

Rendell Bustos

From: Manira Sandhir
Sent: Tuesday, October 11, 2022 9:02 AM
To: Ashley Snodgrass
Cc: Julia Klein; Wendy Lao; Rendell Bustos
Subject: FW: New high rises downtown

Ashley, please upload public comment below to the PC packet for tonight.

Wendy, Rendell, please also add to the downtown projects you are processing, as the commenter did not specify which project they are referring to. Please flag for others if I missed someone.

Thanks, all!

Manira

Manira Sandhir, AICP
Planning Manager and Zoning Administrator
650-522-7203 (o) | 650-242-6126 (c)
msandhir@cityofsanmateo.org

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

From: Judith Paton [REDACTED]
Sent: Tuesday, October 11, 2022 8:44 AM
To: Planning Commission <PlanningCommission@cityofsanmateo.org>
Subject: New high rises downtown

Please take this opportunity to establish design standards for our downtown that add to the historic look, rather than allowing developers to build utilitarian façades that clash with it. In the long run it's good for business because people are drawn to neighborhoods that are attractive. You have already received several pictures of attractive buildings, of which the 101 Ellsworth project is one example.

With this many new proposals in the works, this is the time to choose to make our downtown beautiful.

Thank you
Judith Paton

Sent from my iPhone

Rendell Bustos

From: Rendell Bustos
Sent: Tuesday, November 1, 2022 2:23 PM
To: I watanuki
Cc: [REDACTED]
Subject: RE: 500 E 4th Avenue - Block 20

Hi Laurie,

Yes, as proposed, the project qualifies for a density bonus and intends to request two concessions: increase in the maximum building height, and increase in the max floor area ratio. The waivers requested are to increase the max parking ramp slope, reduce private open space, increase in bulk, and to reduce the street wall area. Many of these standards are very technical, so I'd be happy to walk you through what the requirements entail over the phone.

Thanks,

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

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

From: I watanuki [REDACTED]
Sent: Monday, October 31, 2022 6:31 PM
To: Rendell Bustos <rbustos@cityofsanmateo.org>
Cc: [REDACTED]
Subject: Re: 500 E 4th Avenue - Block 20

Thanks Rendell. Is this a Density Bonus project? If so what concessions and waivers did Windy Hill ask for?

Laurie

> On Oct 31, 2022, at 3:46 PM, Rendell Bustos <rbustos@cityofsanmateo.org> wrote:

>

> Hi Laurie,

>

> Below is the Zoom information for this week's neighborhood meeting for Block 20. I have added you to the interested parties list for Block 20 (500 E. 4th Ave.). You were already on the interested parties list for 435 E. 3rd Ave., so a postcard should have been mailed to you at a 5th Ave. address. I apologize that you did not hear directly from the applicant.

>

> Neighborhood Meeting

> THURSDAY, NOVEMBER 3, 2022

> 7:00 - 8:00 PM

> Please enter the meeting online at: www.zoom.us/join Meeting ID: 836

> 3143 6468; Passcode: 243627 OR Please enter the meeting by phone by

> dialing: 1 (669) 444-9171 Meeting ID: 836 3143 6468; Passcode: 243627

>

> Thanks,

>
> Rendell Bustos
> Senior Planner | Community Development Department
> 330 W. 20th Ave., San Mateo, CA 94403
> 650-522-7211 | rbustos@cityofsanmateo.org
>
>
> -----Original Message-----
> From: I watanuki [REDACTED]
> Sent: Monday, October 31, 2022 9:45 AM
> To: Rendell Bustos <rbustos@cityofsanmateo.org>
> Cc: [REDACTED]
> Subject: 500 E 4th Avenue - Block 20
>
> Hi Rendell,
>
> Do you have the Zoom link for the Neighborhood Meeting on Nov 3, 7 pm for Block 20?
> I have not received an e-mail for this meeting from anyone.
> I have sent an e-mail to Michael Fields, but have not heard back.
> I would like to send this information on the Neighborhood Meeting out this morning.
>
> Thanks.
>
> Laurie Watanuki
>
> PS Can you put me on the list for 435 E 3rd Avenue and 500 E 4th Avenue? I did not received any postcard information for either project.

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

Rendell Bustos

From: Russ Ito [REDACTED]
Sent: Tuesday, November 1, 2022 4:04 PM
To: Planning Commission; mike@windyhillpv.com; Rendell Bustos
Subject: Block 20: Pls. no more Faux-Mediterranean buildings!

The proposed design for Block 20 is not architecture; it's cynicism.

