



CITY OF SAN MATEO

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330 W. 20th Avenue
San Mateo CA 94403
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Administrative Report

Agenda Number: 4., Status: Study Session

File ID: 2019-264

TO: Planning Commission
FROM: Ronald Munekawa, Chief of Planning
PREPARED BY: Community Development Department
MEETING DATE: Tuesday, April 23, 2019

SUBJECT:

480 E. 4th Ave & 400 E. 5th Ave Downtown Sites Affordable Housing Pre-Application (city-owned former redevelopment sites) (PA-2018-077)

RECOMMENDATION

Review the proposed design of the multi-family building and parking garage on a preliminary basis, receive public comments, and provide comments to the applicant and staff pertaining to the building and garage design, residential parking, and residential plaza location.

BACKGROUND

Project Description

This project involves redevelopment of two City-owned sites into a residential building on 480 E. 4th Avenue and a separate above-grade parking garage on 400 E. 5th Avenue. The sites are currently used as surface parking lots and are operated by the City as part of the overall Downtown parking supply. City Council selected MidPen Housing Corporation's proposal through a competitive request for proposal (RFP) process to partner with the City to develop these sites. The RFP specified that proposals include both affordable housing, a public parking garage and community serving space. The City issued RFP is available on the City's website at <https://www.cityofsanmateo.org/3807/Downtown-Opportunity-Sites-RFP>

The residential building includes a total of 164 units: 9 studio, 70 one-bedroom, 46 two-bedroom, and 39 three-bedroom units. Of the 164 units, two units will be manager units; 81 units will target extremely to very low-income households earning between 30% and 60% of Area Median Income (AMI) for San Mateo County; and 81 will target moderate income households that earn greater than 60% and less than 120% AMI. A preference will be provided for all of the units to households that live or work in the City of San Mateo. In addition, there will be an additional preference for public employees (including City, County, and school district) for a portion of the moderate-income units.

The 5-story parking garage includes 164 residential parking stalls and a minimum of 535 public parking stalls to replace the existing 235 public parking spaces on the two lots. The proposed parking garage includes a 2,000-square-foot community serving space, which was required by the RFP. Per Council direction, the community serving space is expected to be used, in part, by the Workers Resource Center which is currently located on the site.

Please see the project plans in Attachment 1.

Site Description

The two sites at 480 E. 4th Avenue & 400 E. 5th Avenue are former redevelopment sites owned by the City of San Mateo. The 480 E. 4th Avenue parcel encompasses an entire downtown block and is bounded by S. Claremont Street to the northeast, E. 5th Avenue to the southeast, S. Railroad Avenue to the southwest and E. 4th Avenue to the northwest. The 400 E. 5th Avenue parcel is adjacent to a PG&E substation and privately-held properties to the northeast and southeast, the railroad tracks to the southwest, and E. 5th Avenue to the northwest. Both parcels are zoned Central Business District - Support (CBD/S) and are in the Downtown Plan area. A site location map is included in [Attachment 2](#).

Applicable Code and Policy Review

General Plan

The General Plan Land Use Diagram designates the two subject parcels as Downtown Retail Core Support, which is intended to provide uses to support the City's Central Business District. The proposed project is consistent with the Land Use Diagram in that the residential uses provide a customer base for businesses and the public parking garage provides parking for customers, employees and visitors to the downtown. The project conforms to the goals and policies of the General Plan. A preliminary list of applicable General Plan policies is included in [Attachment 3](#).

Downtown Area Plan

The project is located in the Downtown Area Plan. The Downtown Area Plan goals establish a framework for specific policies, which pertain to new downtown development as well as preservation of existing downtown resources. The Downtown Area Plan specifically identifies the redevelopment of these sites as key catalysts for the revitalization of the Central Claremont area. The goals that specifically relate to this project are:

- Enhance Downtown's role as the City Center and maintain its unique sense of place
- Enhance the vitality and activity of Downtown by incorporating an overall good mix of diversity of uses
- Enhance the Downtown's pedestrian environment and enhance the safety and attractiveness of Downtown
- Ensure adequate parking to meet expected needs, enhance the quality of the parking environment, and improve public perceptions about parking availability
- Support sustainable initiatives in downtown

The project conforms to the goals and policies of the Downtown Area Plan in that the new residential multi-family building will support the downtown businesses, and the design, materials, and color scheme will complement the area's existing and proposed buildings. The parking garage will replace the existing 235 parking spaces provided at the two surface lots and add over 300 spaces to the downtown parking supply to meet anticipated parking demand. Further, the new parking garage spaces would potentially allow existing street parking spaces to be repurposed for identified bike infrastructure and pedestrian realm improvements. The project will include sustainable initiatives including solar and transportation demand management. The overall sidewalk widths encourage foot traffic and facilitate a comfortable outdoor environment within downtown. Please refer to [Attachment 4](#) for the Downtown Area Plan policies.

The formal planning application will be reviewed in more detail for conformance with applicable General Plan and Downtown Area Plan policies.

