

THE FOLLOWING PUBLIC
COMMENTS WERE SUBMITTED
FOLLOWING THE PUBLICATION
OF THE AGENDA PACKET

From: Mark Eliot [REDACTED]
Sent: Thursday, February 2, 2023 10:29 AM
To: Amourence Lee <alee@cityofsanmateo.org>
Cc: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>
Subject: A question

Dear Mayor Lee,

As you know, the City Council will be holding its annual goal-setting session soon. This will be followed by several rounds of budget review, with an adopted budget in June. For years, citizens have implored the City to prioritize bicycle and pedestrian safety and access and to meaningfully increase the budget for bike/ped infrastructure projects. Also for years, the Council has accepted proposed Capital Improvement Program budgets without any changes. As a result, we continue to see only small, incremental improvements that are mostly due to opportunistic painting on repaving projects. The whole exercise seems rather pointless.

Therefore in advance of this year's goal-setting meeting, I have a question for you:

What steps do you think we need to take to significantly accelerate the construction of bike/ped infrastructure in San Mateo?

I will be very grateful for your answer.

Sincerely,
Mark Eliot

From: [REDACTED]
To: [City Council \(San Mateo\)](#)
Cc: [Patrice Olds](#); [Drew Corbett](#); [Azalea Mitch](#)
Subject: Pls add to Blue Sky Strategic Priority 2022-2023 Plan
Date: Tuesday, February 7, 2023 6:11:34 PM
Attachments: [image0.jpeg](#)

2/7/23

Dear Councilmembers,

I'm requesting that the Council add to the 2022-2023 Strategic Priority List a directive to submit a letter of Map Revision to FEMA to remove my property and many of my neighbor's properties from the Flood Zone map.

Here's why:

In 2015, some 8,000 properties in the City were removed from the FEMA Flood Zone map. My property is located at 70 McLellan Ave., (one block North of E. Hillsdale Blvd @ Curtis) and had never been in a flood zone. After the 2015 revision, it was suddenly **added**. FEMA had determined that my property would experience at least one foot or more of "interior residual flooding" in the event of a 100 YEAR STORM.

On December 31, 2022, FEMA's flood mapping for our City was put to the test. At the City Council Meeting on January 3rd, Public Works Director, Ms. Mitch, classified the December 31, 2022 storm as a "200 YEAR STORM". IF the mapping was correct, my property, along with many of my neighbor's properties, should have been underwater with extensive flood damage, right? We had NO flooding whatsoever, thankfully.

I highly suspect an error has been made with FEMA's mapping. In light of the Blue Sky meeting, I felt compelled to bring this to the Council's attention. I'm asking for your assistance in having this matter looked into and rectified by the City and FEMA.

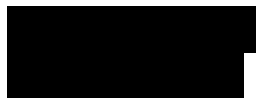
Please see the attached 2015 Flood Zone map. It indicates flooding of at least one foot would occur from El Camino down E. Hillsdale Blvd. to approx. Highway 101, which didn't happen either.



Respectfully,

John Harris

Devra Harris





From: [REDACTED]
To: [City Council \(San Mateo\)](#); [Drew Corbett](#); [Kathy Kleinbaum](#); [Andrea Chow](#); [Clerk](#)
Subject: San Mateo Climate Action Team - Comments Regarding SM City Council Blue Sky Session
Date: Tuesday, February 7, 2023 12:48:26 PM

Honorable Mayor Lee, Deputy Mayor Diaz Nash, and City Council Members,

This letter is submitted on behalf of the San Mateo Climate Action Team ("SMCAT") in connection with the upcoming City Council "Blue Sky" Goal Setting Workshop.

1. Existing Objectives

The San Mateo Climate Action Team is not making a request for a new objective to be added in FY2023-24. **We do respectfully ask that the Council continue several critical objectives approved by Council last year,** including:

- 15. Implement bicycle and pedestrian projects and programs that address safety and align with adopted City Plans.
- 27. Establish policies to decarbonize existing buildings and infrastructure and eliminate methane gas use by 2030.
- 28. Implement the Climate Action Plan and work to reduce greenhouse gas emissions.

SMCAT, in collaboration with the Campaign for Fossil Free Buildings of Silicon Valley ("FFBSV"), have submitted a separate sign-on letter to City Council that outlines in detail our requests for Council action on Objective #27. **SMCAT's highest priority requests are outlined in that separate sign-on letter.** We also submit the below additional comments regarding Objective #27.

We thank the City for the timely issuance of an RFP for a consultant to prepare a decarbonization plan for achieving the 2030 decarbonization objective (Objective #27). We look forward to following this process, and **we request that the consultant ultimately selected by the City engages in a robust community feedback process that includes close partnership with SMCAT.**

We also wish to express our thanks to the City for the other work that has been accomplished already on Objective #27, namely the passage of Reach Codes applicable to existing buildings (effective January 1, 2023). However, **we request that the work plan for Objective #27 be updated to include an "Electrification Awareness Campaign"**. Such a campaign would involve making electrification resources readily available, without delay, to residents who are now subject to the new Reach Codes requirements, as well as those who voluntarily electrify their homes or businesses. The idea is to make electrification as easy and cost-effective for residents as possible.

SMCAT stands ready to support and provide assistance to such a City Electrification Awareness Campaign. However, more than any other entity, Peninsula Clean Energy ("PCE") is a natural partner for the City in such an Awareness Campaign. Indeed, PCE has

stated that it is taking steps to establish a "One Stop Shop" to provide comprehensive electrification assistance for Cities/residents.

Given the above expression of intent by PCE, **we ask that the City take active steps to co-create with PCE the "One Stop Shop" electrification assistance that is needed by the City right now as a result of the new Reach Code requirements**. Such assistance should include: providing information related to electric panel requirements, electric appliances, and electric installations; providing a list of contractors that regularly perform high-quality electric installations; providing information/assistance with respect to available rebates, tax credits and financing; establishing an electrification "helpline" or website portal where a resident can direct electrification questions; establishing mechanisms to connect residents with electrification "ambassadors"; and streamlining/easing the permit process.

With respect to FY2022-23 Objective # 28, we request that the Council take strong steps in 2023 and beyond to implement the City's Climate Action Plan.

2. Comments Regarding FY 2023-2024 Objectives

The balance of this letter sets forth our comments on the new FY 2023-2024 Objectives proposed by Council, particularly those objectives that relate to sustainability and decarbonization matters.

A. Mayor Lee's Objective #1

Mayor Lee has proposed the following Objective #1:

1. Initiate a Community Budget Process including the review of unfunded equity priorities and potential utilization of the estimated \$4.8M annual revenue from Measure CC (factoring in the volatility of the funding source, considering one- time vs. ongoing expenditures augmented by reserves or a combined approach). Key unfunded community priorities include:

(b) Increasing sustainability capacity - expand volunteer, staffing, partnerships

We support this Objective, and note that any such budget process should result in increased City sustainability initiatives, increased sustainability Staff, and enhanced partnerships between the City and sustainability-focused volunteer groups. We are currently engaging with Staff to better understand how we can support the City and SMCAT's shared sustainability goals, and we appreciate opportunities to work with the City.

B. Councilmember Nash's Objective #6

Councilmember Nash has proposed the following Objective #6:

6. Create a one-stop "education and action" center for consumers and businesses around electrification to demystify the process, identify resources and maximize voluntary migration and success stories.

We greatly appreciate this expression of support for electrification assistance/education that

is greatly needed, but we note that, as a result of the new Reach Code requirements, electrification assistance for residents cannot wait until July or later in 2023, which is the earliest that new Council objectives would begin to be implemented. Therefore, **we support updating the work plan for Objective #27 from FY 2022-2023, without delay, to include a City "Electrification Awareness Campaign," as well as the City's co-creation with PCE of a more comprehensive "One Stop Shop",** for electrification assistance, as described in detail above in this letter.

C. Councilmember Loraine's Objective #3 and Councilmember Hedges' Objective #4

Councilmember Loraine has proposed the following Objective #3: "3. Complete All High and Medium-High Priority Projects in the 2020 Bicycle High Master Plan Update by 2030," and Councilmember Hedges has proposed the following Objective #4: "4. Set a timeline for building the Bike Master Plan and the Pedestrian Master Plan. Complete a report detailing the cost and staff resources needed to completely build out the Bike/Ped Master Plans. Adopt a budget line item for building bike/ped projects."

We support these objectives, but ask that they be strengthened to include an aggressive timeline for completion, and that at least one project be built in each of the City's five districts within the next fiscal year.

In order for the above objectives to be implemented, we support the City's identification of consistent and dedicated funding sources, such as an infrastructure fee that would fund bike route construction and pedestrian improvements, as well as flood control and Marina Lagoon dredging.

3. The Ever-Important Context: The Climate Crisis

We make the above requests because, as this past year has shown more than ever, **the climate crisis is real, it is here now, the burning of fossil fuels is directly responsible, and the impacts of climate change on human health and security are growing increasingly dire.** The good news is that there are powerful local solutions to fight the climate crisis, including the requested solutions set forth in this letter and the separate SMCAT / FFBSV sign-on letter.

We thank the City for its tremendous climate leadership to date, and we thank the Council for its consideration of our requests.

Sincerely,

The San Mateo Climate Action Team



The San Mateo Climate Action Team is a San Mateo based organization dedicated to local solutions to the climate crisis. Our membership includes 180+ climate-concerned

community members working on behalf of strong local action.

cc: San Mateo Sustainability and Infrastructure Commission

City Manager Drew Corbet

Assistant City Manager Kathy Kleinbaum

Sustainability Analyst Andrea Chow

From: [REDACTED]
To: [City Council \(San Mateo\)](#); [Drew Corbett](#); [Kathy Kleinbaum](#); [Andrea Chow](#); [Sustainability & Infrastructure Commission](#)
Subject: Sign-On Letter from SMCAT and FFBSV Submitted for SM City Council Blue Sky Session
Date: Tuesday, February 7, 2023 12:48:16 PM



The Campaign for Fossil Free Buildings in Silicon Valley

350 Silicon Valley, Acterra, Bay Area for Clean Environment, Carbon Free Silicon Valley, Carbon Free Palo Alto, Carbon Free Mountain View, Cinnamon Energy Systems, Citizens' Climate Lobby San Mateo County, Citizens Environmental Council of Burlingame, Clean Coalition, Climate Reality Project: Santa Clara County, Coltura, Cool Block, Earthy B, Electrify Now, emeraldECO, Fossil Free Mid-Peninsula, GreenTown Los Altos, Indivisible Ross Valley, Kitchens of Life, Menlo Spark, Menlo Together, Mothers Out Front Silicon Valley, npc Solar, Pacifica Climate Committee, Peninsula Interfaith Climate Action, Project Green Home, Redwood Energy, SIDCO Homes, San Carlos Green, San Francisco Bay Physicians for Social Responsibility, San Mateo Climate Action Team, Sierra Club Loma Prieta Chapter, Sustainable San Mateo County, Sustainable Silicon Valley, Sunnyvale Cool, Silicon Valley Youth Climate Action, and Silicon Valley Youth Climate Strike

February 7, 2023

RE: Support for a Comprehensive City of San Mateo Ordinance for Existing Buildings including an End of Gas Distribution By 2030

Dear San Mateo Mayor and City Council,

We, the undersigned, on behalf of the Campaign for Fossil Free Buildings in Silicon Valley (FFBSV) and the San Mateo Climate Action Team, urge the City of San Mateo to adopt a comprehensive ordinance for "Existing Buildings Electrification," effective January 1, 2025, that would immediately accelerate the conversion of all fossil gas uses to electric and provide, in accordance with your already adopted FY 2022-23 objective, the date of 2030 for elimination of methane gas use.

Local building electrification regulations are critically needed to facilitate the necessary transition from fossil gas at the speed and scale called for by the Intergovernmental Panel on Climate Change, as well as to address the air quality, health, and safety impacts of current fossil gas use in our homes and other buildings.

We strongly support adoption by San Mateo of the existing building electrification language that was considered by the City of Half Moon Bay on December 7, 2021, with one important modification: Considering that the IPCC recommends a swift transition from fossil fuel use in order to maintain safe living conditions, we recommend that effective January 1, 2025, all building permits for replacement of gas equipment shall require replacement of such equipment with only electric alternatives. This will give homeowners, tenants, business owners, equipment suppliers, and contractors sufficient time to plan for the transition from gas to electric.

We further recommend an End of Gas Flow date of 2030, a date which San Mateo wisely adopted in its 2022-23 City Council objective:

Establish policies to decarbonize existing buildings and infrastructure, and eliminate methane gas use by 2030.

To meet this goal, the City Council directed staff to establish policies to decarbonize and electrify existing buildings and eliminate natural gas use by 2030. The City's Climate Action Plan identifies electrifying existing buildings as a key strategy to reduce communitywide greenhouse gas emissions. In 2020, the City Council adopted an ordinance requiring all new residential buildings and office buildings be all-electric. On November 7, 2022, the City Council approved an ordinance that will expand the all-electric requirement to all new buildings and require electric-readiness and electric appliances retrofits for specific home remodels beginning January 1, 2023.

Additionally, the City of San Mateo has shown even more leadership by taking the bold step of requesting proposals for a plan to identify and analyze policy options to decarbonize San Mateo's existing building stock. We propose that the final plan include these items.

- - Financing for electrification, with special focus on residents (homeowners and tenants) and business owners; including loans, rebates, on bill financing, and the Inflation Reduction Act.
- - Peninsula Clean Energy's Existing Building Decarbonization Ordinance.
- - New Buildings Institute's Existing Building Decarbonization Code as it applies to full electrification of all existing residential buildings.
- - Home energy assessments (such as those required by the cities of Berkeley and Piedmont) with special focus on full electrification on all existing residential buildings.
- - Commercial building performance standards (such as those required by the cities of

Brisbane and San Jose).

At the bottom of this letter, we have included the ordinance language that we suggest.

We note that a roadmap will be instrumental in meeting a 2030 gas phase out goal. In addition to San Mateo, several other cities are currently working along the path towards this 2030 goal including San Jose, San Palo Alto and Menlo Park, while Peninsula Clean Energy is currently working on an aggressive building decarbonization plan. Given the adoption of the Inflation Reduction Act, the typical San Mateo homeowner will receive \$25,000 in electrification funding. This money, in addition to local funding (e.g., through Peninsula Clean Energy) and other low income programs will assure a just and equitable transition.

We propose the above policies for these reasons:

Building Electrification is an Urgent Climate Action

Although the devastating increase in catastrophic wildfires and disastrous flooding throughout California has raised public awareness of climate change, the depth of the climate crisis is even worse than is commonly understood and demands urgent action.

