buildings, one on top of the other. This, I suspect, is supposed to make the building more "pedestrian" scaled, and make the upper floors "disappear." But the multiple design styles become confusing and chaotic and the glass building on top becomes even more prominent.

I would suggest a different approach: unify the design by using the same architectural style from top to bottom. Quite frankly, it wouldn't hurt to consider more traditional styles of architecture, such as the mixed use project in Millbrae and the office building in Redwood City (photos below).

Thank you,
Keith Weber
San Mateo





Rendell Bustos

From: David Light [REDACTED]
Sent: Friday, May 20, 2022 12:00 PM
To: Trees Mailbox
Cc: Rick Bonilla; Planning
Subject: Question About the Arborist Recommendations for the Windy Hill "Block 21" Project
Attachments: Appendix B Arborist Report.pdf

Dear San Mateo City Arborist,

As a 40 year resident of San Mateo, I am very aware of how precious our trees are to the environment of our city. Therefore, I was very surprised to review the arborist report by Kevin Kielty for the Windy Hill "Block 21" Project currently under review (report attached). As you may know, Block 21 is a planned 6 story building in the city block surrounded by Claremont, Delaware, 3rd and 4th.

It seems unusual to me to read that of the 32 trees evaluated by this arborist, all of these trees are deemed unfit to save and must be removed. Of course, this is very convenient for the developer, who can work on an empty block without the need to protect any trees, but is this really best for San Mateo. We are in a climate crisis and trees are precious. The developer will plant some saplings around the block after completion, but some will die and are they really a substitute for these existing mature trees?

In several places in this arborist report, there is a mention of metal grates around the bottom of the trunk, but instead of suggesting widening the holes in the grates to allow the tree bark to grow, the recommendation is to remove the tree. Honestly, in the photo, the damage to the tree does not look so bad that widening the hole in the grate will not help. Also, there is an issue with parasites causing sap to drip from some of the trees on the sidewalk, but again instead of recommending spraying the existing trees, the recommendation is to remove the trees completely.

Have you reviewed this report? Do you agree? Have you looked at all of these 32 trees and do you agree that they should be removed?

Thank you for your attention here.

- David Light [REDACTED]
[REDACTED]



May 18, 2022

San Mateo Planning Commission
San Mateo City Hall
330 West 20th Avenue
San Mateo, CA 94403

Re: Support Block 21 - Housing Leadership Council of San Mateo County

Dear Members of the San Mateo Planning Commission,

The Housing Leadership Council of San Mateo County (HLC) works with our communities and their leaders to produce and preserve quality affordable homes.

On behalf of HLC, I'm writing to express our support for the Block 21 proposal by Windy Hill Property Ventures - which is set to include 111 new homes, 12 of which will be affordable. Located at 300 S. Claremont, these homes have the potential to contribute to a more vibrant downtown, provide your residents with the option to utilize Caltrain to get to their places of work, and, more importantly, provide additional homes to your city to counteract the jobs-housing imbalance that your residents are collectively experiencing in this moment.

Thank you for the opportunity to comment and we urge you to support the Block 21 proposal and to move it forward to your leaders on the City Council for a decision.

Sincerely,

Ken Chan
Organizer

May 23rd, 2022

San Mateo City Council and Planning Commission

RE: Endorsement of Block 21

Dear Mayor, Vice Mayor, San Mateo City Council, and Planning Commission



For over 60 years, Greenbelt Alliance has helped create cities and neighborhoods that make the Bay Area a better place to live—healthy places where people can walk and bike; communities with parks, shops, transportation options; homes that are affordable and resilient to the impacts of climate change. Greenbelt Alliance's Climate SMART—Sustainable, Mixed, Affordable, Resilient, Transit-Oriented—Development Endorsement Program provides support for projects that advance the right kind of development in the right places. By promoting climate-smart development we can create thriving, resilient neighborhoods with ready access to transit and housing choices for all of the Bay Area's people.

After careful review, Greenbelt Alliance is pleased to endorse the proposed Block 21 project.

Windy Hill Property Ventures envisions Block 21 as a proposed six-story mixed-use development will provide 111 new units, 15% will be designated below market rate and location onsite. This development would not only contribute to meeting the city's Regional Housing Needs Allocation (RHNA) goals, but also target Missing Middle housing. In Block21, the City of San Mateo has the opportunity to create new, infill housing that will contribute to the State of California's collective efforts to respond to our ongoing housing crisis. The project is consistent with the City's General Plan and the applicable State Housing laws.

By incorporating 180,950 sq ft of office space in addition to the housing units, Block 21 can truly become a vibrant, mixed-use town center in an effort to reduce the need to use a private vehicle to reduce GhG emissions. An additional climate benefit for this project is the innovative transportation strategies planned including unbundling parking from the housing units, 89 bicycle parking spaces and incentives for caltrain.

Greenbelt Alliance believes Block 21 will play a pivotal role in reimagining a more resilient and inclusive San Mateo for all residents to enjoy and we are proud to give this project our endorsement! We hope its approval will inspire cities around the Bay Area to redouble their efforts to grow smartly.