Downtown Parking Management Plan

The City Council adopted the Downtown Parking Management Plan in April 2014. The goal of the Plan is to develop downtown parking strategies to better manage downtown current parking supply, serve existing demand, estimate the future parking need, and understand the most appropriate funding opportunities to fund the on-going and future parking program. The Plan concluded that parking demand exceeded parking supply during the weekday midday peak by 231 spaces. In addition, the Plan projected that within 10 years, the

demand would exceed supply by 391 spaces. The inclusion of the parking garage in this project is intended to fulfill the anticipated need for additional parking supply in Downtown. The Downtown Parking Management Plan is available on the City's website at

<https://www.cityofsantamateo.org/3025/Downtown-Parking-Management-Plan>

Zoning Code

The zoning code land use designation for the two subject sites are CBD/S. Residential uses within the CBD/S district is encouraged to provide housing opportunities for downtown employees and residents. The allowable floor area for this district is 3.00 and the building plate height maximum is 55 feet. The current project plans propose a floor area ratio of 2.94 for the 480 E. 4th Avenue parcel and 3.39 for the E. 5th Avenue parcel. The increase in the floor area ratio above the maximum is an incentive requested via state density bonus law and the City of San Mateo density bonus ordinance as the project provides at least 30% below market rate (BMR) units to low-income households (further detail provided in the next subsection). Both structures meet the 55' building height limit. A Special Use Permit is required for the parking garage because it is a use that is not specifically permitted by right but may be a compatible use if the findings can be made for the Special Use Permit standards.

Applicable zoning code and other requirements are included in the project data sheet, which is included in Attachment 5.

Density Bonus

The proposed project utilizes the provisions of State Density Bonus and Other Incentives Law - State Government Code Section 65915. Consistent with State law the City provides increased residential densities, use of statewide parking standards, and "incentives or concessions" for projects that provide below market rate the units. The maximum allowed density on the parcel is 50 dwelling units per acre, which equates to a total of 121 units for both parcels. Given the number of low income units proposed, the project is eligible for a 35% density bonus. Therefore, the project is allowed 43 additional units above the 121-base density, which equates to 164 total units.

In addition to a density bonus, the project is eligible to utilize the statewide parking standards of 0.5 space per bedroom, as well as request up to three concessions or incentives. The project provides one parking space per unit (164). The concessions requested by the applicant are:

- Increase the maximum floor area from 3.00 to 3.39,
- Encroach into the street wall plane by six feet, and
- Increase the number of compact parking stalls from 40% of the total spaces to 48%.

These requested concessions allow flexibility and relief from various code provisions to maximize the number of units and to allow the rents to be set at affordable levels.

Density Transfer

Section 27.02.160 of the San Mateo municipal code allows density to be transferred from one building site to another within the same planning area if both sites are under the ownership of the same person (or entity). The density of 400 E. 5th Avenue is 85 dwelling units per acre and the density for 480 E 4th Avenue is 79 dwelling units per acre. The density from the 400 E. 5th Avenue site is being transferred to the 480 E. 4th Avenue site to optimize the site plans and maximize the space. Both the 480 E. 4th Avenue and 400 E. 5th Avenue parcels are under the ownership of the City of San Mateo. This density transfer would be permitted through either a Special Permit or a Planned Development Permit. Per the direction of City Council, the RFP specifically requested that the project submittals use the density transfer provision in order to provide 164 housing units as part of this project.

Design Review

The proposed design will be reviewed by the city's design review consultant, Larry Cannon of Cannon Design Group for consistency with the General Plan Urban Design Element and Downtown Plan and to address design comments expressed by the Planning Commission. Additional discussion on design elements are included below.

Sustainable Design

The applicants will be designing and building the structure to meet California Green Building Code mandatory measures. These sustainable measures include but are not limited to: minimizing contributions to the waste stream both during construction and after the building is occupied; minimizing the site's storm water runoff; using sustainable building products that are renewable and with low toxicity; and selecting efficient, low-energy electrical and mechanical systems. Utilizing sustainable building practices creates a healthy environment for the building's users and a structure with low impact on the environment. In addition, this project complies with the City's adopted Green Building and Energy Reach Codes in that it will provide an on-site solar hot water system for the housing development and solar roof panels on the public parking garage. In addition, a total of 10% of the parking spaces in the public parking garage will be electric-vehicle ready.

Sidewalk Requirements

In addition to design review, the project will also be evaluated for consistency with the city's Pedestrian Master Plan.

The City of San Mateo Citywide Pedestrian Master Plan, A.5 Sidewalk Standards - Residential Type C New Development requires an overall minimum sidewalk width of at least 9'-6", which includes a 4' to 6' planter/furniture zone, a 5' to 6' through zone, and a 6" curb. The project proposes a typical overall sidewalk width of 10'-6" with a 4' planter/furniture zone, a 6' through zone, and a 6" curb. This sidewalk standard applies to the residential buildings.