A report from California's nonpartisan Legislative Analyst's Office detailed how we are already experiencing the impacts of Climate Change.[1a] In 2021, California experienced its hottest average summer temperatures, its second largest wildfire, and its third driest year (based on precipitation) on record, and we can expect extreme weather to intensify as the climate continues to change. For example, the LAO report estimates that \$8 to \$10 billion of existing property in California is likely to be underwater by 2050; extreme heat is projected to cause more deaths per year than from car accidents; and at least 13,000 existing housing units in the Bay Area alone, "will no longer be usable" because of sea rise over the next 40 to 100 years. [1b]

Levels of CO₂ in the atmosphere reached 417.1 parts per million last year, which is well above the 280-350 ppm scientists say is ideal for human life. This measurement is the highest level ever recorded, and it's estimated to be the highest in the last 4.5 million years, more than 50% above the preindustrial levels. [1c]

A sobering series of reports from the Intergovernmental Panel on Climate Change (IPCC) released from August 2021 through April 2022 have found that humans have had an "unequivocal" influence on climate change and warns that this decade is humanity's last chance to limit warming.[1d] While the IPCC report revealed that sadly, a 1.5°C rise in planetary temperature is now unavoidable, the potential to limit warming to below 2°C—and avoid even more catastrophic climate impacts—is still possible if the world can achieve net-zero carbon emissions by 2050.[2] That means we need to begin phasing out fossil fuels right away, including methane gas used to heat and cook with.

Strong Action Has Been Taken by Nearly All Cities and Both Counties

In the County of San Mateo, 17 of the 20 cities, and in the County of Santa Clara, 14 of the 16

cities, as well as both County governments have already adopted electric requirements for new construction that avoid new methane gas use. Extending these benefits to existing homes and buildings is now urgently needed.

The recent Bay Area Reach Codes initiatives are important opportunities to advance policies throughout our region that will help cities meet their climate plan goals, demonstrate much needed progress in phasing out fossil fuel use, and lead to significant and quantifiable health and air quality benefits.[3]

- **All-Electric homes and buildings are more efficient.** According to the California Energy Commission, a modern high-efficiency heat pump electric water heater (available at all major retailers) costs roughly one-third less on utility bills to operate than the most efficient gas water heater.^[4] In addition, electric heat pump heating also provide air-conditioning, resulting in less equipment, reduced maintenance costs, and greater climate resilience.
- **Public Safety:** Fossil gas is highly flammable. In the past 10 years, 9,000 gas explosions in the U.S have killed more than 500 people, and gas leaks have displaced and sickened thousands of people.^[5] Methane gas also caused half the fires after two major California earthquakes.^[6]
- **Health:** Gas stoves release smog-forming compounds such as nitrogen dioxide, unburnt hydrocarbons and carbon monoxide pollution that doubles risks for heart and lung disease and triples the use of asthma medications.^[7] ***In fact, studies have shown that children living in homes using gas for cooking have a more than 40% higher risk of having asthma.***^[8] Further, improperly vented gas appliances lead to carbon monoxide poisoning that results in thousands of emergency room visits and several hundred deaths every year.^[9]
- **Climate:** All-electric buildings are a highly visible and practical step forward to address the climate crisis, by breaking the cycle of fossil fuel dependency in buildings. This is the single biggest step that cities can take to address climate this year.
- **Resilience:** Switching from gas to electric at the time of remodel or replacement helps avoid a complex, costly and likely inevitable switch to all-electric heating and appliances in the future, since gas prices are expected to rise sharply, and California is planning to eventually end gas distribution. PG&E has asked for a 24% gas rate increase and SoCalGas, a 42% increase, over the next couple years, and this is just the beginning.[10] Converting to **all-electric now will help future-proof our cities and counties.**

Many cities and counties in our region have already adopted climate emergency declarations. In keeping with these existing declarations and the latest science, we must actively begin a

swift transition from polluting and unhealthy fossil fuels like methane gas. That means preventing new fossil fuel devices from committing to decades more use and aiming to end large scale distribution of fossil fuels by 2030.

While it will be very difficult to end methane gas use by 2030, doing so is absolutely possible, if we work together on a pathway to success. The rest of California, and the world, is looking to our region for leadership. We must rise to that challenge and apply our valuable resources of money and time to avoid the worst impacts of the climate crisis. Current and future generations deserve and depend on our best and boldest collaborative efforts.

Thank you for considering our comments. We would be pleased to provide additional information or respond to any questions that might arise.

Sincerely,

San Mateo Climate Action Team*

Terry Nagel, Chair, Sustainable San Mateo County

Jennifer Thompson, Sustainable Silicon Valley

Cheryl Weiden, 350 Silicon Valley

Elaine Salinger, Citizens Climate Lobby

Sean Mendelson, Climate Reality and Mothers Out Front

Diane Bailey, Menlo Spark

Climate Reality Silicon Valley

Lauren Weston, Executive Director, Acterra: Action for a Healthy Planet

Crystal Hernandez, Acterra Student Ambassador Program

Anjuli Mishra, Silicon Valley Youth Climate Action, San Mateo County Chapter

Katie Rueff, Palo Alto Student Climate Coalition

Brian Stewart, Founder Electrify Now

Harry R. Moody, Board Chair, Gray Is Green, the National Senior Conservation Corp

NPC Solar

Michelle Hudson, San Mateo Resident

Robert Whitehair, San Mateo Resident

Leane Eberhart, San Mateo Resident & Architect

Joel Scott, San Mateo Resident

Megan Strain, San Mateo Resident

Dave Clark, San Mateo Resident

Teri Whitehair, San Mateo Resident

Gary Trott, San Mateo Resident

Libby Traubman, San Mateo Resident

Vivienne Scott, San Mateo Resident

Sue Blockstein, San Mateo Resident

Claire Shintani, San Mateo Resident

Wendy Chou, San Mateo Resident

Michelle Mandel, San Mateo Resident

Dylan Ackerman, San Mateo Resident

Kristie Eglsaer, San Mateo Resident

Zachary Scott, San Mateo Resident

Suzanne Bonilla, San Mateo Resident

Rick Bonilla, San Mateo Resident
Belinda Chlouber, San Mateo Resident
Mary Rose LeBaron, San Mateo Resident
Sunny Zhang, San Mateo Resident
Heather Wolnick, San Mateo Resident
Skye Nygaard, San Mateo Resident
Luke Xie, San Mateo Resident
Maggie Trinh, San Mateo Resident
Mike Sokolsky, San Mateo Resident
Lin He, San Mateo Resident
Nancy Schneider, San Mateo Resident
Ole Agesen, Bay Area Resident
Nancy Tierney, Bay Area Resident
Felix Mbuga, Bay Area Resident
Bruce Naegel, Bay Area Resident
Kevin Ma, Bay Area Resident
Mark Hoffberg, Bay Area Resident
Paul Meagher, Bay Area Resident
Kathy Battat, Bay Area Resident
John McKenna, Bay Area Resident

*San Mateo Climate Action Team is a San Mateo-based organization dedicated to local solutions to the climate crisis. Our membership includes 180+ climate-concerned community members working on behalf of strong local action.

[FFBSV](#) includes the 40 organizations listed at the top of this letter, working together to support an accelerated phase out of fossil fuels in homes and buildings. A rapid transition away from fossil fuel use is critical to avoid the very worst and irreversible impacts of climate change. Preventing the continued use of fossil fuels, including “natural gas” (which is comprised primarily of methane), creates more affordable, cleaner, healthier, and more resilient housing and buildings for communities throughout San Mateo and Santa Clara Counties.

cc: San Mateo Sustainability and Infrastructure Commission
City Manager Drew Corbet
Assistant City Manager Kathy Kleinbaum
Sustainability Analyst Andrea Chow

[1a] <https://lao.ca.gov/Publications/Series/1>

[1b] <https://calmatters.org/environment/2022/04/california-climate-change-report-legislature/>

[1c] <https://keelingcurve.ucsd.edu>
<https://www.axios.com/2022/05/04/april-sets-record-highest-co2-levels>

[1d] <https://www.ipcc.ch/report/ar6/wg3/>
<https://www.bloomberg.com/news/features/2021-08-09/ipcc-report-human-caused-climate-change-unequivocal>

[2]

https://www.nytimes.com/2021/08/09/climate/climate-change-report-ipcc-un.html?te=1&nl=climate-fwd:&emc=edit_clim_20210812

[3] See www.BayAreaReachCodes.org

[4] Rider, Ken, Email correspondence, ken.rider@energy.ca.gov. March 2020.

[5] Joseph, George. “30 Years of Oil and Gas Pipeline Accidents, Mapped.” Citylab. November 30, 2016

Sellers, F., Weintraub, K. and Wootson, C. (2018). “Thousands of residents still out of their homes after gas explosions trigger deadly chaos in Massachusetts.” Washington Post. https://www.washingtonpost.com/national/thousands-of-residents-still-out-of-their-homes-after-gas-explosions-trigger-deadly-chaos-in-massachusetts/2018/09/14/802ff690-b830-11e8-94eb-3bd52dfe917b_story.html

[6] Los Angeles in 1994 and San Francisco in 1989, according to the California Seismic Safety Commission. (2002). “Improving Natural Gas Safety in Earthquakes.” SSC-02-03 Taylor, Ann. “The Northridge Earthquake: 20 Years Ago Today.” The Atlantic. January 17, 2014.

[7] Jarvis et al. (1996) “Evaluation of asthma prescription measures and health system performance based on emergency department utilization.” <https://www.ncbi.nlm.nih.gov/pubmed/8618483>

[8] Lin, W., Brunekreef, B. & Gehring, U. Meta-analysis of the effects of indoor nitrogen dioxide and gas cooking on asthma and wheeze in children. Int. J. Epidemiol. 42, 1724–1737 (2013).

[9] USDN, Methane Math, https://sfenvironment.org/sites/default/files/fliers/files/methane-math_natural-gas-report_final.pdf

[10] “California’s Gas System in Transition | Equitable, Affordable, Decarbonized and Smaller.” Gridworks, September 29, 2019. https://gridworks.org/wp-content/uploads/2019/09/GW_Calif-Gas-System-report-1.pdf.

EXAMPLE ORDINANCE LANGUAGE

This is based on Half Moon Bay’s 12/7/21 Proposed Electrification Ordinance, which has been modified here.

Chapter 14.06 is hereby added to Title 14 of the [City or County Name] Code to read as follows:

Chapter 14.06 ELECTRIFICATION OF BUILDINGS

Sections

14.06.010—Title

14.06.020—Definitions

14.06.030—Requirement for All-Electric Newly Constructed Buildings

14.06.040—Prohibition on Conversion to Mixed-Fuel Buildings

14.06.050—Major Remodels

14.06.060—Minor Remodels

14.06.070—New Appliances

14.06.080—Termination of Gas Service

14.06.090—Exceptions

14.06.100—Infeasibility Waiver

14.06.110—Appeal

14.06.120—Periodic Review

14.06.130—Violations

14.06.010 Title

This chapter shall be known as “Electrification of Buildings.”

14.06.020 Definitions

A. “Accessory Dwelling Unit” shall have the same meaning as specified in Section 18.02.040 of the [City or County Name] Code.

B. “Affordable Housing” shall have the same meaning as specified in Section 18.02.040 of the [City or County Name] Municipal Code.

C. “All-Electric Building” or “All-Electric Design” is a building or building design that uses a permanent supply of electricity as the source of energy for all space heating, water heating (including pools and spas), cooking appliances, and clothes drying appliances, and has no Fuel Gas plumbing installed in the building.

D. “All-Electric Conversion” shall mean the conversion of a Mixed-Fuel building to a building that uses a permanent supply of electricity as the source of energy for all space heating, water heating (including pools and spas), decorative uses and lighting, cooking appliances, clothes drying appliances, and in which any previously existing Fuel Gas plumbing connection is capped or decommissioned.

E. “Building” shall have the same meaning as specified in Section 18.02.040 of the [City or County Name] Municipal Code. Notwithstanding that definition, for purposes of this ordinance, “Building” does not include mobile homes or manufactured homes, pursuant to Health & Safety Code §§ 18015, 18030.5, and 18300(a).

F. “Dwelling Unit” shall have the same meaning as specified in Section 18.02.040 of the [City or County Name] Municipal Code.

G. “Electrically Pre-Wire” shall mean to install necessary electrical components to permit future conversion to electric appliances. The required Pre-Wiring measures shall include the following:

- a. A dedicated circuit, phased appropriately, for each appliance, with a minimum amperage requirement for a comparable electric appliance (see manufacturer’s recommendations) with an electrical receptacle or junction box that is connected to the electric panel with conductors of adequate capacity, extending to within 3 feet of the appliance and accessible with no obstructions. Appropriately sized conduit may be installed in lieu of conductors;
- b. Both end of the conductor or conduit shall be labeled with the words “For Future Electric appliance” and be electrically isolated;
- c. A circuit breaker shall be installed in the electrical panel for the branch circuit and labeled for each circuit (i.e., “For Future Electric Range”) and;
- d. All electrical components, including conductors, receptacles, junction boxes, or blank covers related to this section shall be installed in accordance with the California Electric Code.

H. “Fuel Gas” shall be as defined in the California Plumbing Code Section 208.0 and the California Mechanical Code Section 208.0.

I. “Junior Accessory Dwelling Unit” means a unit as defined in California Government Code Section 65852.22.

J. “Major Remodel” means any alteration or addition of floor area to an existing building that is equal to or greater than 500 square feet.

K. “Minor Remodel” means any alteration or addition of less than 500 square feet to an existing building that includes any of the following: 1) adding or removing demising walls and/or 2) adding or removing cabinetry and/or countertops that constitute at least 25% of an area or room.

L. "Mixed-Fuel Building" means a building that uses Fuel Gas as fuel for space heating or cooling, exterior heating, decorative uses or lighting, water heating (including pools and spas), cooking appliances, clothes drying appliances, or onsite generation of electricity (except where primarily fueled by onsite digestion of organic material).

M. "Mixed-Use Building" shall have the same meaning as specified for "Mixed Use" in Section 18.02.040 of the [City or County Name] Municipal Code.

N. "Newly Constructed Building" is a building that has never before been used or occupied for any purpose.

O. "Non-Residential Building" shall have the same meaning as specified in the California Energy Code Section 100.1.

P. "Owner-Occupant" is a resident of a property who holds the title to that property.

Q. "Residential Building" means a building in which sleeping accommodation is provided for normal residential purposes and includes one or more family dwellings, including private garages of such buildings. For purposes of this ordinance, "Residential Building" does not include mobile homes or manufactured homes, pursuant to Health & Safety Code §§ 18015, 18030.5, and 18300(a).