Sincerely,
Zoe Siegel

A handwritten signature in black ink, appearing to read "Zoe Siegel".

Director of Climate Resilience, Greenbelt Alliance



GreenTRIP

Traffic Reduction + Innovative Parking

www.GreenTRIP.org

PROJECT EVALUATION REPORT

BLOCK 21

307 S. CLAREMONT STREET SAN MATEO, CA 94401

DEVELOPER: WINDY HILL PROPERTY VENTURES



PROJECTED DAILY DRIVING BY RESIDENTS

CONDITIONAL CERTIFICATION

AS OF MAY 6, 2022

GREENTRIP STANDARDS

LESS THAN 35 MILES/DAY

69% less than the regional average household driving of 62 miles/day.

Source: MTC Vital Signs and Bay Area Census



19 MILES/DAY

EACH HOUSEHOLD IS PROJECTED TO DRIVE 19 MILES/DAY

Source: GreenTRIP Connect



APPROPRIATE AMOUNT OF PARKING

GREENTRIP STANDARD

MAXIMUM 1.5 SPACES/UNIT

Average spaces per home (including guest parking), excluding spaces shared with non-residential uses.



0.5 SPACES/UNIT

56 PARKING SPACES

111 UNITS



BLOCK 21 IS PROJECTED TO RESULT IN:



TRAFFIC REDUCTION STRATEGIES

GREENTRIP STANDARDS

1 OF 3 STANDARD TRAFFIC REDUCTION STRATEGIES

The project must have one of three traffic reduction strategies:

- UNBUNDLED PARKING
- DISCOUNT TRANSIT PASSES
- FREE CARSHARE MEMBERSHIP



UNBUNDLED PARKING

- UNBUNDLED PARKING: PAYING FOR A PARKING SPACE IS SEPARATE FROM HOUSING

69% LESS DRIVING

Each household is expected to drive 19 miles/day rather than the regional average of 62 miles/day

Source: GreenTRIP Connect, MTC Vital Signs and Bay Area Census

28% LESS GHGs

Each household is expected to emit 9.63 pounds of GHGs/day instead of 13.44 pounds of GHGs/day.

Source: GreenTRIP Connect

PLACE TYPE

GreenTRIP standards are customized for different types of neighborhoods, or "Place Types," as defined by the Metropolitan Transportation Commission's Station Area Planning Manual.

TOWN CENTER

This project meets GreenTRIP Certification standards for the Town Center Place Type. Above is an evaluation of how this project satisfies each requirement.

GreenTRIP evaluates how well a proposed residential project design achieves Traffic Reduction and Innovative Parking strategies.

GreenTRIP conducts an evaluation based on information provided by the developer and gathered from publicly available sources.

BLOCK 21

DRIVING REDUCTION

The following is an inventory of GreenTRIP Connect model inputs and the projected driving reduction.

SELECTED SITE

IF BUILT ON SELECTED PARCEL



25.3%
REDUCTION

AFFORDABLE HOUSING

15% OF UNITS WILL BE DEED
RESTRICTED BELOW MARKET RATE



3%
REDUCTION

TRAFFIC REDUCTION STRATEGIES

UNBUNDLED PARKING:
PAYING FOR A PARKING SPACE IS
SEPARATE FROM PAYING FOR HOUSING



0%
REDUCTION



NEARBY TRANSPORTATION

Transit within a 1/4 mile:

Caltrain - Bullet, limited, local

SamTrans - 250, 252, 59, 53, 292, 295

Transit within a 1/2 mile:

Caltrain - Bullet, limited, local

SamTrans - 250, 55, ECR, 252, 59, 53, 398, 397, 292, 295, KX

GREENTRIP **Connect** REPORT:

<https://connect.greentrip.org/map-tool.php?p=438268>

Residents living and working within a 1/2 mile or 10 minute walk to transit are 10 times more likely to take transit.¹

Residents living within a 1/2 mile of transit drive 50% less than those living further away.²

¹ ABAG New Places, New Choices, 2007

² Cervero, Arrington, TCRP Report 128, 2008

PROJECT CONTEXT MAP



KEY PROJECT DETAILS:

- DENSITY 20 UNITS/ACRE
- 111 UNITS INCLUDING 12 BELOW-MARKET RATE UNITS FOR VERY LOW-INCOME TENANTS
- 56 RESIDENTIAL PARKING SPACES, WITH PARKING AVAILABLE TO THE PUBLIC ON EVENINGS AND WEEKENDS
- 89 SECURED LONG-TERM BIKE PARKING SPACES
- 14 GUEST BIKE PARKING SPACES

QUESTIONS?

Contact:



www.GreenTRIP.org

a project of



Rendell Bustos
Senior Planner
Community Development Department
330 W. 20th Ave.
San Mateo, CA 94403

May 2022

RE: Block 21 Project

Dear Mr. Bustos

I am writing to you in support of this project and ask that you forward this letter to both the Planning Commission, as well as the City Council, as they consider this project at future meetings. I have followed this project since it was first proposed. I continue to support it as it has evolved, with the addition of more residential units and as additional amenities and benefits have been included in the project.