The sidewalk standard that most closely applies to the community serving space at 400 E. 5th Avenue is *A.6 Sidewalk Standards - Retail/Commercial Type A Parallel Parking*. This sidewalk standard requires an overall sidewalk width of 11' to 15' which includes a 4' planter/furniture zone, 5' to 7' through zone, a 6" curb, and a 4' flex/frontage zone (for café seating). A 4' flex/frontage zone is not necessary because the community serving space does not include restaurant/retail (this site is outside the required retail frontage areas). The project proposes a 4' planter/furniture zone, a 6' through zone, and a 6" curb, which conforms to planter/furniture zone and through zone standards

Please see [Attachment 6](#) for the city's sidewalk standards and [Attachment 1](#) for the project plans.

Items for Discussion

Building Design

The residential component of the project is designed with 10-foot setbacks and an entry plaza at the 4th Avenue frontage, with a secondary access at 5th Avenue. A courtyard at the center of the residential building is provided for common open space. The exterior of the buildings primarily consists of horizontal cement board siding and white cement plaster. The horizontal mass of the building is broken-up by vertical architectural elements and building façade pop-outs throughout the elevations. Additionally, the building is designed with metal decks with thermally modified wood railings at the middle sections of the second, third, and fourth floors, as well as at the corners of the building to soften the edges. The ground floor stoops are slightly raised from the ground floor to help separate the ground floor units from the sidewalk areas. Aluminum panels are also utilized to break up the horizontal mass.

The garage will be built primarily of concrete with metal guardrails along the ground floor and cable rails on the upper levels. A large blank concrete masonry unit (CMU) wall comprises the entire northwest elevation as it is adjacent to the PG&E substation. The garage floors contain railing along the railroad side of the garage but

are otherwise open. The rear of the structure is partly open; however, also consists of a large wall at the center of the elevation. The front of the garage consists of the entrance of the garage and the community serving space at the ground floor. The front elevation consists of a CMU wall between the entrance and the community serving space; the wall serves as a potential public art location which would help to soften the front façade. A steel bridge connecting the top level of the parking structure (where the residential parking spaces are located) to the residential buildings is proposed over E. 5th Avenue. Photovoltaic panels are proposed on the top floor of the parking garage.

Residential Parking

Per the city's desire and request to accommodate a public parking garage as part of the development, both the residential parking and public parking spaces are located on the 400 E. 5th Avenue parcel. Municipal code section 27.64.060(2) states that parking facilities accessory to dwelling units shall be located on the same parcel as the use it serves. The intent of this code section is to provide residents direct and convenient access to their vehicles. Although the parking for the residential units are located on a separate parcel to maximize the efficiency, space, and flow of both sites, the residential parking spaces are connected to the residential buildings via a pedestrian bridge over E. 5th Avenue. The residential parking area would be located on the top floor of the garage and gated from the public parking area. This configuration would allow the residents to have direct and convenient access to their vehicles. It should be noted that parking facilities accessory to commercial use or uses other than dwellings may be located on another parcel, with a Special Use Permit and subject to other requirements. The city will explore different policy tools such as a zoning code amendment to support this configuration should the Commission agree that this is a reasonable request. The provision of the residential parking in the public parking supply was a project element that was specifically analyzed during the developer selection process. The City Council stated support for this approach since it significantly reduces the required public funding contribution for the project while still maximizing the number of affordable units provided.

Site Plan (Residential Plaza)

The residential buildings on 480 E. 4th Avenue contains a front entry plaza. The plaza is currently proposed on the west side of the site, at the E. 4th Avenue and N. Railroad Avenue intersection, near the railroad tracks. An alternative is locating the plaza on the north corner of the site, at the E. 4th Avenue and S. Claremont Street intersection. The main entry to the residential units would be on E. 4th Avenue while secondary access would be on E. 5th Avenue. Sole access to the parking garage for the residential and public parking spaces would be off E. 5th Avenue.

ENTITLEMENTS

As proposed, the project is anticipated to require the following planning approvals:

- Site Plan and Architectural Review for (1) the demolition of the existing improvements and the construction of two new residential buildings, and (2) an on-street loading zone
- Site Development Permit Application for the removal of major vegetation (trees)
- Special Use Permit for a parking facility and a community room
- Special Permit or Planned Development to allow density transfer

Please see Attachment 7 for sample findings.

An environmental document would be prepared as part of the formal planning application in conformance with the California Environmental Quality Act.

PUBLIC COMMENTS

The applicant held a formal pre-application neighborhood meeting on March 7, 2019 that approximately 34 community members attended. The community had the following comments on the project:

1. Residential building façade should be softened
2. Entry plaza should be located away from the railroad tracks
3. Too much parking provided
4. Stoops should feel more "homey"

The community also had questions on the public plaza, affordability levels, sign-up procedure for the units, other projects the applicant has built, disabled and short-term parking, exterior lighting, noise abatement and gardening plots, traffic mitigation, school district fees, impact of existing parking, and the future of the workers resource center.

Public correspondence received also expressed concern about traffic, the relocation of the workers resource center, health effects from the PG&E substation, the inclusion of a public parking garage, safety, and tenant screening.