Windy Hill knows full well that the shortest route to securing approval for the project is to curry favor with San Mateo City's architectural consultant, who has long expressed his affection for the tawdry kitsch that is Santana Row, so they simply decided to copy it. See for yourself:



Block 20



Santana Row

This is not architecture. This is cynical expediency. Windy Hill has not presented a new design; they've created an imitation of a tasteless parody. We do not need more faux-Mediterranean buildings in downtown!

San Mateo's 21st Century buildings should LOOK like 21st Century buildings – not knock-offs of 1970s kitsch!

Windy Hill's cynicism is exposed further if you look at the other projects they have in process on the surrounding blocks – none of which implement a faux-Med look:



Block 21



Third and Claremont

Block 20's faux-Med stands out like a sore thumb – poked in the eye! Those of us who live in downtown do not want to see San Mateo turned into an imitation Santana Row north!

These full-block projects are truly once in a lifetime opportunities to create properties that are not just functional, but inspiring, like this county office building now under construction in Redwood City:



Marshall and Middlefield RWC

No one is going to draw inspiration from a weak imitation of Santana Row – not now, and certainly not in 30-50 years.

The faux-Med look was a cliché 40 years ago. Enough, already. We deserve better. Scrap this design immediately and start over.

Thank you.

Russ Ito

COMMUNITY MEETING COMMENTS ON WINDY HILL BLOCK 21 PROJECT AT 500 E. 4TH AVE.

General

The architecture is a big improvement over previous projects. The arches, trim, divided light windows, and eaves are more respectful of the traditional architecture in the historic district.

Sheet A0.21: Please add street names adjacent to the first level area plan.

What measures is Windy Hill proposing to mitigate the cumulative construction impacts on Claremont, 4th, 5th, and Delaware?

When will the CEQA document be released? Please allow 30 days for review.

Is more office space needed downtown? There is already about 700,000 square feet of office space approved and planned downtown. We have a jobs/housing imbalance and this project will make it worse.

Office and Residential Allocation

Is it desirable to mix office and residential on the same floors? Reserve residential for upper floors? Why have a residential footage on the ground floor facing the railroad? Consider moving office to RR facing orientation instead of on the 4th Ave. side.

What is the assumption for square feet of office space per person?

Consider more residential units to reduce the jobs/housing imbalance. How many people are expected to occupy the residential units?

Historic Resources

The project will demolish yet additional traces of San Mateo history:

- A house built around 1850, which is the Japanese American Community Center located at 415 S. Claremont
- The Japanese American activity building at 515 E. 5th Avenue

I object to additional historic buildings being demolished downtown. Please conduct a survey of the district east of the railroad to determine whether it is eligible as an historic district, and to determine if there is a significant cumulative impact on historic resources.

Loading

Loading zones should be located on Claremont and should be shown on the sheets.

Parking and Traffic

Residential parking is woefully deficient. 0.5 parking spaces per residential unit (43 spaces) is too low. This is not an urban area with abundant, effective public transit options.

226 parking spaces for 142,000 of office space is too low. At an average of 175 square foot per employee there could be over 800 employees at the building. 226 parking spaces for 800 people is not adequate. The City Parking Garage on 5th is committed to previous projects that provided no or little housing. This lack of parking will cause a significant impact on the Central neighborhood and the entire downtown, especially during train transits.

Cumulative Parking and Traffic Impacts

There are over 15 projects proposed in the Central Neighborhood, including at least (I do not have data for the projects on Fremont Street):

Use	Square footage	People
Office	856,504	4,886
Retail	48,805	
	Units	
Residential	737	1,100+
	Spaces	
Parking	2,383*	

This project will cause significant traffic impacts during both construction and operation. Please conduct a cumulative traffic analysis and parking analysis that considers the construction of all 15+ new downtown projects that are approved, proposed, and planned.

EIR is Needed

The previous projects have been analyzed at the Initial Study/Mitigated Negative Declaration level. This project will result in a significant cumulative effect on traffic, parking, and the downtown historic district. Please prepare an Environmental Impact Report (EIR) in order to consider the cumulative effects of the downtown projects and the contribution of this project.

Rendell Bustos

From: Peter Mandle [REDACTED]
Sent: Wednesday, November 2, 2022 8:32 PM
To: Rendell Bustos; mike@windyhillpv.com
Cc: Christina Horrisberger; Drew Corbett; [REDACTED] Laurie Hietter; Michael Nash
Subject: Re: Block 20 neighborhood meeting comments

Hi Mr. Bustos and Mr. Fields,

Unfortunately I was unable to attend the Neighborhood meeting due to prior commitments but want to share my comments. I am concerned about the cumulative impacts on downtown traffic and parking caused by the Block 20 project in addition to the office and residential projects that have already been approved. While the contribution of any single project may be relatively small, combined they are likely to aggravate the existing congestion and lack of parking downtown.