14.06.030 Requirement for All-Electric Newly Constructed Buildings

Newly Constructed Buildings shall meet the definition of an All-Electric Building and shall be designed using an All-Electric Design.

Exceptions:

1. Development projects for which all building and related permits have been issued and remain valid prior to January 1, 2023. These projects may be constructed as Mixed-Fuel Buildings; however, they must be Electrically Pre-Wired for future electric appliances in any location where a Fuel Gas appliance is installed.

2. New and existing Accessory Dwelling Units and Junior Accessory Dwelling Units that are attached or wholly within an existing Mixed-Fuel Residential Building may utilize an existing Fuel Gas appliance for water heating and space heating until January 1, 2030. For clarification, any new appliances installed in a new or existing Accessory Dwelling Unit or Junior Accessory Dwelling Unit must be powered by electricity only, pursuant to section 14.06.070.

3. This section shall not apply to development projects that have obtained vested rights pursuant to state law prior to the effective date of this Ordinance.

14.06.040 Prohibition on Conversion to Mixed-Fuel Buildings

A. Residential Buildings. No existing All-Electric Building may be converted into a Mixed-Fuel Building on or after the effective date of this Chapter.

B. Non-Residential and Mixed-use Buildings. No existing All-Electric Building may be converted into a Mixed-Fuel Building on or after January 1, 2025.

14.06.050 Major Remodels

A. Residential Buildings. The entire ownership or tenant space shall be converted to All-Electric as part of any Major Remodel on or after January 1, 2023.

Exception: Basic maintenance projects including but not limited to window replacements, energy efficiency projects, dry rot repair, floor covering replacements, or

additions/renovations of outdoor decks.

Note: Any conversion of existing space or added floor area associated with a new Accessory Dwelling Unit or Junior Accessory Dwelling Unit shall not be considered in the calculation of square footage for a Major Remodel of an existing structure.

B. Non-Residential and Mixed-Use Buildings. The entire ownership or tenant space shall be converted to All-Electric as part of any Major Remodel on or after January 1, 2025.

Exception: Basic maintenance projects including but not limited to window replacements, energy efficiency projects, dry rot repair, floor covering replacements, or additions/renovations of outdoor decks.

C. The requirements of this section shall apply at the time of completed building permit application.

14.06.60 Minor Remodels

A. Residential Buildings. Any Fuel Gas appliances within an area undergoing a Minor Remodel shall be converted to an equivalent appliance powered by electricity as part of the Minor Remodel on or after January 1, 2023.

B. The requirements of this section shall apply at the time of Minor Remodel, whether or not a building permit is required.

C. The addition of a Junior Accessory Dwelling Unit, the conversion of existing floor space into an Accessory Dwelling Unit, or the addition of an attached Accessory Dwelling Unit that is less than 500 square feet qualifies as a Minor Remodel.

14.06.070 New Appliances

Any new appliances installed in an Existing Residential, Non-Residential, or Mixed-Use Building shall be powered by electricity only on or after January 1, 2025

14.06.080 Termination of Gas Service

No later than January 1, 2030, all buildings within [City or County Name] shall be All-Electric Buildings or All-Electric Conversions and all Fuel Gas plumbing lines shall be capped and/or decommissioned.

14.06.090 Exceptions

A. Existing Deed Restricted Affordable Housing shall be exempt from Section 14.06.050, 14.06.060 and 14.06.070 until January 1, 2027.

B. Where the Owner-Occupant is a participant in the PG&E CARE or FERA Program, that Owner-Occupant shall be exempt from Sections 14.06.050, 14.06.060, and 14.06.070 until January 1, 2027.

C. Fuel gas generators shall be exempt from the Chapter until January 1, 2030.

D. The requirements of this Chapter shall not apply to the use of portable propane appliances for use outside of the building envelope, such as outdoor cooking, and outdoor heating appliances.

14.06.100 Infeasibility Waiver

A. Waiver. If an applicant for a permit for a Newly Constructed Building, or Major Remodel

believes that physical or technical circumstances exist that make it technically or physically infeasible to meet the requirements of this Chapter in part or in whole, the applicant may request an infeasibility waiver as set forth below. Financial considerations alone shall not be a sufficient basis for technical or physical infeasibility. In applying for an exemption, the burden is on the Applicant to show infeasibility. If an applicant for a permit for a Minor Remodel, New Appliance, or an Exchange of Fuel Gas Appliance believes that physical or technical circumstances exist that make it financially, technically or physically infeasible to meet the requirements of this Chapter in part or in whole, the applicant may request an infeasibility waiver as set forth below.

B. Application Process. An applicant may apply for an infeasibility waiver by submitting a written letter of justification for an infeasibility waiver as early as practicable. Where the project involves issuance of a Coastal Development Permit (CDP) the waiver request shall be filed concurrently and considered concurrently with the CDP. The applicant shall indicate in their letter of justification the maximum threshold of compliance he or she believes is feasible for the project and the circumstances that make it infeasible to fully comply with this Chapter. Circumstances that constitute infeasibility include, but are not limited to the following:

1. There is conflict with another City regulation, such as those requiring historic preservation;
2. There is a lack of commercially available materials, appliances, and/or technologies to comply with the requirements of this Chapter;
3. Applying the requirements of this Chapter would effectuate an unconstitutional interference;
4. Applying the requirements of this Chapter would create a health hazard, such as lack of heat from any source in an inhabited space for more than 48 hours causing unsafe indoor air temperature, or prolonged lack of access to hot water.

C. Review of Exemption. Where the City Manager or his/her designee determines that it is infeasible for the applicant to fully meet the requirements of this Chapter based on the information provided, the City Manager or his/her designee shall determine the maximum feasible threshold of compliance reasonably achievable for the project and condition the approval accordingly. The decision of the City Manager or his/her designee shall be provided to the applicant in writing. If an exemption is granted but the City Manager or his/her designee determines that the applicant can still achieve a certain threshold of compliance, the applicant shall be required to comply with this Chapter in all other respects and shall be required to achieve, in accordance with this Chapter, the threshold of compliance determined to be achievable by the City Manager or his/her designee.

D. Final Determination. If the City Manager or his/her designee determines that it is reasonably possible for the applicant to fully meet the requirements of this Chapter, the request for an exemption shall be denied and the City Manager or his/her designee shall so notify the applicant in writing.

E. Expiration. The City Manager or his/her designee shall not grant infeasibility waivers on or after January 1, 2030. All Infeasibility Waivers granted previously shall expire on January 1, 2030.

14.06.110 Appeal

A. Any aggrieved Applicant may appeal the determination of the City Manager or his/her designee regarding the granting or denial of an exception or infeasibility waiver pursuant to this Chapter.

B. Any appeal must be filed in writing with the City Clerk not later than fourteen (14) days

after the date of the City's determination. The appeal shall state the alleged error or reason for the appeal.

C. The appeal shall be processed and considered by the City Council in accordance with the provisions of the [City or County Name] Municipal Code.

14.06.120 Periodic Review

A. The City intends for all buildings to be fully electrified by 2030 and thus monitoring and managing implementation is necessary.

B. The City Council shall review the effectiveness of this Chapter in conjunction with the annual review of the City's adopted Climate Action and Adaptation Plan (CAAP).

C. The City Council shall review this Chapter in conjunction with the triannual building code adoption cycle to ensure it is at least as stringent as State Code and to ensure progress under this Chapter is sufficient in conjunction with the City's Greenhouse Gas Emission Reduction Goals.

14.06.130 Violations

An owner of a building, a tenant and/or an agent representing the owner subject to this Chapter who fails to comply with any of requirements of this Chapter shall be subject to fines and penalties contained in Title 4 (Code Enforcement) and any other enforcement provisions authorized by the California Building Code or related Codes

From: [Michelle Hudson](#)
To: [City Council \(San Mateo\)](#); [Drew Corbett](#); [Kathy Kleinbaum](#); [Andrea Chow](#); [Sustainability & Infrastructure Commission](#)
Subject: Sign-On Letter from SMCAT and FFBSV Submitted for SM City Council Blue Sky Session
Date: Tuesday, February 7, 2023 12:48:16 PM



The Campaign for Fossil Free Buildings in Silicon Valley

350 Silicon Valley, Acterra, Bay Area for Clean Environment, Carbon Free Silicon Valley, Carbon Free Palo Alto, Carbon Free Mountain View, Cinnamon Energy Systems, Citizens' Climate Lobby San Mateo County, Citizens Environmental Council of Burlingame, Clean Coalition, Climate Reality Project: Santa Clara County, Coltura, Cool Block, Earthy B, Electrify Now, emeraldECO, Fossil Free Mid-Peninsula, GreenTown Los Altos, Indivisible Ross Valley, Kitchens of Life, Menlo Spark, Menlo Together, Mothers Out Front Silicon Valley, npc Solar, Pacifica Climate Committee, Peninsula Interfaith Climate Action, Project Green Home, Redwood Energy, SIDCO Homes, San Carlos Green, San Francisco Bay Physicians for Social Responsibility, San Mateo Climate Action Team, Sierra Club Loma Prieta Chapter, Sustainable San Mateo County, Sustainable Silicon Valley, Sunnyvale Cool, Silicon Valley Youth Climate Action, and Silicon Valley Youth Climate Strike

February 7, 2023

RE: Support for a Comprehensive City of San Mateo Ordinance for Existing Buildings including an End of Gas Distribution By 2030

Dear San Mateo Mayor and City Council,

We, the undersigned, on behalf of the Campaign for Fossil Free Buildings in Silicon Valley (FFBSV) and the San Mateo Climate Action Team, urge the City of San Mateo to adopt a comprehensive ordinance for "Existing Buildings Electrification," effective January 1, 2025, that would immediately accelerate the conversion of all fossil gas uses to electric and provide, in accordance with your already adopted FY 2022-23 objective, the date of 2030 for elimination of methane gas use.

Local building electrification regulations are critically needed to facilitate the necessary transition from fossil gas at the speed and scale called for by the Intergovernmental Panel on Climate Change, as well as to address the air quality, health, and safety impacts of current fossil gas use in our homes and other buildings.

We strongly support adoption by San Mateo of the existing building electrification language that was considered by the City of Half Moon Bay on December 7, 2021, with one important modification: Considering that the IPCC recommends a swift transition from fossil fuel use in order to maintain safe living conditions, we recommend that effective January 1, 2025, all building permits for replacement of gas equipment shall require replacement of such equipment with only electric alternatives. This will give homeowners, tenants, business owners, equipment suppliers, and contractors sufficient time to plan for the transition from gas to electric.

We further recommend an End of Gas Flow date of 2030, a date which San Mateo wisely adopted in its 2022-23 City Council objective:

Establish policies to decarbonize existing buildings and infrastructure, and eliminate methane gas use by 2030.

To meet this goal, the City Council directed staff to establish policies to decarbonize and electrify existing buildings and eliminate natural gas use by 2030. The City's Climate Action Plan identifies electrifying existing buildings as a key strategy to reduce communitywide greenhouse gas emissions. In 2020, the City Council adopted an ordinance requiring all new residential buildings and office buildings be all-electric. On November 7, 2022, the City Council approved an ordinance that will expand the all-electric requirement to all new buildings and require electric-readiness and electric appliances retrofits for specific home remodels beginning January 1, 2023.

Additionally, the City of San Mateo has shown even more leadership by taking the bold step of requesting proposals for a plan to identify and analyze policy options to decarbonize San Mateo's existing building stock. We propose that the final plan include these items.

- - Financing for electrification, with special focus on residents (homeowners and tenants) and business owners; including loans, rebates, on bill financing, and the Inflation Reduction Act.
- - Peninsula Clean Energy's Existing Building Decarbonization Ordinance.
- - New Buildings Institute's Existing Building Decarbonization Code as it applies to full electrification of all existing residential buildings.
- - Home energy assessments (such as those required by the cities of Berkeley and Piedmont) with special focus on full electrification on all existing residential buildings.
- - Commercial building performance standards (such as those required by the cities of

Brisbane and San Jose).

At the bottom of this letter, we have included the ordinance language that we suggest.

We note that a roadmap will be instrumental in meeting a 2030 gas phase out goal. In addition to San Mateo, several other cities are currently working along the path towards this 2030 goal including San Jose, San Palo Alto and Menlo Park, while Peninsula Clean Energy is currently working on an aggressive building decarbonization plan. Given the adoption of the Inflation Reduction Act, the typical San Mateo homeowner will receive \$25,000 in electrification funding. This money, in addition to local funding (e.g., through Peninsula Clean Energy) and other low income programs will assure a just and equitable transition.

We propose the above policies for these reasons:

Building Electrification is an Urgent Climate Action

Although the devastating increase in catastrophic wildfires and disastrous flooding throughout California has raised public awareness of climate change, the depth of the climate crisis is even worse than is commonly understood and demands urgent action.

A report from California's nonpartisan Legislative Analyst's Office detailed how we are already experiencing the impacts of Climate Change.[1a] In 2021, California experienced its hottest average summer temperatures, its second largest wildfire, and its third driest year (based on precipitation) on record, and we can expect extreme weather to intensify as the climate continues to change. For example, the LAO report estimates that \$8 to \$10 billion of existing property in California is likely to be underwater by 2050; extreme heat is projected to cause more deaths per year than from car accidents; and at least 13,000 existing housing units in the Bay Area alone, "will no longer be usable" because of sea rise over the next 40 to 100 years. [1b]

Levels of CO₂ in the atmosphere reached 417.1 parts per million last year, which is well above the 280-350 ppm scientists say is ideal for human life. This measurement is the highest level ever recorded, and it's estimated to be the highest in the last 4.5 million years, more than 50% above the preindustrial levels. [1c]

A sobering series of reports from the Intergovernmental Panel on Climate Change (IPCC) released from August 2021 through April 2022 have found that humans have had an "unequivocal" influence on climate change and warns that this decade is humanity's last chance to limit warming.[1d] While the IPCC report revealed that sadly, a 1.5°C rise in planetary temperature is now unavoidable, the potential to limit warming to below 2°C—and avoid even more catastrophic climate impacts—is still possible if the world can achieve net-zero carbon emissions by 2050.[2] That means we need to begin phasing out fossil fuels right away, including methane gas used to heat and cook with.

Strong Action Has Been Taken by Nearly All Cities and Both Counties

In the County of San Mateo, 17 of the 20 cities, and in the County of Santa Clara, 14 of the 16

cities, as well as both County governments have already adopted electric requirements for new construction that avoid new methane gas use. Extending these benefits to existing homes and buildings is now urgently needed.