Please refer to [Attachment 8](#) for submitted public comments and [Attachment 9](#) for notes from the neighborhood meeting.

NOTICE PROVIDED

In accordance with Government Code section 65091 and the city's Municipal Code noticing requirements, this study session was noticed to the following parties more than ten days in advance of the neighborhood and Planning Commission meetings:

- Property owners, residential tenants and business tenants within 1,000 feet of the project site;
- The city's "900 List" which contains nearly 100 Homeowner Associations, Neighborhood Associations, local utilities, media, and other organizations interested in citywide planning projects;
- The city's Planning "Notify Me" email list; and,
- The interested parties list, which includes interested individuals who contacted the City and requested to be added to the project notification list.

SUMMARY AND NEXT STEPS

Staff is seeking Planning Commission comments and input on the following issues:

1. Building Design - The overall architectural style and design approach, including building materials, massing, and building forms
2. Residential Parking - Evaluation of the location and layout of the residential parking
3. Site Plan/Residential Plaza - Evaluation of the site layout and residential entry plaza location

Following this study session, the applicant will revise the plans as necessary to respond to comments from staff and the Planning Commission and submit a formal planning application.

ATTACHMENTS

Att 1 - Project Plans

Att 2 - Location Map

Att 3 - Applicable General Plan Elements and Policies

Att 4 - Applicable Downtown Plan Policies

Att 5 - Factual Data Sheet

Att 6 - City of San Mateo Citywide Pedestrian Master Plan - Applicable Sidewalk Standards

Att 7 - Sample Findings for Planning Application Approvals

Att 8 - Public Comments

Att 9 - Neighborhood Meeting Minutes

STAFF CONTACT Roscoe Mata, Senior Planner
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CC:

(AR and attachments (hardcopy) via USPS First Class Mail)

Mollie Naber, 303 Vintage Park Drive, Suite 250, Foster City, CA 94404 (Applicant)
Nevada Merriman, 303 Vintage Park Drive, Suite 250, Foster City, CA 94404 (Applicant)
Noemi Paez, 303 Vintage Park Drive, Suite 250, Foster City, CA 94404 (Applicant)
Bradley Sugarman, BAR Architects, 901 Battery Street, Suite 300, San Francisco, CA 94111 (Project Architect)
Kathy Kleinbaum, Assistant City Manager
Kohar Kojayan, Community Development Director
Sandy Council, Housing Manager

(AR only (hardcopy) via USPS First Class Mail)

(Website link to AR and attachments via Email)

Interested Parties (if email address was provided)



SAN MATEO DOWNTOWN

PRELIMINARY PLANNING APPLICATION

04.09.2019

SHEET INDEX

01	COVER SHEET	12	S. CLAREMONT ST. ELEVATION
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DOWNTOWN OPPORTUNITY SITES

San Mateo, CA

COVER SHEET

DATE: 04/09/2019



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BUILDING SUMMARY

Number of units	164 Units
Denisty (4th Ave Parcel + 5th Ave Parcel)	67 DU/acre (164 / 2.41 Acres)
Building Height	55 ft
Buidling Type	IIIA (4th Ave) & IA (5th Ave)
Total Building Area	
Residential	148,355 gsf
Community Serving Area	2,000 gsf
Parking Garage	224,030 gsf
Private Open Space:	8,900 sf

PROJECT STATISTICS

Location:	480 East 4th Ave & 400 East 5th Ave, San Mateo
Site Area:	1.16 Acres (480 East 4th Ave) / 1.25 Acres (400 East 5th Ave)
Zoning:	Central Business District (CBD) - Support District
Allowed Density:	50 DU/acre + 35% State Density Bonus = 68 DU/acre
Max Allowed Height:	55 ft
Max Floor Area Ratio:	3.0
4th Ave FAR	148,355 / 50,530 = 2.94
5th Ave FAR	184,804 / 54,470 = 3.39*

*Excludes uncovered parking

RESIDENTIAL UNIT SUMMARY

Floor	Studio	1-Bed	2-Bed	3-Bed	Total
5	1	14	10	8	33
4	2	14	10	8	34
3	2	14	10	8	34
2	2	14	10	8	34
Ground	2	14	6	7	29
Total	9	70	46	39	164
Unit Mix	6%	43%	28%	24%	
Average DU (sf)	475 sf	550 sf	800 sf	1050 sf	

PARKING SUMMARY

Residential		Residential		BIKE PARKING SUMMARY
Replacement	164 (1:1)			
Additional Spaces	235			
	306			
Provided Total	705			Provided Total 196
Required Total:	235 Min Replacement Parking			Required Total: 196
	300 Min Additional Spaces			
	82 Min Residential Parking			