Might it make sense to postpone approval until the City can conduct a comprehensive downtown traffic and parking study allowing City leaders to better understand the cumulative impacts and to develop a plan to address these impacts? One component of the plan could be to confirm the assumptions about the use of transit by those working in the proposed buildings by surveying employees now working in offices downtown and at other sites in San Mateo located near Caltrain stations.

Best regards,
Peter

Peter Mandle
[REDACTED]

On Wed, Nov 2, 2022 at 11:57 AM Laurie Hietter [REDACTED] wrote:

Dear Mr. Fields and Mr. Bustos,

Please see my attached comments on the Block 20 project.

Sincerely,

Laurie Hietter

Rendell Bustos

From: Lisa Nash [REDACTED]
Sent: Thursday, November 3, 2022 11:06 AM
To: Rendell Bustos
Subject: Comments on the 435 E 3rd Ave. IS/MND

- Thank you for the opportunity to comment on these proposed plans. It is important that such a large project reflect the needs of our entire community over the long term.
- I agree with the comments of Laurie Watanuki and Laurie Hietter already submitted to you.
- While I applauded the efforts to use design elements that better fit with the existing and historical environment, I am very concerned that this project is primarily commercial. This will not meaningfully reduce the fundamental jobs/housing imbalance in San Mateo.
- If there were a greater percentage of the project devoted to residential units, this also would be a big help to our struggling small businesses who need increased and stable customer bases and not the transient, lunch only crowds that commercial development brings.
- We have a unique opportunity with all the development slated for downtown San Mateo to revitalize our economy, support our small businesses and attract a more diverse, younger group of residents who are less likely to have cars and more likely to walk and use public transit if they live downtown. We should not be devoting such a large percentage of this development to commercial and squander this opportunity. More people living downtown also would attract more specialty retail that isn't easily provided by online services. This also would be of benefit to our overall community.
- Having more residents and less commercial development downtown also will encourage more community gatherings, eg festivals, concerts, meet ups. The downtown area of Redwood City has demonstrated how this can be a benefit to the attractiveness of the city in so many ways.
- How many employees are envisioned to work at Block 20? How many parking spots?
- As to the 86 residential units, how many are studio, 1,2 or 3 bedroom units? We need more multi-bedroom units if we want families to come here to live...and then stay in San Mateo as they establish families.
- We also need more affordable workforce housing in this project.
- We should move the residential units away from the train side since they will have to listen to the noise at night when employees are no longer there.
- What thinking has been given to open space? This is a massive building. There needs to be more open space, and not just pocket parks, for the residents and workers.
- There need to be more setbacks for the building so that the pedestrian area is large enough to hold community events and casual gatherings.
- While the Mediterranean touches are a very positive step, where are the elements that echo San Mateo's historic buildings so as to better integrate this new building with its surroundings? Despite its size, sharing design elements with existing old San Mateo buildings will enable it to fit in better and create more of a city sense of character. We need objective design standards that unite the old and the new in San Mateo. But we can inject them in this project even before these standards are finalized. Uniting echoes of the old with the potential of the new would make San Mateo a more exciting place to be for businesses, residents, visitors, companies etc. and heighten our reputation in the Bay Area.
- Even as we try to transition to fewer cars, we have to accommodate the ones that exist. The inadequate number of parking spaces proposed will result in overflow parking in the neighborhoods, already suffering from this impact.
- How will the developer compensate the city and neighborhoods for the impact during construction?
- An EIR should be required for a project of this size with impact of the City in so many ways. This developer could represent great opportunity if done with the long term goals of the City and its residents in mind. Let's focus on that!
- Many thanks and I look forward to a good discussion tonight.

- Lisa Diaz Nash

Rendell Bustos

From: diana pettit [REDACTED]
Sent: Thursday, November 3, 2022 7:06 PM
To: Rendell Bustos
Subject: Block 21

Tonight, there is a meeting for Block 21 project according to an email sent from Laurie Wantuke.

It is a neighborhood meeting.

Please give the letter to the City Council about this project and the development for safe traffic.

Thank you.