This mixed-use project will be an asset to our community in that it promotes and supports our City's goals as they pertain to the provision of employment and housing near transit. Specifically, I support the provision of much needed housing in our community to serve our local workforce and development of this housing near transit, with robust transportation measures to reduce vehicle trips which will help promote healthy lifestyle choices, including walking and bicycling. The streetscape improvements proposed; including wider sidewalks, street trees, street furniture & pedestrian scale lighting will also serve to enhance the walkability & connection in and around the project. In addition, the provision of public parking during nights and weekends provides a benefit for downtown, while maximizing the use of the parking provided as part of the project.

This project will also be an environmentally sustainable and attractive building that provides for a high-quality design at a very visible location in downtown San Mateo. The project includes sustainable components; such electric vehicle parking, stormwater treatment and the use of sustainable construction materials and practices.

It provides for 111 new residential units, including affordable units that can serve as housing for local service workers. It is also my understanding that the project provides for a deeper affordability than is required by City code.

This project will not only benefit the immediate project area, but more importantly, the City as a whole. I encourage the Planning Commission and City Council to support this project for our city.

Sincerely,



MATTHEW THOMSON

May 23, 2022

To Whom It May Concern,

The Housing Action Coalition (HAC) is pleased to endorse Arctec and Windy Hill Property Ventures' Block 21 project. HAC's Project Review Committee has determined that this project meets our high standards for urban design and environmental sustainability, while delivering desperately-needed mixed use, urban infill, and low-income housing that will help alleviate San Mateo's affordability crisis.

The Committee commends Arctec and Windy Hill Properties for prioritizing housing and walkability in a transit-rich location. This project would add 111 homes to an area close to jobs and public transportation. In addition, the Committee applauds the project team for utilizing the state density bonus to maximize housing on site. With 15% of the base project reserved for Very-Low Income residents, the project exceeds the city's affordability requirements. In total, this mixed use project activates a currently underutilized site in San Mateo to help address the housing demands of the city and region.

The project is located within a mile of a Caltrain station, helping to provide alternative transit options for future residents. Beyond its transit-oriented location, Block 21 promotes environmental benefits through reflective roof membranes, insulated exterior facades, and double-paned windows/glazing systems. The project will also provide bike parking for residents and subgrade parking for both office uses and residential tenants. Given the project's proximity to transit, the Committee would like to see less on-site parking, but understands the feasibility, financing, and community concerns. Overall, the Committee appreciates the project team's evident attentiveness toward sustainable and transit-oriented planning in their proposal.

We also commend the developers for their extensive efforts to plan for open space. Arctec and Windy Hill Property Ventures have prioritized a pedestrian-focused street, featuring substantial streetscape improvements including wider sidewalks, street trees, public art, street furniture, and pedestrian-scale lighting. This will help improve walkability and connection from residential neighborhoods to Downtown San Mateo.

Ultimately, the Housing Action Coalition and its Project Review Committee are proud to endorse Block 21. San Mateo and the entire Bay Area are grappling with a housing crisis that has disrupted every one of our cities. We are strongly supportive of this particularly well-located and well-designed mixed use project.

Sincerely,



Todd David, *Executive Director*
Housing Action Coalition (HAC)

Ahmad Thomas, CEO
Silicon Valley Leadership Group

Jed York, Chair
San Francisco 49ers

Eric S. Yuan, Vice Chair
Zoom Video Communications

James Gutierrez, Vice Chair
Luva

Victoria Huff Eckert, Treasurer
PwC US

Greg Becker
Silicon Valley Bank

Anil Chakravarthy
Adobe Systems

Aart de Geus
Synopsys

Raquel Gonzalez
Bank of America

Vintage Foster
AMF Media Group

Paul A. King
Stanford Children's Health

Ibi Krukrubo
EY

Alan Lowe
Lumentum

Judy C. Miner
Foothill-De Anza
Community College District

Rao Mulpuri
View

Kim Polese
CrowdSmart

Ryan Popple
Proterra

Sharon Ryan
Bay Area News Group

Tom Werner
SunPower

May 22, 2022

San Mateo Planning Commission
San Mateo City Hall
330 W. 20th Avenue
San Mateo, CA 94403

RE: Support for Block 21 at 300 S. Delaware Street

Dear Planning Commissioners,

The Silicon Valley Leadership Group is proud to express support for the proposed development by Windy Hill Property Ventures at 300 S. Delaware Street. The creation of 111 homes, including 12 very low-income below market rate units on site will benefit the city.

The Silicon Valley Leadership Group is driven by more than 350 member companies to proactively tackle issues to improve our communities and strengthen our economy, with a focus on education, energy, the environment, health care, housing, tax policy, tech & innovation policy, and transportation. Among the top concerns of our members is a need for high quality and affordable housing here in the Bay Area near transit and jobs.

The mixed-use development before you is a sensible proposal that will reduce vehicle miles traveled for residents working in this jobs rich area and provide easy access to Caltrain for those that commute. The convenient location of development is also close local to local restaurants, retail, and parks.

We ask that you vote in support to recommend approval of this project to the City Council. Thank you for your consideration of our comments.