NEIGHBORHOOD CONTEXT SITE PLAN

DOWNTOWN OPPORTUNITY SITES

San Mateo, CA

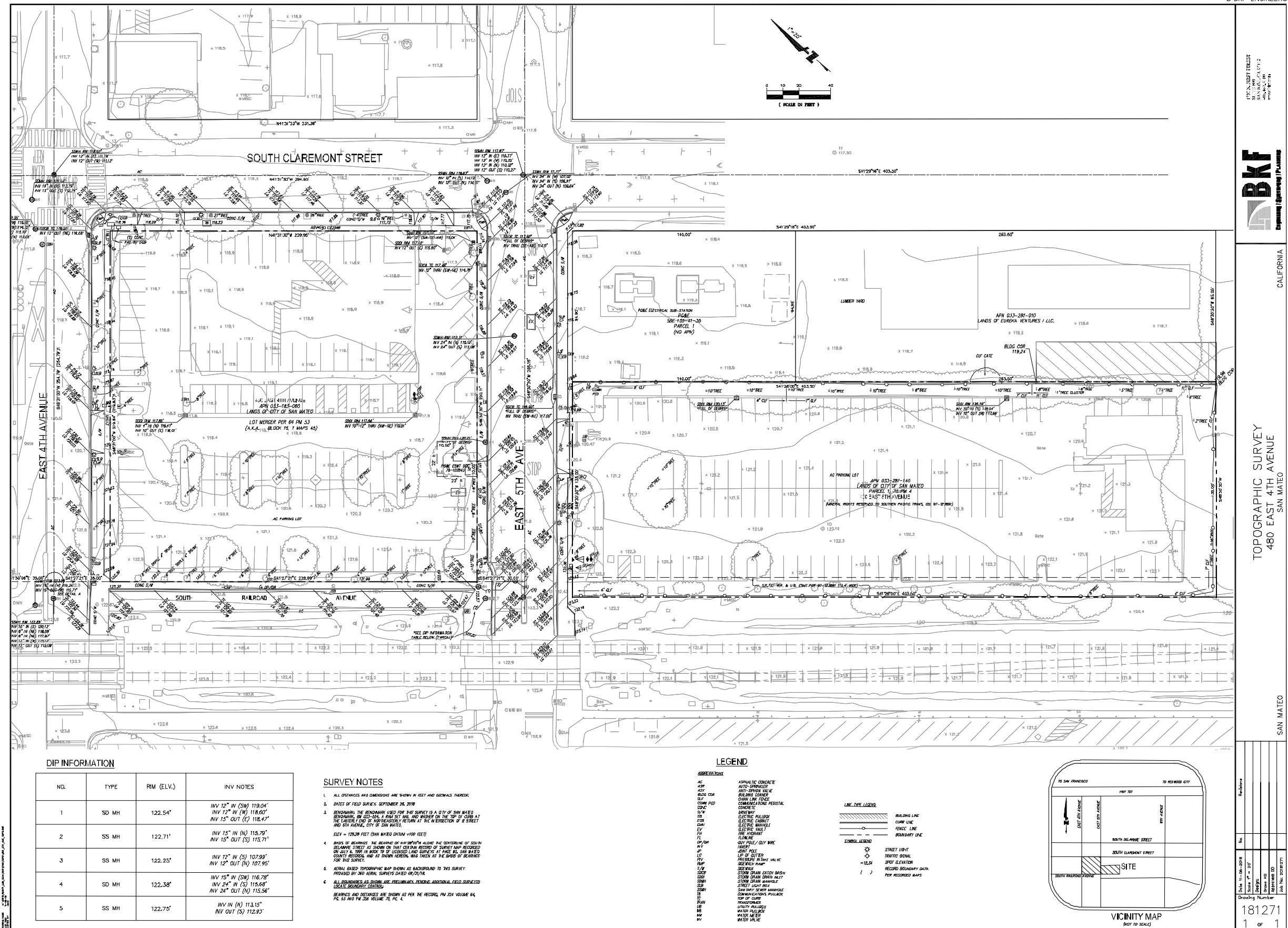
PROJECT OVERVIEW

DATE: 04/09/2019



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DOWNTOWN