The recent Bay Area Reach Codes initiatives are important opportunities to advance policies throughout our region that will help cities meet their climate plan goals, demonstrate much needed progress in phasing out fossil fuel use, and lead to significant and quantifiable health and air quality benefits.[3]

- **All-Electric homes and buildings are more efficient.** According to the California Energy Commission, a modern high-efficiency heat pump electric water heater (available at all major retailers) costs roughly one-third less on utility bills to operate than the most efficient gas water heater.^[4] In addition, electric heat pump heating also provide air-conditioning, resulting in less equipment, reduced maintenance costs, and greater climate resilience.
- **Public Safety:** Fossil gas is highly flammable. In the past 10 years, 9,000 gas explosions in the U.S have killed more than 500 people, and gas leaks have displaced and sickened thousands of people.^[5] Methane gas also caused half the fires after two major California earthquakes.^[6]
- **Health:** Gas stoves release smog-forming compounds such as nitrogen dioxide, unburnt hydrocarbons and carbon monoxide pollution that doubles risks for heart and lung disease and triples the use of asthma medications.^[7] ***In fact, studies have shown that children living in homes using gas for cooking have a more than 40% higher risk of having asthma.***^[8] Further, improperly vented gas appliances lead to carbon monoxide poisoning that results in thousands of emergency room visits and several hundred deaths every year.^[9]
- **Climate:** All-electric buildings are a highly visible and practical step forward to address the climate crisis, by breaking the cycle of fossil fuel dependency in buildings. This is the single biggest step that cities can take to address climate this year.
- **Resilience:** Switching from gas to electric at the time of remodel or replacement helps avoid a complex, costly and likely inevitable switch to all-electric heating and appliances in the future, since gas prices are expected to rise sharply, and California is planning to eventually end gas distribution. PG&E has asked for a 24% gas rate increase and SoCalGas, a 42% increase, over the next couple years, and this is just the beginning.[10] Converting to **all-electric now will help future-proof our cities and counties.**

Many cities and counties in our region have already adopted climate emergency declarations. In keeping with these existing declarations and the latest science, we must actively begin a

swift transition from polluting and unhealthy fossil fuels like methane gas. That means preventing new fossil fuel devices from committing to decades more use and aiming to end large scale distribution of fossil fuels by 2030.

While it will be very difficult to end methane gas use by 2030, doing so is absolutely possible, if we work together on a pathway to success. The rest of California, and the world, is looking to our region for leadership. We must rise to that challenge and apply our valuable resources of money and time to avoid the worst impacts of the climate crisis. Current and future generations deserve and depend on our best and boldest collaborative efforts.

Thank you for considering our comments. We would be pleased to provide additional information or respond to any questions that might arise.

Sincerely,

San Mateo Climate Action Team*

Terry Nagel, Chair, Sustainable San Mateo County

Jennifer Thompson, Sustainable Silicon Valley

Cheryl Weiden, 350 Silicon Valley

Elaine Salinger, Citizens Climate Lobby

Sean Mendelson, Climate Reality and Mothers Out Front

Diane Bailey, Menlo Spark

Climate Reality Silicon Valley

Lauren Weston, Executive Director, Acterra: Action for a Healthy Planet

Crystal Hernandez, Acterra Student Ambassador Program

Anjuli Mishra, Silicon Valley Youth Climate Action, San Mateo County Chapter

Katie Rueff, Palo Alto Student Climate Coalition

Brian Stewart, Founder Electrify Now

Harry R. Moody, Board Chair, Gray Is Green, the National Senior Conservation Corp

NPC Solar

Michelle Hudson, San Mateo Resident

Robert Whitehair, San Mateo Resident

Leane Eberhart, San Mateo Resident & Architect

Joel Scott, San Mateo Resident

Megan Strain, San Mateo Resident

Dave Clark, San Mateo Resident

Teri Whitehair, San Mateo Resident

Gary Trott, San Mateo Resident

Libby Traubman, San Mateo Resident

Vivienne Scott, San Mateo Resident

Sue Blockstein, San Mateo Resident

Claire Shintani, San Mateo Resident

Wendy Chou, San Mateo Resident

Michelle Mandel, San Mateo Resident

Dylan Ackerman, San Mateo Resident

Kristie Eglsaer, San Mateo Resident

Zachary Scott, San Mateo Resident

Suzanne Bonilla, San Mateo Resident

Rick Bonilla, San Mateo Resident
Belinda Chlouber, San Mateo Resident
Mary Rose LeBaron, San Mateo Resident
Sunny Zhang, San Mateo Resident
Heather Wolnick, San Mateo Resident
Skye Nygaard, San Mateo Resident
Luke Xie, San Mateo Resident
Maggie Trinh, San Mateo Resident
Mike Sokolsky, San Mateo Resident
Lin He, San Mateo Resident
Nancy Schneider, San Mateo Resident
Ole Agesen, Bay Area Resident
Nancy Tierney, Bay Area Resident
Felix Mbuga, Bay Area Resident
Bruce Naegel, Bay Area Resident
Kevin Ma, Bay Area Resident
Mark Hoffberg, Bay Area Resident
Paul Meagher, Bay Area Resident
Kathy Battat, Bay Area Resident
John McKenna, Bay Area Resident

*San Mateo Climate Action Team is a San Mateo-based organization dedicated to local solutions to the climate crisis. Our membership includes 180+ climate-concerned community members working on behalf of strong local action.

[FFBSV](#) includes the 40 organizations listed at the top of this letter, working together to support an accelerated phase out of fossil fuels in homes and buildings. A rapid transition away from fossil fuel use is critical to avoid the very worst and irreversible impacts of climate change. Preventing the continued use of fossil fuels, including “natural gas” (which is comprised primarily of methane), creates more affordable, cleaner, healthier, and more resilient housing and buildings for communities throughout San Mateo and Santa Clara Counties.

cc: San Mateo Sustainability and Infrastructure Commission
City Manager Drew Corbet
Assistant City Manager Kathy Kleinbaum
Sustainability Analyst Andrea Chow

[1a] <https://lao.ca.gov/Publications/Series/1>

[1b] <https://calmatters.org/environment/2022/04/california-climate-change-report-legislature/>

[1c] <https://keelingcurve.ucsd.edu>
<https://www.axios.com/2022/05/04/april-sets-record-highest-co2-levels>

[1d] <https://www.ipcc.ch/report/ar6/wg3/>
<https://www.bloomberg.com/news/features/2021-08-09/ipcc-report-human-caused-climate-change-unequivocal>

[2]

https://www.nytimes.com/2021/08/09/climate/climate-change-report-ipcc-un.html?te=1&nl=climate-fwd:&emc=edit_clim_20210812

[3] See www.BayAreaReachCodes.org

[4] Rider, Ken, Email correspondence, ken.rider@energy.ca.gov. March 2020.

[5] Joseph, George. “30 Years of Oil and Gas Pipeline Accidents, Mapped.” Citylab. November 30, 2016

Sellers, F., Weintraub, K. and Wootson, C. (2018). “Thousands of residents still out of their homes after gas explosions trigger deadly chaos in Massachusetts.” Washington Post. https://www.washingtonpost.com/national/thousands-of-residents-still-out-of-their-homes-after-gas-explosions-trigger-deadly-chaos-in-massachusetts/2018/09/14/802ff690-b830-11e8-94eb-3bd52dfe917b_story.html

[6] Los Angeles in 1994 and San Francisco in 1989, according to the California Seismic Safety Commission. (2002). “Improving Natural Gas Safety in Earthquakes.” SSC-02-03 Taylor, Ann. “The Northridge Earthquake: 20 Years Ago Today.” The Atlantic. January 17, 2014.

[7] Jarvis et al. (1996) “Evaluation of asthma prescription measures and health system performance based on emergency department utilization.” <https://www.ncbi.nlm.nih.gov/pubmed/8618483>

[8] Lin, W., Brunekreef, B. & Gehring, U. Meta-analysis of the effects of indoor nitrogen dioxide and gas cooking on asthma and wheeze in children. Int. J. Epidemiol. 42, 1724–1737 (2013).

[9] USDN, Methane Math, https://sfenvironment.org/sites/default/files/fliers/files/methane-math_natural-gas-report_final.pdf

[10] “California’s Gas System in Transition | Equitable, Affordable, Decarbonized and Smaller.” Gridworks, September 29, 2019. https://gridworks.org/wp-content/uploads/2019/09/GW_Calif-Gas-System-report-1.pdf.

EXAMPLE ORDINANCE LANGUAGE

This is based on Half Moon Bay’s 12/7/21 Proposed Electrification Ordinance, which has been modified here.

Chapter 14.06 is hereby added to Title 14 of the [City or County Name] Code to read as follows:

Chapter 14.06 ELECTRIFICATION OF BUILDINGS

Sections

14.06.010—Title

14.06.020—Definitions

14.06.030—Requirement for All-Electric Newly Constructed Buildings

14.06.040—Prohibition on Conversion to Mixed-Fuel Buildings

14.06.050—Major Remodels

14.06.060—Minor Remodels

14.06.070—New Appliances

14.06.080—Termination of Gas Service

14.06.090—Exceptions

14.06.100—Infeasibility Waiver

14.06.110—Appeal

14.06.120—Periodic Review

14.06.130—Violations

14.06.010 Title

This chapter shall be known as “Electrification of Buildings.”

14.06.020 Definitions

A. “Accessory Dwelling Unit” shall have the same meaning as specified in Section 18.02.040 of the [City or County Name] Code.

B. “Affordable Housing” shall have the same meaning as specified in Section 18.02.040 of the [City or County Name] Municipal Code.

C. “All-Electric Building” or “All-Electric Design” is a building or building design that uses a permanent supply of electricity as the source of energy for all space heating, water heating (including pools and spas), cooking appliances, and clothes drying appliances, and has no Fuel Gas plumbing installed in the building.

D. “All-Electric Conversion” shall mean the conversion of a Mixed-Fuel building to a building that uses a permanent supply of electricity as the source of energy for all space heating, water heating (including pools and spas), decorative uses and lighting, cooking appliances, clothes drying appliances, and in which any previously existing Fuel Gas plumbing connection is capped or decommissioned.

E. “Building” shall have the same meaning as specified in Section 18.02.040 of the [City or County Name] Municipal Code. Notwithstanding that definition, for purposes of this ordinance, “Building” does not include mobile homes or manufactured homes, pursuant to Health & Safety Code §§ 18015, 18030.5, and 18300(a).

F. “Dwelling Unit” shall have the same meaning as specified in Section 18.02.040 of the [City or County Name] Municipal Code.

G. “Electrically Pre-Wire” shall mean to install necessary electrical components to permit future conversion to electric appliances. The required Pre-Wiring measures shall include the following:

- a. A dedicated circuit, phased appropriately, for each appliance, with a minimum amperage requirement for a comparable electric appliance (see manufacturer’s recommendations) with an electrical receptacle or junction box that is connected to the electric panel with conductors of adequate capacity, extending to within 3 feet of the appliance and accessible with no obstructions. Appropriately sized conduit may be installed in lieu of conductors;
- b. Both end of the conductor or conduit shall be labeled with the words “For Future Electric appliance” and be electrically isolated;
- c. A circuit breaker shall be installed in the electrical panel for the branch circuit and labeled for each circuit (i.e., “For Future Electric Range”) and;
- d. All electrical components, including conductors, receptacles, junction boxes, or blank covers related to this section shall be installed in accordance with the California Electric Code.

H. “Fuel Gas” shall be as defined in the California Plumbing Code Section 208.0 and the California Mechanical Code Section 208.0.

I. “Junior Accessory Dwelling Unit” means a unit as defined in California Government Code Section 65852.22.

J. “Major Remodel” means any alteration or addition of floor area to an existing building that is equal to or greater than 500 square feet.

K. “Minor Remodel” means any alteration or addition of less than 500 square feet to an existing building that includes any of the following: 1) adding or removing demising walls and/or 2) adding or removing cabinetry and/or countertops that constitute at least 25% of an area or room.

L. "Mixed-Fuel Building" means a building that uses Fuel Gas as fuel for space heating or cooling, exterior heating, decorative uses or lighting, water heating (including pools and spas), cooking appliances, clothes drying appliances, or onsite generation of electricity (except where primarily fueled by onsite digestion of organic material).

M. "Mixed-Use Building" shall have the same meaning as specified for "Mixed Use" in Section 18.02.040 of the [City or County Name] Municipal Code.

N. "Newly Constructed Building" is a building that has never before been used or occupied for any purpose.

O. "Non-Residential Building" shall have the same meaning as specified in the California Energy Code Section 100.1.

P. "Owner-Occupant" is a resident of a property who holds the title to that property.

Q. "Residential Building" means a building in which sleeping accommodation is provided for normal residential purposes and includes one or more family dwellings, including private garages of such buildings. For purposes of this ordinance, "Residential Building" does not include mobile homes or manufactured homes, pursuant to Health & Safety Code §§ 18015, 18030.5, and 18300(a).

14.06.030 Requirement for All-Electric Newly Constructed Buildings

Newly Constructed Buildings shall meet the definition of an All-Electric Building and shall be designed using an All-Electric Design.

Exceptions:

1. Development projects for which all building and related permits have been issued and remain valid prior to January 1, 2023. These projects may be constructed as Mixed-Fuel Buildings; however, they must be Electrically Pre-Wired for future electric appliances in any location where a Fuel Gas appliance is installed.

2. New and existing Accessory Dwelling Units and Junior Accessory Dwelling Units that are attached or wholly within an existing Mixed-Fuel Residential Building may utilize an existing Fuel Gas appliance for water heating and space heating until January 1, 2030. For clarification, any new appliances installed in a new or existing Accessory Dwelling Unit or Junior Accessory Dwelling Unit must be powered by electricity only, pursuant to section 14.06.070.

3. This section shall not apply to development projects that have obtained vested rights pursuant to state law prior to the effective date of this Ordinance.

14.06.040 Prohibition on Conversion to Mixed-Fuel Buildings

A. Residential Buildings. No existing All-Electric Building may be converted into a Mixed-Fuel Building on or after the effective date of this Chapter.

B. Non-Residential and Mixed-use Buildings. No existing All-Electric Building may be converted into a Mixed-Fuel Building on or after January 1, 2025.

14.06.050 Major Remodels

A. Residential Buildings. The entire ownership or tenant space shall be converted to All-Electric as part of any Major Remodel on or after January 1, 2023.

Exception: Basic maintenance projects including but not limited to window replacements, energy efficiency projects, dry rot repair, floor covering replacements, or

additions/renovations of outdoor decks.