Sincerely,



Vincent Rocha
Vice President of Housing and Community Development
Silicon Valley Leadership Group

Rendell Bustos

From: I watanuki [REDACTED]
Sent: Tuesday, May 24, 2022 12:39 PM
To: Rendell Bustos
Cc: [REDACTED] Michael Weinbauer; Maurine Killough; Benjamin Portusach
Subject: #2 - Block 21 - PA 21-063

Rendell,

Please include these comments in the Planning Commission packet for tonight for Block 21.

The Windy Hill Projects and other new development projects in the Downtown are following a repetitive trend of more glass at the upper levels. We would like to see more of Larry Cannon's suggestions included in the Block 21 design or better, a more traditional building design. Windy Hill's building at 406 E 3rd Avenue replicates the next door building at 405 E 4th Avenue. This project, Block 21 also follows a similar design and incorporates more glass. There will be a 4th Windy Hill Office project with more of the same. Block 21 may not be the right design for our neighborhood.

I do prefer Keith Weber's suggestion of a more traditional design for projects in the Downtown area. This is part of the oldest area on the east side of San Mateo.

These Larry Cannon recommendations will help improve Block 21:

1. The expanse of glass can be removed along 3rd Avenue and replaced with a solid wall and deep window recesses. Reduce the large volume of glass on the upper levels of the project. The lower end of the windows need to hide the cables and the storage boxes as seen in the building at 405 E. 4th Avenue.
2. Add projecting cornices to emphasize the two story massing along street frontages. This will help blend the project better with the existing more traditional smaller buildings and single family homes. This is a very massive project.
3. Reversal of color tones in certain areas, and extend darker toned facade treatment at upper floors so it looks more like one building. The current design is still over-complicated.
4. Reduce the depth of the private residential balconies and recess them. Consider the relocation of the residential lobby away from the garage and service entry on S. Claremont.
5. Designate a freight loading area with the garage or a passenger loading on S. Claremont, to reduce traffic impacts. The project needs a package storage area for all the Amazon deliveries.
6. A high visibility crosswalk is needed at 3rd and Delaware for pedestrian safety. There will be a total of 1,279 more vehicles with the addition of 411 (Block 21), Kiku Crossing Garage, and 477 East 9th Avenue.
7. Widen the sidewalks on S. Claremont and S. Delaware for more pedestrian safety.
8. Add long term bike storage.

Climate Action Plan:

1. Subsidize Transit Passes for residential tenants.

2. The Block 21 does not provide enough grey water infrastructure or energy storage.
3. Can more of the 32 existing trees be preserved? Save the trees on Delaware Street.

Thanks.

Laurie Watanuki

Rendell Bustos

From: Michael [REDACTED]
Sent: Tuesday, May 24, 2022 1:28 PM
To: Planning Commission; Rendell Bustos
Cc: [REDACTED] Azalea Mitch
Subject: Comments on Agenda Item #2 - Block 21 - PA 21-063

Dear Rendell and Planning Commissioners:

Please include these comments in the Planning Commission packet for tonight for Block 21.

I agree with comments from other residents that it would be nice to see more of Larry Cannon's suggestions included in the Block 21 design, something that deviates more from the other two Windy Hill projects right across the street that are very modern, angular, and not very dissimilar from each other. They are nice projects, but incorporating some more traditional elements would really enhance the project. Items that come to mind take cues from the nice Spanish apartment building on Claremont that will be lost - arches, wrought iron and terra cotta elements. That would really distinguish the building, and blend better in my opinion.

It will be important to ensure a freight loading area is implemented with the garage or a passenger loading on S. Claremont, to reduce traffic impacts.

From a safety perspective, please get commitments to a high visibility crosswalk at 3rd and Delaware, given the addition of over 1,200 more vehicles with the addition of Block 21, Kiku Crossing Garage, and 477 East 9th Avenue.

Finally, please commit to preserving some or all of the 32 existing trees, particularly on Delaware Street. They seem healthy and are well established. I'm told this is purely in the hands of Public Works, so I've cc'd Azalea Mitch so she is aware of our desires here.

Thank you for your consideration -

Michael Weinbauer
Central Neighborhood

Rendell Bustos

From: Rendell Bustos
Sent: Tuesday, May 31, 2022 11:27 AM
To: [REDACTED]
Cc: Manira Sandhir; Sue-Ellen Atkinson
Subject: RE: Support of Class IV bike lanes as a part of the Block 21 project

Hello Dave,

Thank you for your comments – they will be included in the City Council agenda packet for their consideration at the project's Public Hearing, tentatively scheduled for June 20th.

I did want to follow up to clarify that the project does implement the Bike Master Plan through construction of the bike boulevard on S. Claremont Street (consisting of pavement markings) and provision of bicycle parking. However, the City is not requiring the developer to construct the separated bike facilities on S. Delaware Street. The project's site plan, however, does not preclude future improvements. And, it should be noted that the City Council's direction at the May 16th Study Session will result in a re-evaluation of the bicycle network in and near the Downtown. This assessment may result in recommended facilities that differ from the current proposed network, or in upgrading the classification of proposed facilities like those near the Block 21 project. A higher level of separation may result in additional right-of-way needs in the future.

Let me know if you have further comments or questions, or if you'd like to discuss further.