OPPORTUNITY SITES

San Mateo, CA

CIVIL PLAN

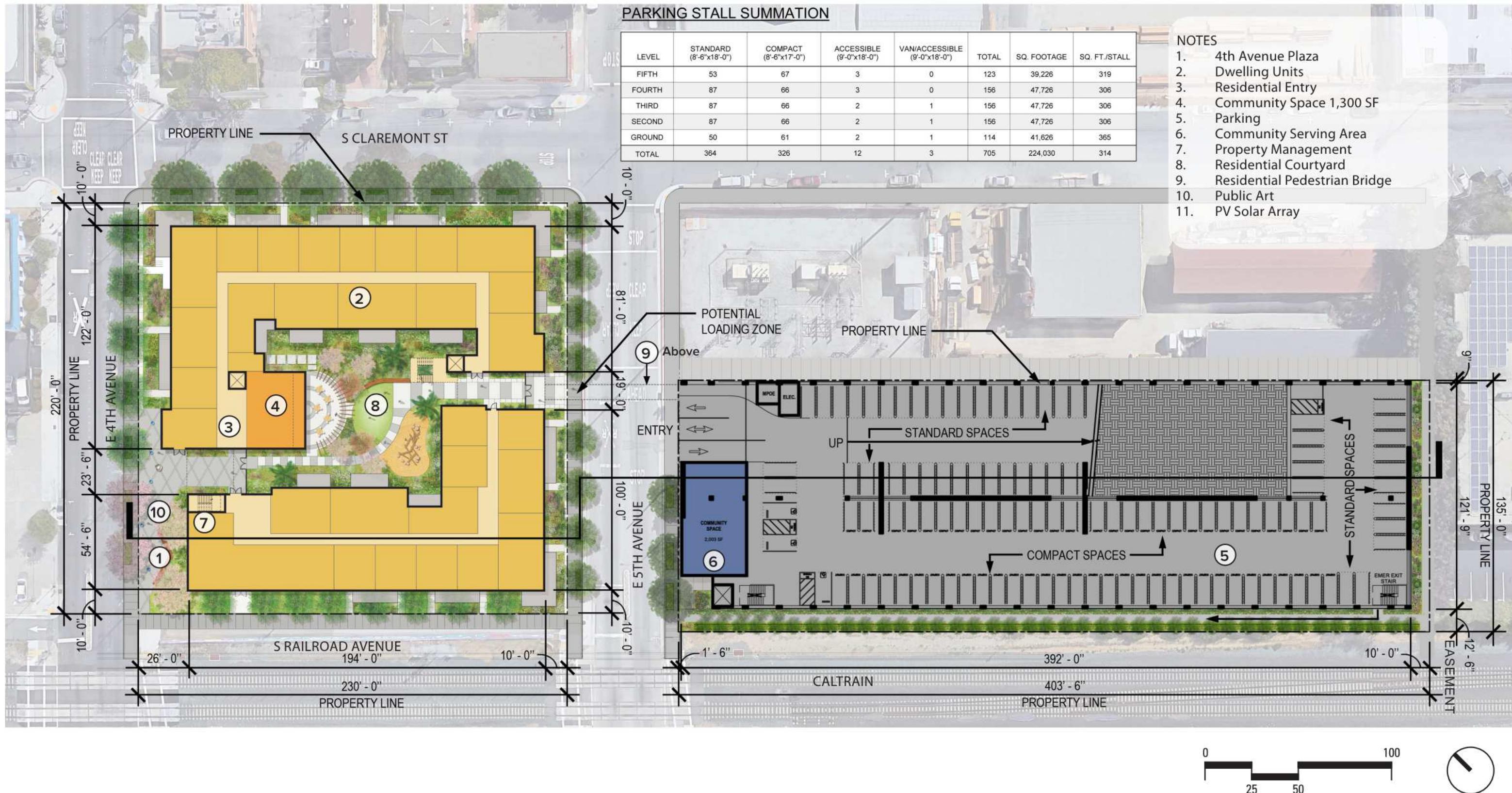
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MidPen

BAP [www.bap.com](#)