Note: Any conversion of existing space or added floor area associated with a new Accessory Dwelling Unit or Junior Accessory Dwelling Unit shall not be considered in the calculation of square footage for a Major Remodel of an existing structure.

B. Non-Residential and Mixed-Use Buildings. The entire ownership or tenant space shall be converted to All-Electric as part of any Major Remodel on or after January 1, 2025.

Exception: Basic maintenance projects including but not limited to window replacements, energy efficiency projects, dry rot repair, floor covering replacements, or additions/renovations of outdoor decks.

C. The requirements of this section shall apply at the time of completed building permit application.

14.06.60 Minor Remodels

A. Residential Buildings. Any Fuel Gas appliances within an area undergoing a Minor Remodel shall be converted to an equivalent appliance powered by electricity as part of the Minor Remodel on or after January 1, 2023.

B. The requirements of this section shall apply at the time of Minor Remodel, whether or not a building permit is required.

C. The addition of a Junior Accessory Dwelling Unit, the conversion of existing floor space into an Accessory Dwelling Unit, or the addition of an attached Accessory Dwelling Unit that is less than 500 square feet qualifies as a Minor Remodel.

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Any new appliances installed in an Existing Residential, Non-Residential, or Mixed-Use Building shall be powered by electricity only on or after January 1, 2025

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No later than January 1, 2030, all buildings within [City or County Name] shall be All-Electric Buildings or All-Electric Conversions and all Fuel Gas plumbing lines shall be capped and/or decommissioned.

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A. Existing Deed Restricted Affordable Housing shall be exempt from Section 14.06.050, 14.06.060 and 14.06.070 until January 1, 2027.

B. Where the Owner-Occupant is a participant in the PG&E CARE or FERA Program, that Owner-Occupant shall be exempt from Sections 14.06.050, 14.06.060, and 14.06.070 until January 1, 2027.

C. Fuel gas generators shall be exempt from the Chapter until January 1, 2030.

D. The requirements of this Chapter shall not apply to the use of portable propane appliances for use outside of the building envelope, such as outdoor cooking, and outdoor heating appliances.

14.06.100 Infeasibility Waiver

A. Waiver. If an applicant for a permit for a Newly Constructed Building, or Major Remodel

believes that physical or technical circumstances exist that make it technically or physically infeasible to meet the requirements of this Chapter in part or in whole, the applicant may request an infeasibility waiver as set forth below. Financial considerations alone shall not be a sufficient basis for technical or physical infeasibility. In applying for an exemption, the burden is on the Applicant to show infeasibility. If an applicant for a permit for a Minor Remodel, New Appliance, or an Exchange of Fuel Gas Appliance believes that physical or technical circumstances exist that make it financially, technically or physically infeasible to meet the requirements of this Chapter in part or in whole, the applicant may request an infeasibility waiver as set forth below.

B. Application Process. An applicant may apply for an infeasibility waiver by submitting a written letter of justification for an infeasibility waiver as early as practicable. Where the project involves issuance of a Coastal Development Permit (CDP) the waiver request shall be filed concurrently and considered concurrently with the CDP. The applicant shall indicate in their letter of justification the maximum threshold of compliance he or she believes is feasible for the project and the circumstances that make it infeasible to fully comply with this Chapter. Circumstances that constitute infeasibility include, but are not limited to the following:

1. There is conflict with another City regulation, such as those requiring historic preservation;
2. There is a lack of commercially available materials, appliances, and/or technologies to comply with the requirements of this Chapter;
3. Applying the requirements of this Chapter would effectuate an unconstitutional interference;
4. Applying the requirements of this Chapter would create a health hazard, such as lack of heat from any source in an inhabited space for more than 48 hours causing unsafe indoor air temperature, or prolonged lack of access to hot water.

C. Review of Exemption. Where the City Manager or his/her designee determines that it is infeasible for the applicant to fully meet the requirements of this Chapter based on the information provided, the City Manager or his/her designee shall determine the maximum feasible threshold of compliance reasonably achievable for the project and condition the approval accordingly. The decision of the City Manager or his/her designee shall be provided to the applicant in writing. If an exemption is granted but the City Manager or his/her designee determines that the applicant can still achieve a certain threshold of compliance, the applicant shall be required to comply with this Chapter in all other respects and shall be required to achieve, in accordance with this Chapter, the threshold of compliance determined to be achievable by the City Manager or his/her designee.

D. Final Determination. If the City Manager or his/her designee determines that it is reasonably possible for the applicant to fully meet the requirements of this Chapter, the request for an exemption shall be denied and the City Manager or his/her designee shall so notify the applicant in writing.

E. Expiration. The City Manager or his/her designee shall not grant infeasibility waivers on or after January 1, 2030. All Infeasibility Waivers granted previously shall expire on January 1, 2030.

14.06.110 Appeal

A. Any aggrieved Applicant may appeal the determination of the City Manager or his/her designee regarding the granting or denial of an exception or infeasibility waiver pursuant to this Chapter.

B. Any appeal must be filed in writing with the City Clerk not later than fourteen (14) days

after the date of the City's determination. The appeal shall state the alleged error or reason for the appeal.

C. The appeal shall be processed and considered by the City Council in accordance with the provisions of the [City or County Name] Municipal Code.

14.06.120 Periodic Review

A. The City intends for all buildings to be fully electrified by 2030 and thus monitoring and managing implementation is necessary.

B. The City Council shall review the effectiveness of this Chapter in conjunction with the annual review of the City's adopted Climate Action and Adaptation Plan (CAAP).

C. The City Council shall review this Chapter in conjunction with the triannual building code adoption cycle to ensure it is at least as stringent as State Code and to ensure progress under this Chapter is sufficient in conjunction with the City's Greenhouse Gas Emission Reduction Goals.

14.06.130 Violations

An owner of a building, a tenant and/or an agent representing the owner subject to this Chapter who fails to comply with any of requirements of this Chapter shall be subject to fines and penalties contained in Title 4 (Code Enforcement) and any other enforcement provisions authorized by the California Building Code or related Codes

DIANNE WHITAKER ARCHITECT

SAN MATEO, CALIFORNIA

94401-1860

TELEPHONE

February 10, 2023

Mayor Amourence Lee
Deputy Mayor Lisa Diaz Nash
Councilmember Rich Hedges
Councilmember Adam Loraine
Councilmember Rob Newsom Jr.

Subject: February 11, 2023 City Council Special Meeting
Study Session, Item 1. City Council “Blue Sky” Goal Setting Workshop

Mayor Lee, Deputy Mayor Diaz Nash, Councilmembers Hedges, Loraine, and Newsom Jr.:

Individually and collectively, San Mateo’s historic structures and landscapes are perhaps our City’s most under-valued asset. These historic and cultural resources reflect important themes in the City’s growth and development, including architecture, city planning, social history, ethnic heritage, notable citizens, and commerce. Collectively, these resources tell our story and define the character of our community.

San Mateo’s September 1989 “Historic Building Survey” has not been updated in over 33 years. Since its publication, pressure on development has dramatically increased and it has become ever more critical to identify, retain and preserve these historic and cultural resources that contribute so much to San Mateo’s identity, character and value. If critical information about our historic resources is lacking, *uninformed* and *poor* decisions will be made. The City Council, as our decision-making body, and the San Mateo community deserve clear data about our inventory of buildings, neighborhoods and landscapes possessing historic value and whether they should be preserved.

Updating the 1989 “City of San Mateo Historic Building Survey” was identified as a strategic goal as *recently* as 2016 by the 2016 San Mateo City Council.

“Vision 2030 – City of San Mateo General Plan” states “The City’s commitment that the protection, enhancement, perpetuation, and use of historic structures are of economic, cultural, and aesthetic benefit to the City of San Mateo.” (Policy C/OS 8.1); and “Establish and maintain an inventory of architecturally, culturally, and historically significant structures and sites.” (Policy C/OS 8.4); and “Without maintenance, the [1989] inventory becomes unreliable and

San Mateo City Council

February 10, 2023

Page 2

unusable.” [Reference: *Conservation/Open Space/Parks and Recreation* Element of the General Plan.]

2023 Council Members, *please* join other California cities – Sacramento, San Francisco, Santa Barbara, Palo Alto, Los Angeles, and others – in placing a *high value* on San Mateo’s history, by affirming today your commitment to protect our irreplaceable historic resources during your Goal Setting Workshop. Thank you.

Sincerely,

Dianne R Whitaker

Dianne R. Whitaker

Dianne Whitaker Architect

MoveSanMateo.org

Move San Mateo

2023-2024 Priorities

Chapter 1

Get to know Move San Mateo



[Source: 8 80 Cities](#)

Movement for All

We advocate for multi-modal
transit in the City of San Mateo

We want streets anyone can use,
whether you are 8 or 80 years old

We had big wins in 2022:





WIN A BIKE!

4th & 5th Grade students are encouraged to submit an original artwork or essay inspired by the theme "If I had a bike"

- Submit an 8.5" x 11" sheet of paper with essay or artwork
- **On the back:** Include name of student, classroom number, contact email or phone number and height of student

Please don't enter if you already have a bike or have the means to buy one

DEADLINE MAY 16, 2022

SUBMIT IN THE SCHOOL FRONT OFFICE



We fixed over
120 bikes in
2022

School Bike
Buses/Safe
Routes to
School

Bike Giveaway -
we gave 15
bikes away at 3
schools in 2022

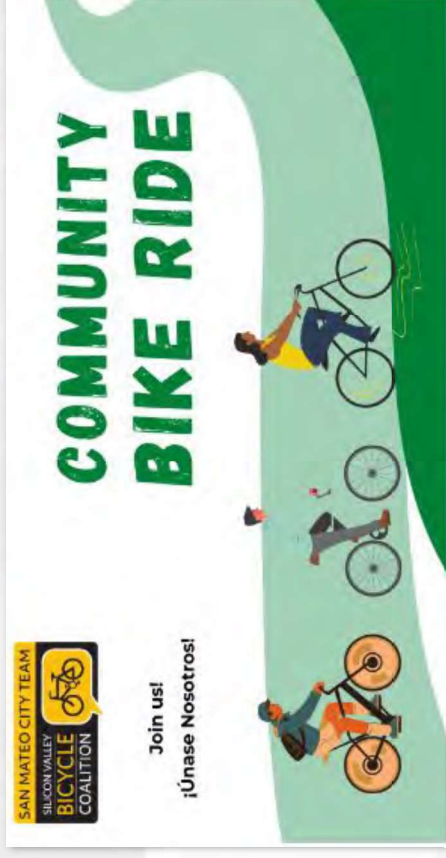
Community bike
rides

movesanmateo.org

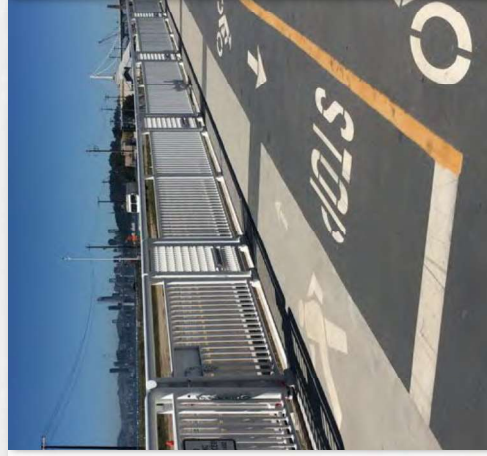
Upcoming Events

- Farmer's Market Bike Rides
- Feb. 25th: Free Bike Repair & Donation Day with Silicon Valley Bicycle Exchange
- Week Without Driving
- Walk & talks
- Suggestions?

movesanmateo@gmail.com



Goals: Our vision for a people centric San Mateo



**Vision Zero
Roads**

**Stable Bike/Walk
Funding**

**Multi-modal
street design
standards**

**People-centered
downtown**

2023-2024 Priorities

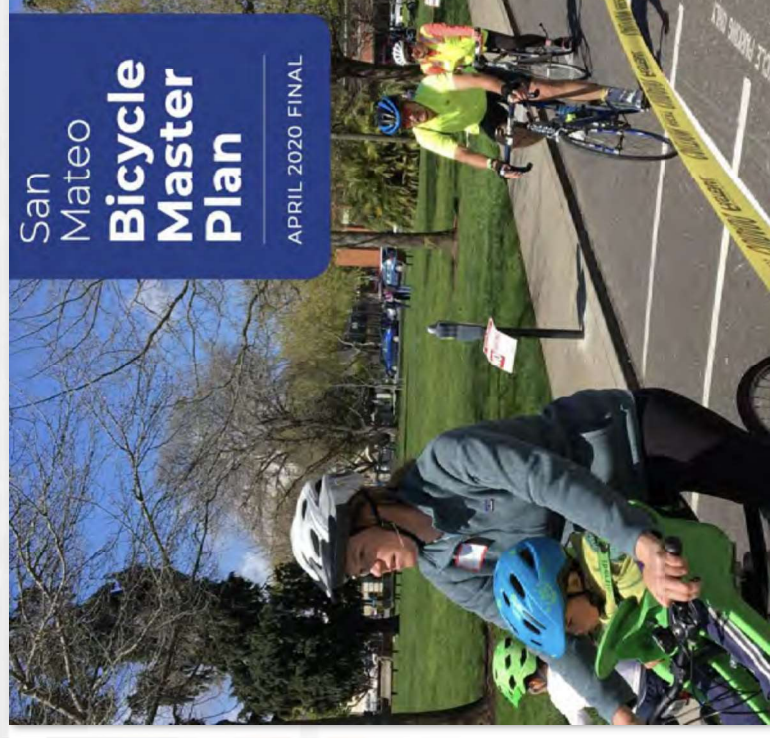


Fulfilling the City's Master Plans

Set an aggressive timeline to build the:

- Pedestrian Master Plan
- TOD Pedestrian Access Plan
- Bicycle Master Plan

Resource Evaluation: Evaluate funding & staffing needs to meet the timeline.