Thanks,
Rendell



Rendell Bustos

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



From: David Hunt [REDACTED]
Sent: Monday, May 30, 2022 9:21 PM
To: Rendell Bustos <rbustos@cityofsanmateo.org>
Subject: Support of Class IV bike lanes as a part of the Block 21 project

Hello Mr. Bustos,

I'm writing in support of the inclusion of the Class IV bike lanes on Delaware as part of the proposed Block 21 project. It would also be great if the protected lanes could extend further North/South from 1st to 5th to better connect this area to Caltrain and the rest of downtown San Mateo and the existing and planned bike facilities on Delaware.

Thanks,

- Dave



Rendell Bustos

From: Eric Wohlford [REDACTED]
Sent: Thursday, June 2, 2022 9:59 AM
To: Manira Sandhir
Cc: Rendell Bustos; Sue-Ellen Atkinson
Subject: Re: Block 21 Bike Infrastructure Improvements

Hi Manira,

I am happy to have a conversation about this by phone, but I understand the process pretty well at this point. I am not asking that the City require Windy Hill to design or build anything on the public right of way. Obviously that is not legal and it is the City's job. However the whole idea of a negative mitigation declaration is to spell out how the developer will mitigate the negative impacts of their development. This is commonly done by allocating funds for required street improvements, bike infrastructure, etc. The City has the approved BMP to lay out how we plan to improve transportation in our community from 2020-2030. And here we are with a developer bringing in over 1000 people to live and work on this block, and not expecting them to help fund any of the necessary BMP improvements to mitigate their impact and keep our streets safe? Mitigating the impact of this development on our transit infrastructure by painting a white bike on a block of Claremont is not an acceptable improvement for bringing 1000+ new people to this block every day. The City Council has the ability and the duty to withhold their approval of the project until the developer successfully demonstrates their commitment to acceptably mitigating their negative impact.

It is furthermore completely wrong for the City to change the Mitigated Negative Declaration after the public comment period on it without informing the public that the version they have been asked for comment on is not accurate.

My phone number is [REDACTED] if you want to talk.

Best,
Eric

On Thu, Jun 2, 2022 at 9:38 AM Manira Sandhir <msandhir@cityofsanmateo.org> wrote:

Hi Eric:

Would it be helpful to walk through these issues over the phone or via a meeting? Feel free to call me at my number below or let us know if there's a good time today or tomorrow that works for you, and we can coordinate a meeting. I am moving Councilwoman Lee to bcc.

Ultimately, my understanding from Public Works staff is that the Bike Master Plan does not require the developer to build those improvements, therefore staff is unable to ask for them as part of the project or conditions of approval. Having said that, the project is going through a discretionary review process, and requires City Council approval. We will include your comments with the report so the Council can see your concerns and factor them into their discussion and action.

Best regards,

Manira



Manira Sandhir, AICP

Planning Manager and Zoning Administrator

650-522-7203 (o) | 650-242-6126 (c)

msandhir@cityofsanmateo.org

From: Eric Wohlford <[REDACTED]>

Sent: Wednesday, June 1, 2022 9:34 AM

To: Rendell Bustos <rbustos@cityofsanmateo.org>

Cc: Amourence Lee <alee@cityofsanmateo.org>; Manira Sandhir <msandhir@cityofsanmateo.org>; Sue-Ellen Atkinson <seatkinson@cityofsanmateo.org>

Subject: Re: Block 21 Bike Infrastructure Improvements

Dear Rendell,

Thank you for this email. I understand that the City can't require construction or design of bike facilities - that is what the City is for. However it is very common for cities to require developers to provide funding such as impact fees and developer mitigation to offset negative impacts of a project that are in the public right of way. Bike lanes and other traffic improvements are commonly funded by developers to offset the negative impacts of their developments. Please do not insinuate that this is not possible.

There will be over 900 new people coming into this block for their work, on top of the 67+ new housing unit residents for this project. The city desperately needs better bike infrastructure to avoid increased car traffic and use in this area. This is the perfect type of TOD that makes sense for multi-modal active transit - e.g. biking. The developer paying a few hundred dollars to paint a white bike on Claremont street is not an appropriate mitigation for the increased traffic of hundreds of new employees on this block. We must demand that Windy Hill mitigate the significant negative impact of their development by setting aside funds to construct the associated BMP improvements for this block.

Finally - there is a reason that the language I referenced got into the Negative Impact Declaration in the first place. This is common and expected for developers to pay their fair share to mitigate their negative impact. My neighbors have all read the current version of the Negative Impact Declaration and have based any responses on its promises. If you will be changing this language in the Negative Impact Declaration the public has a right to know that this change is being made and why, and you need to acknowledge that the only forum for public comment on this issue can be biased by the fact that we were promised funding for bike lanes that the City is now going back on.

Respectfully,

Eric Wohlford

On Wed, Jun 1, 2022 at 8:15 AM Rendell Bustos <rbustos@cityofsanmateo.org> wrote:

Good morning Eric,

I acknowledge that the text pasted below is no longer accurate as it was based on a prior interpretation that the City could legally require construction of the separated bike facilities. Staff encouraged the applicant to implement or fund the bike facilities, but is not in a position to legally require the developer to construct or design them.