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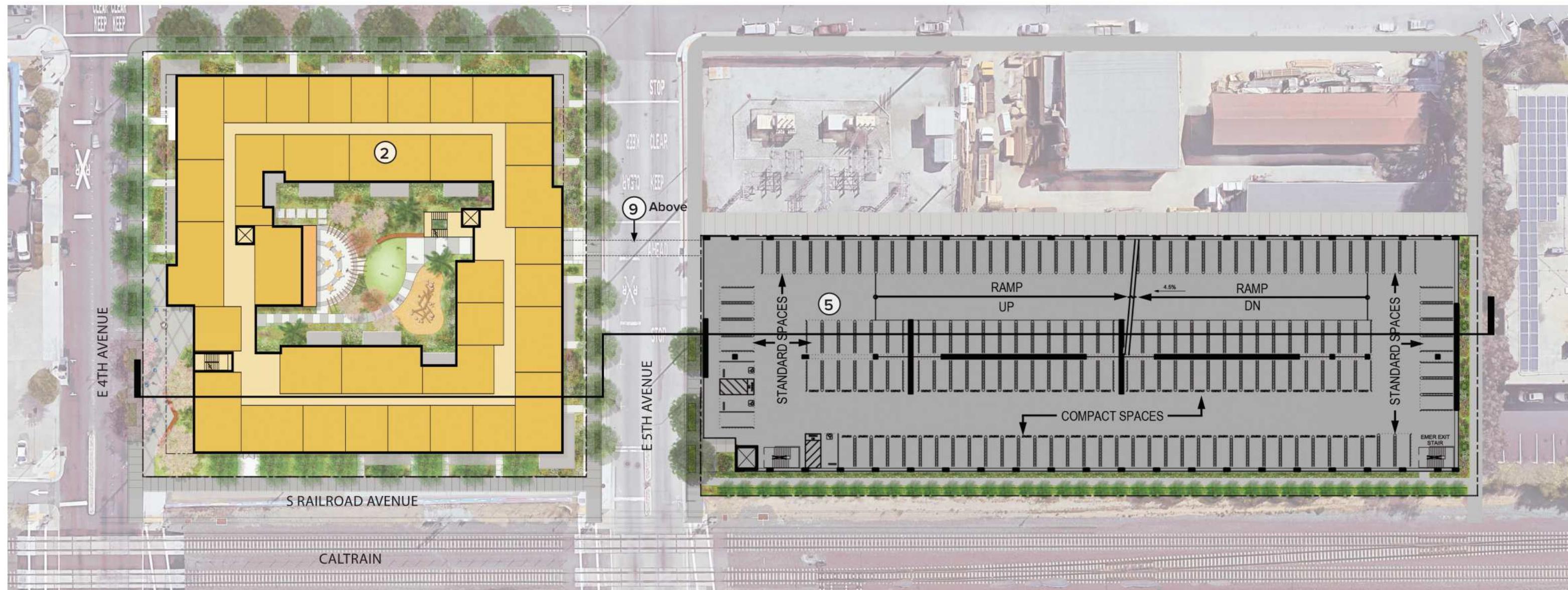
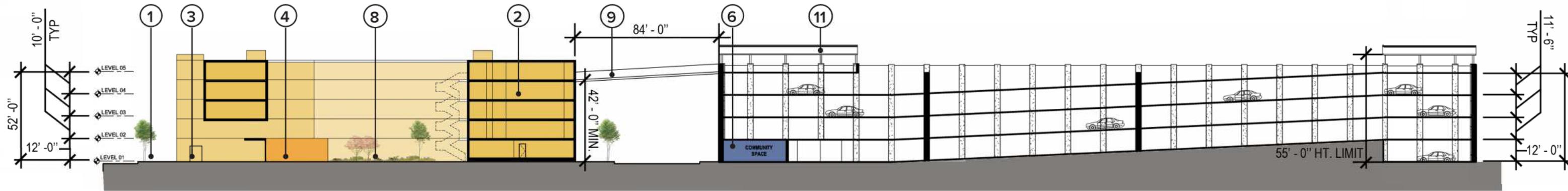
GROUND FLOOR