1 Quick-Build/Pilot Project in Each of the 5 Districts

Benefits of pilots and quick-builds:

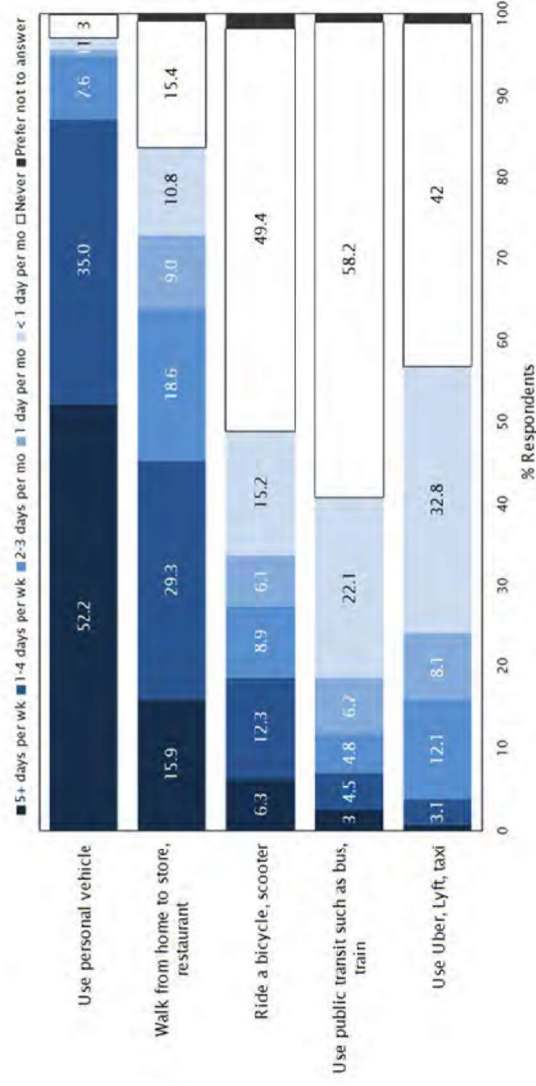
- Low time & dollar investment
- Reversible & illustrates what could be made permanent
- Happens now, not years down the road
- Community-guided



Funding

Identify consistent & dedicated funding to build the city's bike and pedestrian master plans (including the Pedestrian Access TOD Plan adopted in Nov. 2022):

FIGURE 15 FREQUENCY OF MODE USE WITHIN CITY



Key Takeaway - Fund and deliver safer streets for all kinds of people

Reduce road injuries/fatalities



Create independence for non vehicle users



Source: Mountain View Online

Foster lively, interactive communities

¡Muévase San Mateo!



Friday, February 10, 2023

Dear Honorable San Mateo Mayor, Deputy Mayor, and City Council Members,

As I am unable to attend the 2/11/23 Blue Sky meeting in person, I wanted to ensure I shared my priorities for the City of San Mateo with all of you as part of Public Comment. Here they are, in no particular order:

- 1. Protection of Historical Resources**
- 2. Crime Abatement**
- 3. Update City Charter to Include Ethical Standards for Elected Officials**

Protection of Historical Resources

Part of what makes San Mateo such a beautiful city are our older neighborhoods. Yet, the homes contributing to that beauty and character are increasingly being lost to demolition or to exterior renovations so drastic that all historic value has been lost. The last City of San Mateo Historic Building Survey was in 1989, 34 years ago. It's no longer an accurate inventory of San Mateo's historical resources, and must be prioritized for updating. San Mateans deserve an updated inventory of the historical structures within our midst, across ALL neighborhoods; and, with the pressure of development, City Planners need reliable information upon which to base their decisions. I urge the City Council to finally make updating the Historic Building Survey a priority for 2023 so we can identify and preserve our precious historical homes and buildings before it is too late.

Crime Abatement

Since the pandemic, petty theft crimes and trespassing have skyrocketed in San Mateo. These crimes include car break-ins, catalytic conversion thefts, trespassing into backyards, and more. Within a two-week period in 2022, where we live in the Lanes, several cars were broken into and there were video camera reports of people trespassing into backyards while residents' slept. Our own car was broken into and the thieves took off with my husband's road bike that he absentmindedly left in his car overnight. And because of the trespassing, we are now forced to lock our side gates every single night in fear of criminals entering our backyard.. We have lived here for over 30 years, and we've never felt so vulnerable. These are not locals committing these crimes; these are people from other cities coming here because clearly word has gotten out that we are easy targets. Home surveillance cameras do nothing but show the same grainy footage of unidentifiable hoodie-wearing crooks. We need to do more, and we need the City Council to help us by working with the SMPD to either increase patrols, and/or increase video surveillance by placing cameras with license plate readers at key intersections throughout the City.

Update City Charter to Include Ethical Standards for City Officials

It is incumbent upon any and all elected and appointed officials to be held to the highest ethical standards. Unfortunately, certain events and behaviors that occurred in 2022 involving San Mateo City Council and Planning Commission members have led to a breakdown in trust by residents. The fallout continues today with District Attorney investigations and the formation of a grassroots ethics watchdog organization. I urge the City Council to adopt and incorporate ethical standards into the San Mateo City Charter, similar to what was done by the City of Mountain View, to help restore trust in our elected and appointed officials. Otherwise, an Ethics Commission should be established by the City to monitor activities by elected and appointed officials to ensure compliance with laws and relevant regulations.

Thank you for your consideration and the opportunity to contribute my thoughts to improving the quality of life here in San Mateo. I sincerely hope you'll incorporate these ideas as you plan City priorities for 2023.

Yours truly,

Lisa Vande Voorde



From: [Elaine Salinger](#)
To: [City Council \(San Mateo\)](#); [Clerk](#)
Subject: Comment for Blue Sky City Council meeting
Date: Thursday, February 9, 2023 9:29:12 PM
Attachments: [Image_10-24-21_at_11.45 AM-9.jpeg](#)

Mayor Lee and Councilmembers.

My name is Elaine Salinger. I have been a resident of San Mateo for 32 years and i am also a member of the San Mateo Climate Action Team. Climate change keeps me up at night. I worry so much about it that I am volunteering on climate action about 40 hours/ week. We need to do everything possible to stop climate change. Your children and grandchildren will ask you why you did not do more.

SMCAT has submitted two letters detailing our requests related to the Council's Blue Sky Objectives adopted last year, and the Objectives that are newly proposed this year. I support all of the requests in those letters, including the following:

I request that the Council continue last year's Objective 27 - Establish policies to decarbonize existing buildings and infrastructure and eliminate methane gas use by 2030; and Objective 28 - implement the Climate Action Plan and reduce greenhouse gas emissions.

To meet these objectives, I urge the City to adopt a comprehensive ordinance for "Existing Buildings Electrification," effective January 1, 2025, that would accelerate the conversion of fossil gas appliances to electric, and provide for the elimination of methane gas use by 2030.

I also request that the **work plan for last year's Objective #27 be updated, without delay, to include an "Electrification Awareness Campaign"**, as well as the City's co-creation with Peninsula Clean Energy of a "One Stop Shop" for electrification assistance. These programs are necessary for those residents who are currently subject to the new Reach Codes requirements, and to assist those who voluntarily electrify their homes or businesses.

I also support several of the newly proposed Council Objectives, including:

Mayor Lee's Proposed Objective 1. The Mayor's proposed budget process should result in increased City sustainability initiatives and Staff, and enhanced partnerships between the City and sustainability-focused volunteer groups.

I appreciate Deputy Mayor Diaz Nash's proposed electrification education objective, but it will not be implemented quickly enough given the newly effective Reach Codes. Therefore, I instead ask that the workplan for last year's Objective 27 be updated to include an Electrification Awareness Campaign, as previously noted.

I also support the Bicycle Master Plan and Pedestrian Master Plan Objectives of Council-members Loraine and Hedges, but I request that they be strengthened to include an aggressive timeline for completion, that at least one project be built in each of

the City's five districts within the next fiscal year, and that dedicated funding sources be secured.

Thank you.

Elaine Salinger, San Mateo Chapter Leader



From: [Mareva](#)
To: [Amourence Lee](#); [Adam Loraine](#); [Lisa Diaz Nash](#); [Rob Newsom](#); [Richard Hedges](#); [Patrice Olds](#); [Drew Corbett](#); [Azalea Mitch](#); [Sarah Scheidt](#)
Cc: [Heidi Moser](#); [Lilajik](#); [Elian Mihnea Dumitru](#); [Lori Middione](#); [Valerie Oblath](#); [Rick Sakuda](#)
Subject: Comments for Blue Sky Summit: Objectives to Retain- Item #4
Date: Thursday, February 9, 2023 4:30:30 PM

Dear San Mateo City Council Members Hedges, Loraine, Newsom, Deputy Mayor Diaz-Nash, and Mayor Lee,
Upon reviewing the "[Objectives to Retain](#)" for Fiscal Year 2023-24, the residents of the Laguna Vista HOA on Marina Lagoon celebrate that item #4 is included and request that it be re-written: The language is too vague and the timeframe unacceptable.

Item #4: "Expedite efforts to improve the stormwater collection and storage system, including dredging the Marina lagoon" should be strengthened to say the specific "expediting efforts" being undertaken as bullet points and the timeframe of 5+ years needs to be amended to reflect the true urgency of the objective.

Considering the recent events of December 31st, "five" is too many years, and the "plus" too lenient. It potentially waters down the intent to the same negligence of the last 42 years. Councilmember Newsom's list, item #1, rewords item #4 to these action items: **"Evaluate/Determine/Create a plan for stormwater runoff. Identify funding for excavating/dredging our city lagoon and for putting measures and means in-place to have a funding mechanism & a process to upkeep the lagoon, pumps, creek/river walls, and all city-wide drainage. Evaluate the implementation of a stormwater enterprise and associated fees."** We removed "perhaps tiered by area fees" from the text since it is truly clear, evidenced by recent events, that any stormwater and flood-control basin issues affect everyone who lives in San Mateo. All of us!

The "outreach plan and Fee Report in development" correlating with item #4 does reflect that the \$ generated by a stormwater utility fee will help with updating & maintaining the flood-control infrastructure PW manages (175 miles of drain pipes, pumps, etc.,) but, **does not reflect that it will not cover the cost bid for 25M** our HOA procured and already shared with you to test, excavate, and remove the silt sedimentation on the South end from the O'Neill Slough tidal gate to the Fish Market. Mayor Lee connects the dots further under "Enhance city-wide disaster response and emergency readiness capabilities" by including, **"advance funding plan in FY23-24 to upgrade stormwater infrastructure including dredging/excavating the lagoon."** We can all agree that part of a city-wide emergency response includes efforts to prevent that very emergency in the first place. You will need to find other sources of funding so Objective #4 is reached. Currently, the words in item #4 are aspirational, not committal.

Four of you included item #4 in your own lists of goals. So please, review and rewrite Item #4 with transparent clarity, including an accountable timeline detailing the action items that will result in expedient funding and implementing the necessary dredging of Marina Lagoon.

Thank you for your attention to this. We know you understand that funding this project is a critical priority. It is also imperative for City Council to stay on top of Public Works' forward steps regarding Item #4 and transparently update San Mateo residents.

Elian Dumitru, Mareva Godfrey, Lori Middione, Heidi Moser

Laguna Vista HOA Marina Lagoon

Mareva Godfrey

Parenting and Life Coach: "It's not the answer that enlightens, but the question." Eugene Ionesco
Retired Master Teacher/ Resource Specialist/ Induction Mentor @SMFCSD

From: [Patrice Olds](#)
To: [Martin McTaggart](#)
Subject: Fwd: Blue Sky Goals
Date: Friday, February 10, 2023 9:10:56 AM

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From: lmaley@pacbell.net [REDACTED]
Sent: Thursday, February 9, 2023 8:46:02 PM
To: Patrice Olds <polds@cityofsanmateo.org>
Subject: Blue Sky Goals

My comments are below:

Sky Goal Setting

1. Crime and Safety – Our neighborhoods are experiencing so much crime and even locked doors are not keeping out criminals. I don't know the answer, but crime is so commonplace and most go unpunished.
2. Pension Reform – The comments in the City Budget regarding pensions are sobering. If CalPERS achieves its' goal of 6.8% ROI, "it takes nearly all of the City's sales tax revenues....to cover the escalating cost of pension contributions for the General Fund". And "pension expenses are expected to increase significantly over the next five to ten years...." We cannot afford to ignore this problem.
3. Noise Ordinance – the noise ordinance is nearly 20 years old and we need to address today's issues. Many peninsula cities do not allow construction 7 days a week in residential areas or for 12 hours a day. With major construction on the horizon in residential areas and the requirement of heat pumps with compressors the health and well-being of residents is at risk.

Thank you,

Lisa Maley

From: [Patrice Olds](#)
To: [Martin McTaggart](#)
Subject: Fwd: Blue Sky study session Feb 11
Date: Friday, February 10, 2023 11:50:24 AM

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From: Mark Eliot [REDACTED]
Sent: Friday, February 10, 2023 11:45:22 AM
To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>
Subject: Blue Sky study session Feb 11

Dear City Council,

From the agenda report for the “Blue Sky” workshop:

I support these goals from last year:

9, 10, 15, 16, 20, 28, 29, 40, 48.

I support these Council Member goals:

Lee: 1, 2, 3

Nash: 1, 5

Loraine: 1, 2, 3

Hedges: 2, 4

Newsom: 2, 4, 6, 7

Please also consider the goals below in this email. While clearly there are many important long-term goals for the City to work on, I’ve chosen to focus on a few transportation-related goals below.

Thank you for your consideration.

Sincerely,
Mark Eliot

Goal 1: Public Works to perform a comprehensive assessment of discretionary (not grant) funding for transportation projects in the FY24 CIP with respect to City goals, policies, and actions prior to presenting the draft budget to the City Council. We need to look at the bigger picture.

- Review discretionary funding sources
 - General Fund, Measure A, Measure S, Measure W, Gas Tax, Road Maintenance, Traffic Impact Fee, etc
 - Estimated revenues and current balances
 - Legal limitations, if any, on type of expenditures
- Review goals, policies, and actions related to transportation in all applicable documents
 - Municipal Code, Draft General Plan, Bike Plan, Ped Plan, Sustainable Streets Plan, Neighborhood Traffic Calming Plan, etc
 - Develop a unified list of goals, policies, and actions from these documents (eliminate overlaps and duplicates)
- Assess proposed CIP projects on several dimensions
 - By deliverable type: i.e planning document vs. design vs. implementation/construction
 - By commitment timeframe: short term vs long-term projects; in the 1-year vs. 5-year budget
 - By allocation
 - by project type: how much for interchanges, repaving, intersections, bridges, striping, sidewalks, traffic calming, etc

- by mode: how much for truck/car, bus, train, bicycle, pedestrian
- statistical analysis: average/median project funding, largest/smallest, etc
- estimate split allocations of mode by project type
 - for example, how much a particular repaving project would be allocated for the benefit of bicycling vs motor vehicle driving?
- Assess total allocation amounts for each unified goal, policy, or action
- Conclusion: provide justification for transportation-related CIP funding proposal

Resource Intensity: High

Completion Timeframe: 2 months

Rationale: In the CIP process, there is very little transparency in how decisions are made and the rationale for those decisions. It appears that the CIP often does not align with the City's stated goals. A comprehensive assessment would help the Council to better make strategic- and policy-level decisions regarding the CIP budget. It would also help inform the public by making the priorities explicit. Achieving this goal would require an intense but short effort.

