

## Rendell Bustos

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**From:** Peter Mandle [REDACTED]  
**Sent:** Monday, December 12, 2022 5:23 PM  
**To:** Rendell Bustos  
**Subject:** Re: Pre-Application Review for a Proposed Six-Story Office/Residential Mixed-Use Building at 500 E. 4th Ave. (Block 20)

Mr Bustos

Thank you for your clarification.

Best regards  
Peter

On Dec 12, 2022, at 5:07 PM, Rendell Bustos <[rbustos@cityofsanmateo.org](mailto:rbustos@cityofsanmateo.org)> wrote:

Good afternoon Mr. Mandle,

Thank you for your comments below. Your email has been received by the Planning Commission for consideration at tomorrow's Study Session. I do want to clarify that tomorrow's agenda is for a Study Session, not a Public Hearing for approval on the Block 20 project. The Commission will be providing feedback on preliminary plans and will not be making any formal decision or action on the project. A comprehensive traffic analysis will be conducted as part of the formal application review and larger environmental analysis that would be conducted after the formal application is filed after tomorrow evening's Study Session.

Thanks,  
Rendell Bustos

[<image002.png>](#)

**Rendell Bustos**

Senior Planner | Community Development Department  
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650-522-7211 | [rbustos@cityofsanmateo.org](mailto:rbustos@cityofsanmateo.org)

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**From:** Peter Mandle [REDACTED]

**Sent:** Monday, December 12, 2022 2:09 PM

**To:** Planning Commission <[PlanningCommission@cityofsanmateo.org](mailto:PlanningCommission@cityofsanmateo.org)>

**Subject:** Pre-Application Review for a Proposed Six-Story Office/Residential Mixed-Use Building at 500 E. 4th Ave. (Block 20)

Ms. Margaret Williams, Chair City of San Mateo  
Planning Commission,

This is to request that the Planning Commission delay the approval of the Proposed Six-Story Office/Residential Mixed-Use Building at 500 E. 4th Avenue (Block 20) until City staff have had an opportunity to complete a comprehensive transportation and parking study for the Downtown Area.

It is my understanding, and City staff can confirm, that the City has approved or is reviewing about 856,000 sq. ft. of office space plus 48,000 sq. ft. of retail space in Downtown. I believe that the Bridgepointe Shopping Center contains about 572,000 sq. ft. (including Home Depot) and that the Hillsdale Mall contains about 1.3 million sq. ft. While office space and retail space aren't equivalent in terms of peak hour traffic (offices generate more peak hour traffic than do retail land uses) and don't have equivalent parking demands, the City has approved or is reviewing construction of more than 1.5 Bridgepointe Shopping Centers or about 2/3 of a Hillsdale Mall in our Downtown without any major improvements to the street network or parking capacity.

I am concerned about the transportation and parking impacts to Downtown San Mateo as these buildings are completed and become fully occupied, and believe it would be useful to verify if the existing transportation network and existing and new parking facilities can properly accommodate the forecast growth.

Thank you for considering this request.

Regards,  
Peter

Peter Mandle  
[REDACTED]

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## DECEMBER 13, 2022 PLANNING COMMISSION STUDY SESSION

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### COMMENTS ON WINDY HILL BLOCK 21 PROJECT AT 500 E. 4<sup>TH</sup> 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.

Is more office space needed downtown? There is already over 850,000 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? Can you reserve residential for upper floors? Why have 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?

#### Loss of Retail

San Mateo is losing its downtown retail, and this project will add to the loss. Please commit to including retail on the ground floor, potentially a new childcare facility to replace Safari Kids.

#### 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 5<sup>th</sup> is committed to previous projects that provided no or little parking. This lack of parking will cause a significant impact on the Central neighborhood and the entire downtown, especially during train transits.

Construction traffic should be on 9<sup>th</sup> and El Camino and Highway 92, rather than on 3<sup>rd</sup>, 4<sup>th</sup>, and 5<sup>th</sup>, which will be congested from previously approved projects. The truck traffic is dangerous on the residential streets.

### **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):

<b>Use</b>	<b>Square footage</b>	<b>People</b>
Office	856,504	4,886
Retail	48,805	
	<b>Units</b>	
Residential	737	1,100+
	<b>Spaces</b>	
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.

What measures is Windy Hill proposing to mitigate the cumulative construction impacts on Claremont, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, and Delaware?

### **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.

When will the CEQA document be released? Please allow 45 days for review and ensure there is a widely distributed notice.