I have forwarded your comment to our environmental consultant who prepared the Initial Study to prepare a text-edit after conclusion of the public review period (ending on June 7th).

-Rendell



Rendell Bustos

Senior Planner | Community Development Department

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

650-522-7211 | rbustos@cityofsanmateo.org



From: Eric Wohlford <[REDACTED]>
Sent: Tuesday, May 31, 2022 12:13 PM
To: Rendell Bustos <rbustos@cityofsanmateo.org>
Cc: Amourence Lee <alee@cityofsanmateo.org>; Manira Sandhir <msandhir@cityofsanmateo.org>; Sue-Ellen Atkinson <seatkinson@cityofsanmateo.org>
Subject: Re: Block 21 Bike Infrastructure Improvements

Hello Rendell and All,

Regarding the lack of provision of improvements on Delaware and on 3rd along this site's boundaries, is the Negative Impact Declaration statement from page 10 that I referenced no longer accurate?

*Bicycle access to the project site would be provided via existing bicycle routes located along South Delaware Street, South Claremont Street, and East 3rd Avenue from the east. **A new protected bike lane (Class IV) would either be fully or partially funded by the project along the site's East 3rd Avenue and South Delaware Street frontage.** 129 long-term bicycle parking spaces would be provided within rooms located on the ground floor and Level B1, and 15 short-term spaces would be provided via bicycle racks located along the project's East 3rd Avenue frontage.*

If no longer accurate, why did the City not follow through on this as it was described in the Negative Impact Declaration? If these bike lanes won't get built as part of this project, it is a huge disappointment for the community and another chance for the City to kick the can down the road and not build out the BMP. And to be perfectly honest - the few hundred dollars worth of painting a bike on the road on Claremont Street is a very poor consolation for the negative impacts of this project, and not helpful for our community.

Best,

Eric

On Tue, May 31, 2022 at 11:25 AM Rendell Bustos <rbustos@cityofsanmateo.org> wrote:

Hello Eric,

Thank you for your email and comments, which will be included in the City Council agenda packet for their consideration for the project's Public Hearing, tentatively scheduled for June 20th.

I did want to follow up and respond to the comments specifically on the Bike Master Plan since you and I did correspond on this in May of 2021. The project does implement the Bike Master Plan through construction of the bike boulevard on S. Claremont Street (consisting of pavement markings) and provision of bicycle parking. However, the City is not requiring the developer to construct or make a financial contribution to the separated bike facilities on S. Delaware Street or E. 3rd Avenue. The project's site plan, however, does not preclude future improvements. And, it should be noted that the City Council's direction at the May 16th Study Session will result in a re-evaluation of the bicycle network in and near the Downtown. This assessment may result in recommended facilities that differ from the current proposed network, or in upgrading the classification of proposed facilities like those near the Block 21 project. A higher level of separation may result in additional right-of-way needs in the future. I have also CC'd Sue-Ellen Atkinson, Principal Transportation Planner, as she is a main City contact on implementation of the Bike Master Plan.

Regarding the provision of retail, I will make sure your comments are received by the developer. Retail is a permitted use in this zone, but not a required use as it is in certain parts of the Downtown Core. It is, however, an encouraged use by our Downtown Area Plan.

Let me know if you have further comments or questions, or if you'd like to discuss further.

Thanks,

Rendell



Rendell Bustos

Senior Planner | Community Development Department

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

650-522-7211 | rbustos@cityofsanmateo.org



From: Eric Wohlford [REDACTED]
Sent: Monday, May 30, 2022 12:48 PM
To: Rendell Bustos <rbustos@cityofsanmateo.org>

Cc: Amourence Lee <alee@cityofsanmateo.org>

Subject: Re: Block 21 Bike Infrastructure Improvements

Hello Rendell,

I received the city's flyer about the Block 21 project. I wanted to make sure that my comments about the impact of the project and the importance of building out the adjacent bike lanes are entered into the public comments for this project. I speak as a neighbor who lives 2 blocks from this project site. Below are a summary of my concerns about the impact of this project:

I wanted to refer the City to your previous response on 5/20/21 confirming that the Bike Master Plan bike lanes adjacent to this project will be built with this project. Specifically, I am referring to the Class IV separated bike lanes on Delaware from 3rd to 4th, and on 3rd from Claremont to Delaware. And the bike boulevard on Claremont from 3rd to 4th. The Class IV separated bike lanes on Delaware and on 3rd are called out on page 10 of the Mitigated Negative Declaration as follows:

Bicycle access to the project site would be provided via existing bicycle routes located along South Delaware Street, South Claremont Street, and East 3rd Avenue from the east. A new protected bike lane (Class IV) would either be fully or partially funded by the project along the site's East 3rd Avenue and South Delaware Street frontage. 129 long-term bicycle parking spaces would be provided within rooms located on the ground floor and Level B1, and 15 short-term spaces would be provided via bicycle racks located along the project's East 3rd Avenue frontage.