Goal 2: Update the Neighborhood Traffic Management Program (NTMP) and Policy for Installation of Stop Signs documents to conform with the policies in the Draft Circulation Element of the 2040 General Plan for bicyclists and pedestrians:

- Complete Streets — "safe, comfortable, and efficient travel for all users" (C-P1.2)
- Vision Zero — "eliminating traffic fatalities and severe injuries" (C-P1.3)
- Prioritize Pedestrian and Bicycle Mobility Needs — "mobility, connectivity, and safety" (C-P1.4)
- Pedestrian Network — "maintain a safe, walkable environment" (C-P3.1)
- Bicycle Network — "maintain a bike-friendly environment" (C-P4.1)

Resource Intensity: Low

Completion Timeframe: 1 year

Rationale: Both of these documents prioritize the volume and free flow of motor vehicle traffic. With a few isolated exceptions, they do not consider safety in the decision-making process. Where safety is considered, it is in the context of driving and collisions between motor vehicles. The stop sign policy in particular has converted state-level guidance (not required) from the California Manual on Uniform Traffic Control Devices into City self-imposed requirements. These requirements can be changed by the City itself. These documents are at odds with the City's long-term vision as expressed in the General Plan and many other planning documents.

Goal 3: Initiate the Peninsula Ave Bike Separated Lane Project at Level 2 (the Bicycle Master Plan top priority project). Add this project to the FY24 five-year CIP to be funded in a timeframe such that it is complete before the Peninsula/101 Project is complete.

Resource Intensity: High

Completion Timeframe: 5+ years

Rationale: The Peninsula/101 Interchange Project, which is already underway, will move motor vehicle traffic from Poplar and reduce congestion. The result will be more and faster moving cars and trucks on the full length of Peninsula. The Peninsula Separated Bike Lane Project is vital for keeping bicyclists safe and providing a convenient route across northern extent of San Mateo. The total estimated cost of the Peninsula/101 Interchange Project is \$120 million, with a five-year budget of \$3.6 million; whereas the estimated cost of the Peninsula Bike Lane Project is \$1.4 million. The juxtaposition of these two projects make the priorities implicit in the CIP budget pretty obvious. Funding this project would be consistent with the goals, policies, and actions in the 2040 General Plan Draft Circulation Element and many other plans.

From: [Patrice Olds](#)
To: [Martin McTaggart](#)
Subject: Fwd: Comment for the San Mateo City Council Blue Sky Meeting
Date: Friday, February 10, 2023 10:01:53 AM

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From: sue at Webfoot [REDACTED]
Sent: Friday, February 10, 2023 9:50:27 AM
To: Clerk <clerk@cityofsanmateo.org>; City Council (San Mateo) <CityCouncil@cityofsanmateo.org>
Subject: Comment for the San Mateo City Council Blue Sky Meeting

Mayor Lee and Councilmembers,

My name is Sue Blockstein. I am a long time resident of San Mateo, and a member of the San Mateo Climate Action Team. I have always taken personal actions, such as roof top solar and driving electric cars to address climate change. But the pace of climate change has led me to the conclusion that personal actions are not enough- we need policy changes to accelerate our response to the climate crisis.

SMCAT has submitted two letters detailing our requests related to the Council's Blue Sky Objectives adopted last year, and the Objectives that are newly proposed this year. I support all of the requests in those letters, including the following:

I request that the Council continue last year's Objective 27 - Establish policies to decarbonize existing buildings and infrastructure and eliminate methane gas use by 2030; and Objective 28 - implement the Climate Action Plan and reduce greenhouse gas emissions.

To meet these objectives, **I urge the City to adopt a comprehensive ordinance for "Existing Buildings Electrification," effective January 1, 2025, that would accelerate the conversion of fossil gas appliances to electric, and provide for the elimination of methane gas use by 2030.**

As a homeowner, and the spouse of a general contractor, I know how hard it is to find accurate information about home electrification and rebates. Therefore, I also request that the **work plan for last year's Objective #27 be updated, without delay, to include an "Electrification Awareness Campaign"**, as well as the City's co-creation with Peninsula Clean Energy of a "One Stop Shop" for electrification assistance. These programs are necessary for those residents who are **currently** subject to the new Reach Codes requirements, and to assist those who voluntarily electrify their homes or businesses.

I also support several of the newly proposed Council Objectives, including:

Mayor Lee's Proposed Objective 1. I The Mayor's proposed budget process should result in increased City sustainability initiatives and Staff, and enhanced partnerships between the City and sustainability-focused volunteer groups.

I appreciate Deputy Mayor Diaz Nash's proposed electrification education objective, but it

will not be implemented quickly enough given the newly effective Reach Codes. Therefore, I instead ask that the workplan for last year's Objective 27 be updated to include an Electrification Awareness Campaign, as previously noted.

I also support the Bicycle Master Plan and Pedestrian Master Plan Objectives of Councilmembers Loraine and Hedges, but I request that they be strengthened to include an aggressive timeline for completion, that at least one project be built in each of the City's five districts within the next fiscal year, and that dedicated funding sources be secured.

I am proud that San Mateo has taken a strong position addressing the climate crisis with last year's blue sky objective and reach codes, and urge you to continue to prioritize this important work.

Thank you for your consideration.
Sue Blockstein

From: [Patrice Olds](#)
To: [Martin McTaggart](#)
Subject: Fwd: Kudos to PW : Feb 2023 SIC mtg
Date: Friday, February 10, 2023 9:08:08 AM
Attachments: [PW Staff Pres- PW SIC Update 02.8.2023.pdf](#)

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From: Susan Rowinski [REDACTED]
Sent: Friday, February 10, 2023 8:37:00 AM
To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>
Subject: Re: Kudos to PW : Feb 2023 SIC mtg

In my prior email I recommend watching the Feb 8 mtg before tomorrow's blue sky meeting,

I understand there were technical issues w3hch may have prevented watching the Feb 8 SIC mtg via the Zoom link. If that is the case attached is staff's presentation.

Regarding the blue sky meeting expect to hear from residents about the NTAP. PW stated during the Feb 8 SIC mtg of the 292 NTAP actions identified, 242 actions have been completed. The remaining 50 actions require significant funds to complete.

I have been a part of NTAP since its inception in 2016 as a resident and a commissioner. My sense is NTAP has served its purpose. The city now has ACTUAL safety/ traffic data. This data was not available when NTAP launched.

The city invested funds to create safety/ traffic datasets, which can easily be accessed by residents, staff, to inform and guide where and how to invest city funds for ped/ bike safety and traffic mgmt projects/actions.

The remaining NTAP projects, and any other resident feedback, can now be considered within the context of the city's safety and traffic data.

Council needs to provide direction tomorrow for PW on how to proceed with city wide safety- traffic mgmt projects/actions. I understand some residents want to continue with NTAP.

Best Regards,
Susan

Susan Rowinski
City of San Mateo
Vice Chair, Sustainability & Infrastructure Commission
[REDACTED]

From: Susan Rowinski <srowinski@cityofsanmateo.org>

Sent: Wednesday, February 8, 2023 10:10 AM

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

Subject: Kudos to PW : Feb 2023 SIC mtg

Dear City Council,

I want to bring to your attention tonight's SIC mtg.

During the Feb 8 SIC mtg PW will summarize and present the departments accomplishments in Calendar Year (CY) 2022. see attached meeting packet.

This presentation by PW was originally scheduled to occur during the SIC Dec 2022 or the Jan 2023 mtg, it will (finally) be presented tonight.

A couple of years ago the SIC unanimously voted to include in the final meeting of a Calendar Year an agenda item dedicated to PW accomplishments.

I understand my email is of short notice but if time allows tonight I encourage you to listen in. If unable to attend tonight's meeting, I encourage a review of the meeting's video before the Feb 11 Goal setting meeting.

Best Regards,
Susan

Susan Rowinski
City of San Mateo
Vice Chair, Sustainability & Infrastructure Commission



From: [Patrice Olds](#)
To: [Martin McTaggart](#)
Subject: Fwd: San Mateo City Council Blue Sky Meeting Feb 11, 2023
Date: Friday, February 10, 2023 9:10:44 AM

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From: Gary Trott 2 [REDACTED]
Sent: Thursday, February 9, 2023 8:59:07 PM
To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>; Clerk <clerk@cityofsanmateo.org>
Cc: 'Gary Trott 2' [REDACTED]
Subject: San Mateo City Council Blue Sky Meeting Feb 11, 2023

Dear Mayor Lee and Councilmembers.

My name is Dr Gary Trott. I live in the San Mateo area.

The climate crisis is not a science problem. The science is done. Climate change is a people policy problem. And the only question that matters are you part of the solution to mitigate the effects of climate change? Or part of the problem by inaction, to let the climate change for the worse. The next generation younger voters are watching your actions and wondering what kind of climate mess are you going to leave as your legacy.

I request that the Council continue last year's Objective 27 - Establish policies to decarbonize existing buildings and infrastructure and eliminate methane gas use by 2030; and Objective 28 - implement the Climate Action Plan and reduce greenhouse gas emissions.

To meet these objectives, **I urge the City to adopt a comprehensive ordinance for "Existing Buildings Electrification," effective January 1, 2025, that would accelerate the conversion of fossil gas appliances to electric, and provide for the elimination of methane gas use by 2030.**

I also request that the **work plan for last year's Objective #27 be updated, without delay, to include an "Electrification Awareness Campaign",** as well as the City's co-creation with Peninsula Clean Energy of a "One Stop Shop" for electrification assistance. These programs are necessary for those residents who are currently subject to the new Reach Codes requirements, and to assist those who voluntarily electrify their homes or businesses.

I also support several of the newly proposed Council Objectives, including: Mayor Lee's Proposed Objective 1. I The Mayor's proposed budget process should result in increased City sustainability initiatives and Staff, and enhanced partnerships between the City and sustainability-focused volunteer groups. I appreciate Deputy Mayor Diaz Nash's proposed electrification education objective, but it will not be implemented quickly enough given the newly effective Reach Codes. Therefore, I instead ask that the workplan for last year's Objective 27 be updated to include an Electrification Awareness Campaign, as previously noted.

I also support the Bicycle Master Plan and Pedestrian Master Plan Objectives of Councilmembers Loraine and Hedges, but I request that they be strengthened to include an aggressive timeline for completion, that at least one project be built in each of the City's five districts within the next fiscal year, and that dedicated funding sources be secured.

Thank you for your consideration.

Regards
Dr. Gary Trott Ph.D

From: [Rick Moody](#)
To: [City Council \(San Mateo\)](#); [Clerk](#)
Subject: Keep Doing the Best for San Mateo: Blue Sky-- The Sky's the Limit
Date: Thursday, February 9, 2023 3:56:57 PM

Feb. 9, 2023

Dear Mayor Lee and Councilmembers:

I am a resident of San Mateo (10 Scenic Way) and my wife and I are preparing for substantial remodeling work of our apartment.

In my personal plans, I am guided by the Reach Codes approved by the City Council and I commend the Council for its leadership in approving this legislation. It makes me proud to live in San Mateo.

I am writing now to comment on the “Blue Sky” discussions shortly underway. I specifically want to ask that you do whatever possible to promote “Electrification Awareness” here in San Mateo. Such a campaign would mean making electrification resources readily available to residents subject to the new Reach Codes requirements, but also to people like me who are making home modifications of various kinds. Please try to make electrification as easy and cost-effective for residents as possible. I’m a senior citizen—turning 78 in two weeks and what you do has a real impact on me and people my age.

In other roles, I advocate for environment on the national level. I am Board Chair of Gray Is Green, the National Senior Conservation Corp. But I am proud that San Mateo is doing what should be done at the local level:

“Think globally, Act locally.”

Harry R. Moody, Ph.D.



John and Ruthmary Cradler

San Mateo, CA 94402

PH: [REDACTED]

February 10, 2023

Amourence Lee, Mayor
Lisa Diaz Nash, Deputy Mayor
Rich Hedges, Councilmember
Adam Loraine, Councilmember
Rob Newsom Jr., Councilmember

Subject: February 11, 2023, City Council Special Meeting
Study Session, City Council Goal Setting Workshop

Honorable Mayor Lee, Deputy Mayor Diaz Nash, Councilmembers Rich Hedges, Adam Loraine and Rob Newsom Jr.:

Thank you for inviting public input for the annual goal setting of our City Council. While there are issues of health and safety that command immediate attention, we urge you to consider issues of long-term consequences as well.

San Mateo's September 1989 "Historic Building Survey" has not been updated for over 3 decades. In that time, significant new building and development has occurred and, in some cases, resulted in loss of historic resources. An updated survey of our city will provide clear data about our historic buildings and whether they should be saved.

As local residents, we purchased and gently restored one of the Wisnom family homes and had the benefit of being able to talk with Wisnom family members about our work. Since then, we purchased and gently upgraded one of the Lilienthal family homes, and again had the benefit of being able to talk to representatives of the estate about the historic significance, as well as having original documentation of every detail of the house, the architecture, the construction and the landscaping.

But not all home buyers in San Mateo are so fortunate. An up-to-date historic survey would be of great value. Additionally, there are funds from various private and public sources to assist individuals in restoration and preservation of homes/buildings of historical significance. As such, the investment by the City in conducting the survey, would leverage funding that, taken collectively, would go a long way to preserving San Mateo's heritage.

We urge the Council to **identify updating the San Mateo Historic Building Survey** as a strategic direction of the 2023 San Mateo City Council.

Thank you.

Sincerely,

Ruthmary Cradler
John Cradler

Ruthmary Cradler
John Cradler

From: Andrew Reback (Homeowner/Resident, 805 Highland Ave, San Mateo)
Proposed Additional Priorities for 2023 City of San Mateo - February 2023

Strategic/ Economic Impact

1. **P0 (Critical) Government Request Ticket tracking system** for resident/business requests. (Nash 5? Loraine 2? Newsom 4?) I've submitted requests to various departments via forms + emails + no status, no response, no ability to follow-up. I have no idea the status of those asks, if I need to escalate to a department head, to Council, or if the City is simply ignoring particular requests, or is actually taking action.
 - **Rationale:** service levels, cost savings with reduced duplicate requests, KPI/performance tracking, rationalization for department staffing, managing staff and operations to defined service levels.
2. **P0 (Critical) Downtown BID/ Economic Development plan for Downtown (Maybe Item 52?)**
 - **Rationale:** San Mateo's downtown is lagging our neighbors both in terms of its attraction of businesses and shoppers. In a little over a decade, we've seen Burlingame, Redwood City, and even San Carlos invest in and transform their downtowns and attract major new businesses and sources of city revenue. Meanwhile, San Mateo lags - impeding our downtown's growth and stifling city revenue (55). On its current path - we might not have a downtown that really anyone wants to go to. A dedicated business improvement district with funding sourced from businesses while benefiting that same community is essential for us to become once again a competitive, destination of a downtown on the Peninsula.