Diana Pettit

Rendell Bustos

From: Francie Souza [REDACTED]
Sent: Friday, November 4, 2022 2:43 PM
To: Rendell Bustos
Subject: New construction projects

Mr. Bustos -

As a resident of Central San Mateo, I'm concerned about the multiple projects that are being built within the city limits. It appears that some completed projects are not even full (such as Station Park Green) with most of the street level business units empty. Each new project displaces local businesses and adds thousands of square feet of office space with some residential units. The project intended for the Talbot's lot doesn't even provide one parking space per residential unit. The proposed project at 500 E 4th Ave is 6 stories. Do we really need another 6 story building in the same area as several other large Windy Hill projects? Are we trying to change the total landscape of the city? Has there been a comprehensive review of the impacts of increased traffic in this area, especially the utilization of local streets to access 101/92freeways? Is the city planning to demolish the neighborhood streets in order to accommodate this new influx of people? Not everyone is going to take CalTrain or live within walking distance. In addition, taking away important businesses, such as Draeger's, as well as many other smaller service-providers, is short-sighted. I understand these projects are lucrative for the city, but I worry about the overall "remodeling" of San Mateo, and think that we are being short-sighted with displacing important local businesses/parking/historical buildings to build too many large multi-story mixed-use projects without adequate infrastructure.

I've attended some city council meetings but feel like the decisions have already been made by the time residents are asked for their input and that we do not hold as much influence as the builders.

Frances Souza

Rendell Bustos

From: I watanuki [REDACTED]
Sent: Wednesday, November 16, 2022 2:22 PM
To: Rendell Bustos
Cc: Michael Field; Christina Horrisberger; [REDACTED]; Michael Weinbauer; Laurie Hietter; Nash Lisa; [REDACTED]
Subject: Block 20 - PA- 500 E 4th Avenue

Dear Mr. Bustos,

These are my comments on Block 20:

Building Design

1. The Mediterranean design with curved arches and window trim has some great features with the eaves, cornices, window trim, and arches. The traditional design is a better blend with our neighborhood and the Historic Downtown.
2. 5th Avenue facade - We would like the 5th Avenue facade improved since this side faces the pedestrian path and the new bicycle boulevard. 5th Avenue is the path into the Downtown and Central Park. Also the Delaware facade faces east towards our neighborhood homes.
3. Respect the existing scale - Block 20 is massive in size and height, and is surrounded by two small 1-story commercial buildings - Jiffy Lube and San Mateo Lumber Hardware Store, with one and two story residential buildings in the Central Neighborhood. Can the building be stepped back on 5th and Delaware so it can fit in better? The standard ceiling height is 8' and the ceiling heights in this project are very tall: 14' (1st floor), 13-1/2' (2nd & 3rd floors), and 9' (4th, 5th, 6th floors). Can the ceiling heights be lowered? Does this building have to be 6 stories tall?
4. Set-backs - We would like to see more set-backs for the building so that the pedestrian area is large enough for community events and casual gatherings along 5th Avenue. There is a shortage of places for informal gatherings and meetings.

Traffic and Parking.

5. We would like the 269 cars to avoid 5th Avenue since this is a narrow local neighborhood street and a bike boulevard. This will be in addition to 700 car Kiku Crossing City Garage on 5th Avenue. Also Windy Hill's 405 E. 4th, 406 E. 3rd, 500 E 4th - Block 21, and 435 E 4th Avenue are on the north side, and 3 new projects on B Street, and 477 - 9th Avenue on the southern end of Claremont.
6. It looks like the garage entry /exit will be located on S Claremont. Traffic needs to take S Claremont to 9th Avenue to El Camino Real to 92 and 101 to reduce the commercial cut-through traffic through our neighborhood streets.
7. Cumulative traffic and parking impacts - We have over 18 projects in various stages in the Downtown, Central and North Central Neighborhoods. We are concerned about the cumulative traffic and parking impacts on the east side and in the Downtown. We need an analysis of all these future impacts of these large projects. A survey of residents and employees within the new developments 1/2 mile distance from the Transit Center would give us a better idea if they take Caltrain, get dropped off, take Uber, or drive to work and where do they park?

Housing imbalance

8. Can the office portion be scaled back since we have over 875,000 sf of new office space in the Downtown? There is 142,000 sf of office in this project and 800 employees with only 86 housing units. We have a need for workforce housing and to draw more people to the Downtown at night.

9. What is the mix of the housing and what are the ranges of the rental prices of the various models? Station Park Green currently has a 40% vacancy rate.

Historic resources

10. 415 S. Claremont the Japanese Community Center has been featured in the Daily Journal and on KPIX TV. This building goes back to around 1850 and has been an important resource to Japanese Community in the Bay Area. There is also another older community building at 505 East 5th Avenue. We need an updated survey on the other historic resources on the east side of San Mateo.

11. We need an EIR.

Thank you.

Laurie Watanuki