I applaud the applicant for this commitment and want to ensure that the city makes good on this promise to get these bike lanes built as part of this project. I would further like to clarify to the applicant that Delaware is the main North/South bike route used by cyclists in this area, and that the blocks from 5th ave to 2nd ave are particularly dangerous. Currently, the "bike access" from the south noted by the applicant is the bike lane on Delaware that ends at 5th Ave, dropping cyclists into 5 lanes of car traffic from 5th to 2nd. Additional bike improvements on Delaware from 5th to 2nd ave would significantly improve the safety and accessibility for multi-modal users of the site and adjacent neighbors and decrease car dependence, both worthy and mutually desirable goals for both the applicant and the City.

My other major comment relates to the impact of the replacement of the 12 street level shops, including 4 successful local restaurants that currently occupy this block. These shops currently provide an important source of foot traffic and "eyes on the street," as famously described by Jane Jacobs in *Death and Life of American Cities*. These restaurants and their patrons keep our streets safe and vibrant. Unfortunately, as we have seen with other nearby "mixed use" developments that are purely office and residential, our sidewalks are active during business hours and quickly become a ghost town after 5 PM. This is especially ironic given the notable security company Verkada is a main tenant of exactly this type of development across the street from this project. Based on the significant negative impacts to the neighborhood and our City of the removal of street level retail and restaurants, I implore the applicant to please include some level of street-level shops/restaurants as part of this development. If we fail to do so we risk creating a worsening divide of our downtown into a literal "other side of the tracks" where downtown is dead at night.

Thank you for bettering our neighborhood by making these suggested improvements to the design of this project.

Best,

Eric Wohlford

On Thu, May 20, 2021 at 5:19 PM Rendell Bustos <rbustos@cityofsanmateo.org> wrote:

Good afternoon Eric,

Thank you for your comments on the Block 21 project. The comments will be considered by City staff and will be included in the administrative record for the Planning Commission's review as well.

City staff does intend to implement the 2020 Bike Master Plan in the Block 21 plans. A future, virtual community outreach meeting and Planning Commission Study Session focused on the project are two other opportunities to provide public comment on the project. I will add you to the project's Interested Parties list to receive notice when the meeting and Study Session are scheduled.

Please let me know if you have any questions.

Thanks,

Rendell Bustos



Rendell Bustos

Senior Planner | Community Development Department

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

650-522-7211 | rbustos@cityofsanmateo.org



From: Eric Wohlford [REDACTED]
Sent: Thursday, May 20, 2021 4:02 PM
To: Rendell Bustos <rbustos@cityofsanmateo.org>
Cc: Amourance Lee <alee@cityofsanmateo.org>
Subject: Block 21 Bike Infrastructure Improvements

Hello Rendell,

I am a neighbor of this project on Delaware St in North Central and I am also a member of the San Mateo City Local Team of the Silicon Valley Bike Coalition. I am a pediatrician and have studied the built environment and its effects on health. I am a big fan of development projects in the area but I want to bring to your attention the importance of improving the bike infrastructure surrounding this project. Development projects like this are important opportunities to catalyze the implementation of bike and ped infrastructure to improve health and safety of all San Mateans.

This site happens to sit exactly on a critical part of the 2020 San Mateo Bike Master Plan and one of the biggest pain points for bikers traveling North/South in North Central, Sunnybrae, and anybody accessing downtown and the Caltrain station from the north, south, or east. The Bike Master Plan lays out that Delaware Street from 3rd to 4th Aves is planned for a separated bike lane. The few blocks of Delaware St from where the current bike lane abruptly ends at 5th Ave to the Caltrain station at 1st Ave are particularly dangerous for cyclists, as City data have demonstrated for years. Delaware is the most used street by bikers in all of North Central. The project also abuts 3rd Ave, from Delaware to Claremont - another segment scheduled for a separated bike lane.

The City recently had an embarrassing showing by essentially forgetting bike infrastructure as part of the 28th Avenue Hillsdale Station improvement, and I would hate for something similar to happen again on Delaware downtown.

Please advocate for bike infrastructure improvements as a requirement for this development. Let me know of any ways that our advocacy efforts can help with this, and I can try to bring the SVBC resources to advocate as well if

you let us know when and how. I have copied Council Member Lee here as she represents North Central on the Council.

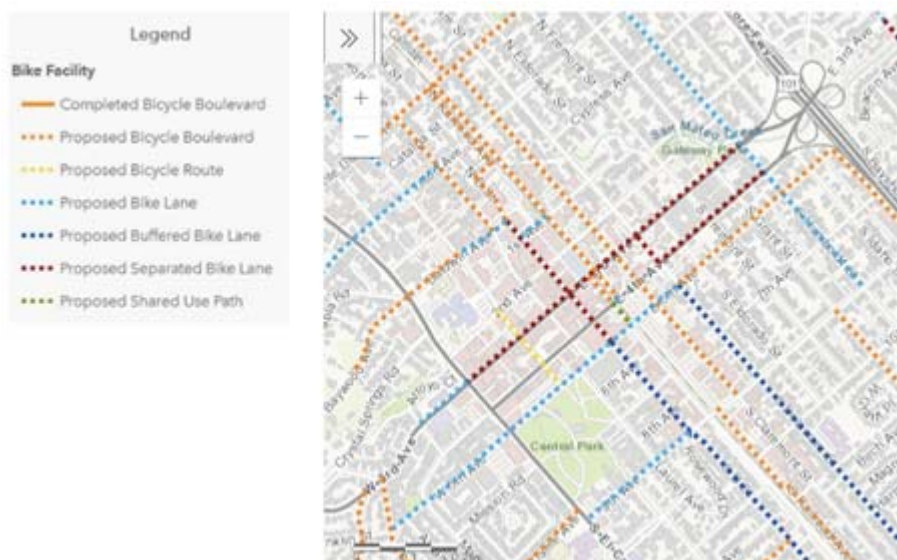
Thank you for your attention to this important bike corridor in San Mateo. I look forward to seeing this development, and hope that the City uses the opportunity to effect the changes that San Mateo requires to improve safety for all of its residents.