Parks & Rec - Capital Improvements

3. **P0 Central Park Playground.** (Item 40 needing Council Direction) Move through construction the Central Park Playground improvements.
 - **Rationale:** The city's central park serving many of the city's neighborhoods hasn't had a playground update in many decades, and is functionally deficient. Existing proposed design has existed since 2022 and needs to move through implementation. Ask is to get committed funding and construction start/completion dates - with construction ideally started by EOY 2023. Feels like we're left behind in the flats.
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 - **Rationale:** As a San Mateo citizen, resident, and homeowner I have NO IDEA where we are against the master plan. I know what the deficiencies are based on numerous docs and reports, but - can't understand what we're doing about it or when. **Ask:** Communicate where we are, what's coming and when, and where help (support, taxes, investment, advocacy) is needed to advance any particular effort.

Streets & Safety

5. **P1 Pedestrian Safety (including street lighting) Plan** (item 15 also Newsom 5)
 - **Rationale:** Enhance neighborhoods & safety. (Also Loraine 3, Hedges 4, but expedited)
 - **Ask:** Knowing that this is on some list, this ask then is specifically – How can residents understand the priorities, when they'll be implemented, and align on prioritization? How can we ensure funding for priority projects? Pedestrian crossings and biking within key parts of the city are particularly fraught. Can we prioritize and fund access to/from key nodes - schools, key dangerous avenues, etc, so that this isn't a 15 year plan, instead fixing/addressing key nodes and priority routes within say 2-5 years?
6. **P1 Downtown & Peninsula Avenue Caltrain Grade separation** (Beyond #12, Maybe Item 45)
 - **Rationale:** traffic and noise mitigation; safety. The city has addressed the southern avenues. What now about the crossings at the city's northern edge - both downtown and Peninsula Ave.

From: [Claire Shintani](#)
To: [City Council \(San Mateo\)](#); [Clerk](#)
Subject: Requests for the San Mateo City Council "Blue Sky" Objectives Setting Meeting
Date: Thursday, February 9, 2023 3:55:32 PM

Dear Mayor Lee and Councilmembers,

My name is Claire Shintani and I am eighteen years old. I am a member of the San Mateo Climate Action Team. I am currently in my first year of college at UC Berkeley, and as I meet new people, I am often asked about my hometown. Now, more than ever, I am proud to call myself a San Mateo resident, as San Mateo has one of the strongest reach codes in California! This win for everyone, especially young people like myself, is due to your climate championship and the hard work and advocacy of our local community. I hope this continues and therefore, I respectfully make the following requests:

SMCAT has submitted two letters detailing our requests related to the Council's Blue Sky Objectives adopted last year, and the Objectives that are newly proposed this year. I support all of the requests in those letters, including the following:

I request that the Council continue last year's Objective 27 - Establish policies to decarbonize existing buildings and infrastructure and eliminate methane gas use by 2030; and Objective 28 - implement the Climate Action Plan and reduce greenhouse gas emissions.

To meet these objectives, I urge the City to adopt a comprehensive ordinance for "Existing Buildings Electrification," effective January 1, 2025, that would accelerate the conversion of fossil gas appliances to electric, and provide for the elimination of methane gas use by 2030.

I also request that the **work plan for last year's Objective #27 be updated, without delay, to include an "Electrification Awareness Campaign"**, as well as the City's co-creation with Peninsula Clean Energy of a "One Stop Shop" for electrification assistance. These programs are necessary for those residents who are **currently** subject to the new Reach Codes requirements, and to assist those who voluntarily electrify their homes or businesses.

I also support several of the newly proposed Council Objectives, including:

Mayor Lee's Proposed Objective 1. I The Mayor's proposed budget process should result in increased City sustainability initiatives and Staff, and enhanced partnerships between the City and sustainability-focused volunteer groups.

I appreciate Deputy Mayor Diaz Nash's proposed electrification education objective, but it will not be implemented quickly enough given the newly effective Reach Codes. Therefore, I instead ask that the workplan for last year's Objective 27 be updated to include an Electrification Awareness Campaign, as previously noted.

I also support the Bicycle Master Plan and Pedestrian Master Plan Objectives of Councilmembers Loraine and Hedges, but I request that they be strengthened to

include an aggressive timeline for completion, that at least one project be built in each of the City's five districts within the next fiscal year, and that dedicated funding sources be secured.

Thank you for your consideration.

Claire Shintani

From: [Gary Trott 2](#)
To: [City Council \(San Mateo\)](#); [Clerk](#)
Cc: ["Gary Trott 2"](#)
Subject: San Mateo City Council Blue Sky Meeting Feb 11, 2023
Date: Thursday, February 9, 2023 8:59:37 PM

Dear Mayor Lee and Councilmembers.

My name is Dr Gary Trott. I live in the San Mateo area.

The climate crisis is not a science problem. The science is done. Climate change is a people policy problem. And the only question that matters are you part of the solution to mitigate the effects of climate change? Or part of the problem by inaction, to let the climate change for the worse. The next generation younger voters are watching your actions and wondering what kind of climate mess are you going to leave as your legacy.

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Thank you for your consideration.

Regards
Dr. Gary Trott Ph.D

From: [Michelle Hudson](#)
To: [City Council \(San Mateo\)](#); [Drew Corbett](#); [Kathy Kleinbaum](#); [Andrea Chow](#); [Clerk](#)
Subject: San Mateo Climate Action Team - Comments Regarding SM City Council Blue Sky Session
Date: Tuesday, February 7, 2023 12:48:26 PM

Honorable Mayor Lee, Deputy Mayor Diaz Nash, and City Council Members,

This letter is submitted on behalf of the San Mateo Climate Action Team ("SMCAT") in connection with the upcoming City Council "Blue Sky" Goal Setting Workshop.

1. Existing Objectives

The San Mateo Climate Action Team is not making a request for a new objective to be added in FY2023-24. **We do respectfully ask that the Council continue several critical objectives approved by Council last year,** including:

- 15. Implement bicycle and pedestrian projects and programs that address safety and align with adopted City Plans.
- 27. Establish policies to decarbonize existing buildings and infrastructure and eliminate methane gas use by 2030.
- 28. Implement the Climate Action Plan and work to reduce greenhouse gas emissions.

SMCAT, in collaboration with the Campaign for Fossil Free Buildings of Silicon Valley ("FFBSV"), have submitted a separate sign-on letter to City Council that outlines in detail our requests for Council action on Objective #27. **SMCAT's highest priority requests are outlined in that separate sign-on letter.** We also submit the below additional comments regarding Objective #27.

We thank the City for the timely issuance of an RFP for a consultant to prepare a decarbonization plan for achieving the 2030 decarbonization objective (Objective #27). We look forward to following this process, and **we request that the consultant ultimately selected by the City engages in a robust community feedback process that includes close partnership with SMCAT.**

We also wish to express our thanks to the City for the other work that has been accomplished already on Objective #27, namely the passage of Reach Codes applicable to existing buildings (effective January 1, 2023). However, **we request that the work plan for Objective #27 be updated to include an "Electrification Awareness Campaign"**. Such a campaign would involve making electrification resources readily available, without delay, to residents who are now subject to the new Reach Codes requirements, as well as those who voluntarily electrify their homes or businesses. The idea is to make electrification as easy and cost-effective for residents as possible.

SMCAT stands ready to support and provide assistance to such a City Electrification Awareness Campaign. However, more than any other entity, Peninsula Clean Energy ("PCE") is a natural partner for the City in such an Awareness Campaign. Indeed, PCE has

stated that it is taking steps to establish a "One Stop Shop" to provide comprehensive electrification assistance for Cities/residents.

Given the above expression of intent by PCE, **we ask that the City take active steps to co-create with PCE the "One Stop Shop" electrification assistance that is needed by the City right now as a result of the new Reach Code requirements**. Such assistance should include: providing information related to electric panel requirements, electric appliances, and electric installations; providing a list of contractors that regularly perform high-quality electric installations; providing information/assistance with respect to available rebates, tax credits and financing; establishing an electrification "helpline" or website portal where a resident can direct electrification questions; establishing mechanisms to connect residents with electrification "ambassadors"; and streamlining/easing the permit process.

With respect to FY2022-23 Objective # 28, we request that the Council take strong steps in 2023 and beyond to implement the City's Climate Action Plan.

2. Comments Regarding FY 2023-2024 Objectives

The balance of this letter sets forth our comments on the new FY 2023-2024 Objectives proposed by Council, particularly those objectives that relate to sustainability and decarbonization matters.

A. Mayor Lee's Objective #1

Mayor Lee has proposed the following Objective #1:

1. Initiate a Community Budget Process including the review of unfunded equity priorities and potential utilization of the estimated \$4.8M annual revenue from Measure CC (factoring in the volatility of the funding source, considering one- time vs. ongoing expenditures augmented by reserves or a combined approach). Key unfunded community priorities include:

(b) Increasing sustainability capacity - expand volunteer, staffing, partnerships

We support this Objective, and note that any such budget process should result in increased City sustainability initiatives, increased sustainability Staff, and enhanced partnerships between the City and sustainability-focused volunteer groups. We are currently engaging with Staff to better understand how we can support the City and SMCAT's shared sustainability goals, and we appreciate opportunities to work with the City.

B. Councilmember Nash's Objective #6

Councilmember Nash has proposed the following Objective #6:

6. Create a one-stop "education and action" center for consumers and businesses around electrification to demystify the process, identify resources and maximize voluntary migration and success stories.

We greatly appreciate this expression of support for electrification assistance/education that

is greatly needed, but we note that, as a result of the new Reach Code requirements, electrification assistance for residents cannot wait until July or later in 2023, which is the earliest that new Council objectives would begin to be implemented. Therefore, **we support updating the work plan for Objective #27 from FY 2022-2023, without delay, to include a City "Electrification Awareness Campaign," as well as the City's co-creation with PCE of a more comprehensive "One Stop Shop",** for electrification assistance, as described in detail above in this letter.

C. Councilmember Loraine's Objective #3 and Councilmember Hedges' Objective #4

Councilmember Loraine has proposed the following Objective #3: "3. Complete All High and Medium-High Priority Projects in the 2020 Bicycle High Master Plan Update by 2030," and Councilmember Hedges has proposed the following Objective #4: "4. Set a timeline for building the Bike Master Plan and the Pedestrian Master Plan. Complete a report detailing the cost and staff resources needed to completely build out the Bike/Ped Master Plans. Adopt a budget line item for building bike/ped projects."

We support these objectives, but ask that they be strengthened to include an aggressive timeline for completion, and that at least one project be built in each of the City's five districts within the next fiscal year.

In order for the above objectives to be implemented, we support the City's identification of consistent and dedicated funding sources, such as an infrastructure fee that would fund bike route construction and pedestrian improvements, as well as flood control and Marina Lagoon dredging.

3. The Ever-Important Context: The Climate Crisis

We make the above requests because, as this past year has shown more than ever, **the climate crisis is real, it is here now, the burning of fossil fuels is directly responsible, and the impacts of climate change on human health and security are growing increasingly dire.** The good news is that there are powerful local solutions to fight the climate crisis, including the requested solutions set forth in this letter and the separate SMCAT / FFBSV sign-on letter.

We thank the City for its tremendous climate leadership to date, and we thank the Council for its consideration of our requests.

Sincerely,

The San Mateo Climate Action Team



The San Mateo Climate Action Team is a San Mateo based organization dedicated to local solutions to the climate crisis. Our membership includes 180+ climate-concerned

community members working on behalf of strong local action.

cc: San Mateo Sustainability and Infrastructure Commission

City Manager Drew Corbet

Assistant City Manager Kathy Kleinbaum

Sustainability Analyst Andrea Chow

From: [Laurie Hietter](#)
To: [Clerk](#); [City Council \(San Mateo\)](#); [Lisa Diaz Nash](#); [Amourence Lee](#); [Richard Hedges](#); [Rob Newsom](#); [Adam Loraine](#)
Subject: Comments for City Council Planning Meeting on February 11, 2023
Date: Friday, February 10, 2023 3:41:30 PM

Dear Mayor Lee, and Council Members Diaz Nash, Newsom, Hedges, and Loraine:

As you consider priorities for the coming year I urge you to include Historic Resources protection as a high priority. The increasing development pressure has resulted in an alarming loss of many historic buildings that are not individually significant but are critical to the fabric and personality of our community.

The 1989 *Historic Building Survey* was a great start but did not fully identify the historic resources in San Mateo.

We support Deputy Mayor and District 1 council member Lisa Diaz Nash's priority to:

4. Finish the Citywide identification of San Mateo historic assets and develop objective historic evaluation standards to guide planning, minimize costs and encourage architectural harmony between old and new.

The 1989 study was not completed. It is over 30 years beyond the time to update and finish the city-wide inventory. This survey will save homeowners and the City staff time and money when individual homes are proposed for modification or demolition. In addition, we request that you develop objective design standards for development to protect the personality and charm of the historic neighborhoods and our historic downtown..

We also support council member Rob Newsom's priority:

6. Establishment of an Ethics Board: this board can monitor both elected and non-elected City staff to monitor Lobbying, Campaign oversight, Contract review, and relationships with Developers to ensure all work within the confines of the laws and FPPC regulations.

Planning commissioners and city council members have violated basic ethical standards required of city-appointed and elected officials. Please finish the work started to update the *City Council Guidelines* and the *Boards and Commissions Rules and Procedures* to clearly identify ethics standards and sanctions for violations. The community and council members requested these updates at the September 6, 2022 City Council meeting.

You have many priorities before you. I hope after more than 30 years the City can invest in identifying the historic resources that make our City beautiful and unique.

Thank you for your consideration.

Laurie and Randy Hietter

From: Andrew Reback (Homeowner/Resident, 805 Highland Ave, San Mateo)
Proposed Additional Priorities for 2023 City of San Mateo - February 2023

Strategic/ Economic Impact

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Parks & Rec - Capital Improvements

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 - **Rationale:** The city's central park serving many of the city's neighborhoods hasn't had a playground update in many decades, and is functionally deficient. Existing proposed design has existed since 2022 and needs to move through implementation. Ask is to get committed funding and construction start/completion dates - with construction ideally started by EOY 2023. Feels like we're left behind in the flats.
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Streets & Safety

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