Best,

Eric Wohlford, MD

North Central San Mateo Neighbor

Bike master plan reference:



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June 14, 2022

San Mateo City Council

Re: Block 21 Project, Initial Study & Mitigated Negative Declaration

Dear San Mateo City Council,

On behalf of Move San Mateo, the city's local team for the Silicon Valley Bicycle Coalition, a nonprofit creating a healthy community, environment, and economy through bicycling, we are writing to comment on the Initial Study and Mitigated Negative Declaration for the PA-2021-063 500 E. 3rd Ave, Block 21 Mixed-Use Project.

We specifically write in reference to pg. 10 of the Initial Study, which states *"Bicycle access to the project site would be provided via existing bicycle routes located along South Delaware Street, South Claremont Street, and East 3rd Avenue from the east. **A new protected bike lane (Class IV) would either be fully or partially funded by the project along the site's East 3rd Avenue and South Delaware Street frontage.** 129 long-term bicycle parking spaces would be provided within rooms located on the ground floor and Level B1, and 15 short-term spaces would be provided via bicycle racks located along the project's East 3rd Avenue frontage."*

- We applaud the inclusion of bicycle parking, both long-term and short-term in this project as a great way to reduce the impacts to the City's traffic congestion and as a way to further the City's climate action goals.
- We are concerned about the removal of a proposal to fund bike lanes, and are concerned about the proposed bike boulevard description now included in the project.

1. The Project Should Fund (at least partially) the Class IV Bike Lanes on Delaware St & 3rd Ave.

It appears that the developer is not being held to their proposal of funding the Class IV lanes, even partially. As reported in the San Mateo Daily Journal [on June 1st](#), "the project will construct a bicycle boulevard along its South Claremont Street frontage. The boulevard will have pavement markings that increase motorists' awareness of bicyclists and aid bicyclists with navigation." There is no longer any mention of the Class IV bike lanes on Delaware St. and 3rd Ave.

It is unfortunate that active transportation advocates were made to believe that the city would hold the developer to their proposal for wholly or partially funding these lanes, only to find this proposal

unceremoniously stricken from the project proposal. While it was comforting to learn that the project will not preclude the installation of such facilities in the future, this feels like a missed opportunity where city policies do not incentivize developers to make meaningful improvements to the bicycle network. The Bike Master Plan specifically prioritizes development of class IV separated bike lanes on S. Delaware St and 3rd Ave directly adjacent to this project. The Block 21 project will increase local traffic and congestion, and funding separated bike lanes within the project, even partially, would help mitigate these impacts. Also, while staff are now re-evaluating north-south alternatives to a B Street separated bike lane, that should not preclude the implementation of parallel facilities already identified in the bicycle master plan, including a facility directly perpendicular to B Street and Delaware Street on 3rd Avenue.

Using funding from the developer, the City should prioritize a separated facility on Delaware at least between 1st through 5th Avenues, and on 3rd Avenue between B Street and Humboldt Street.

2. Pavement Markings Do Not Make a Bike Boulevard.

Even if the city proceeds with only requiring a bike boulevard on South Claremont street from the project, a bike boulevard should consist of more than pavement painting. Bike boulevards should include traffic calming measures in addition to pavement markings that physically create a safer environment for walkers, bikers, and drivers. Modal filters or diverters, as well as speed cushions, should be implemented on this bicycle boulevard, in order to keep traffic volumes light and slow on Claremont Street.

In summary, we urge the city to do everything in its power to wholly or partially fund the design and construction of the identified separated bike lanes, either through a developer contribution or the city's own prioritization. If the city decides to proceed with a South Claremont bike boulevard within the project instead, the city should take the opportunity to build a true bike boulevard with traffic calming measures in addition to pavement markings with funding help from the developer.

Sincerely,

Raayan Mohtashemi
Bryanne Myers
Move San Mateo
Silicon Valley Bicycle Coalition local team

Rendell Bustos

From: Bill Piedemonte [REDACTED]
Sent: Wednesday, June 15, 2022 10:34 AM
To: Rendell Bustos
Subject: 3rd and Delaware

Follow Up Flag: Follow up
Flag Status: Flagged

I object to the height of the project at 3rd and Delaware. I think it should be held to only 5 stories.

William Piedemonte
[REDACTED]

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