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San Mateo, CA

LEVEL 2

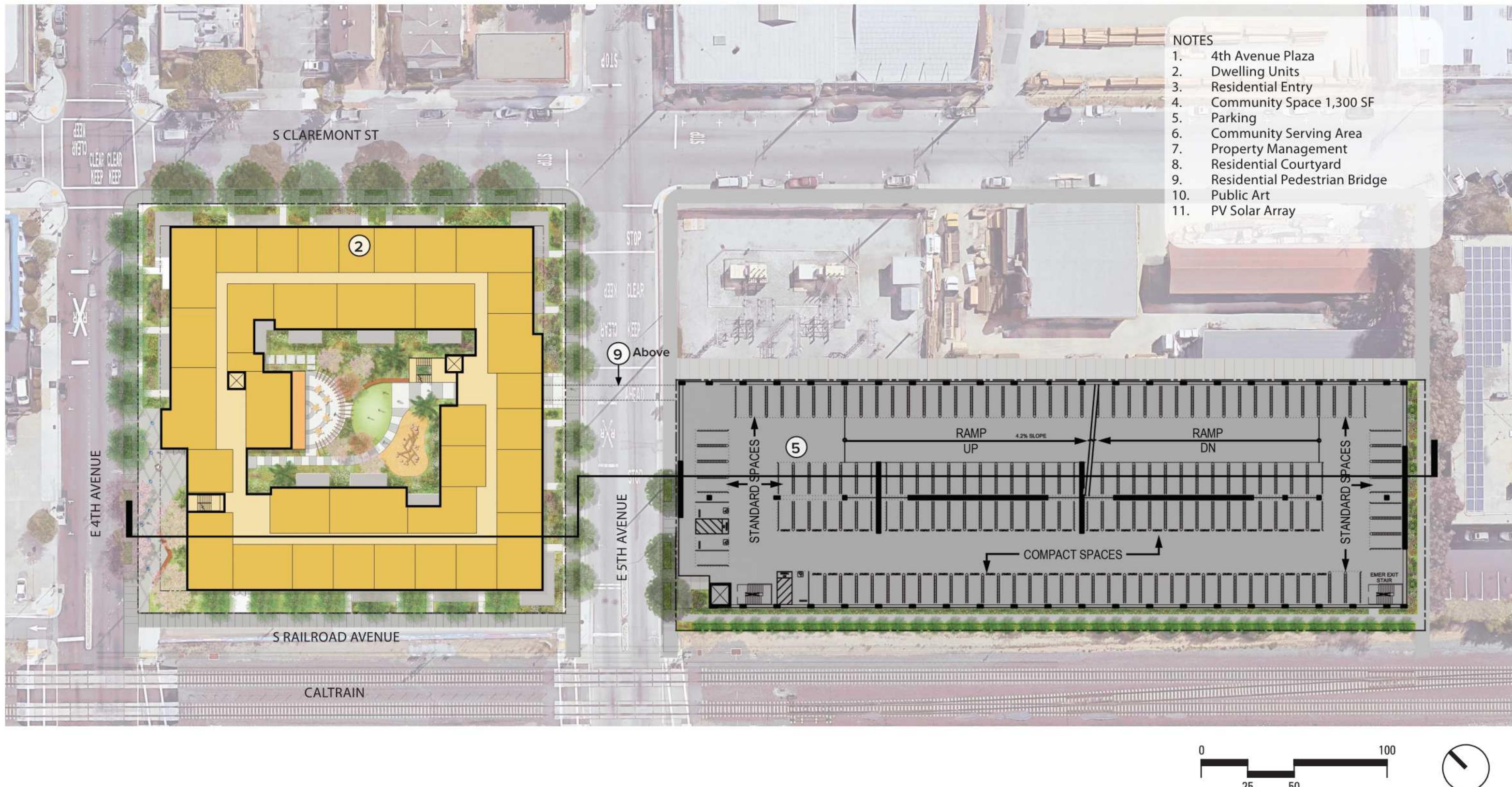
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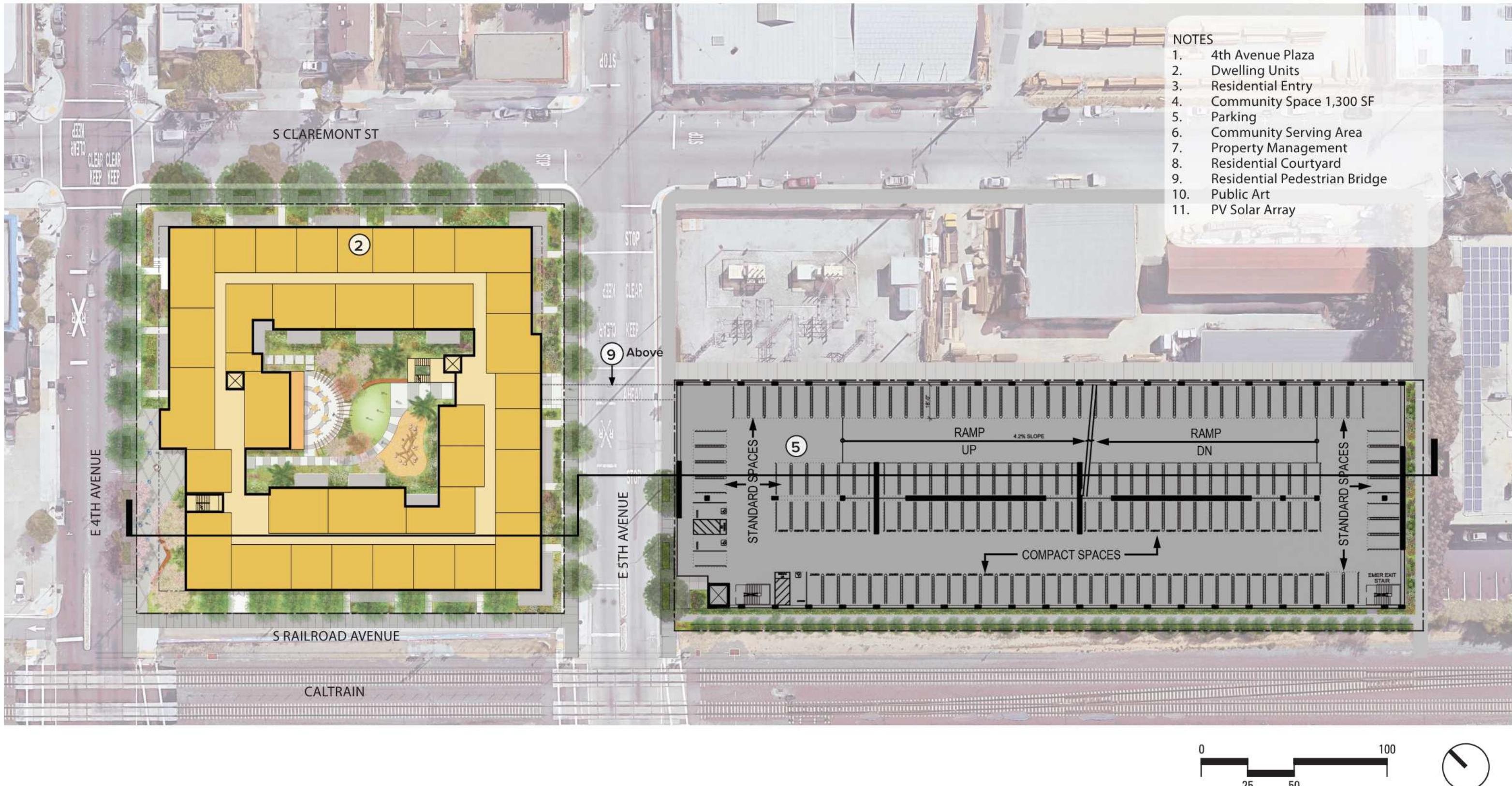


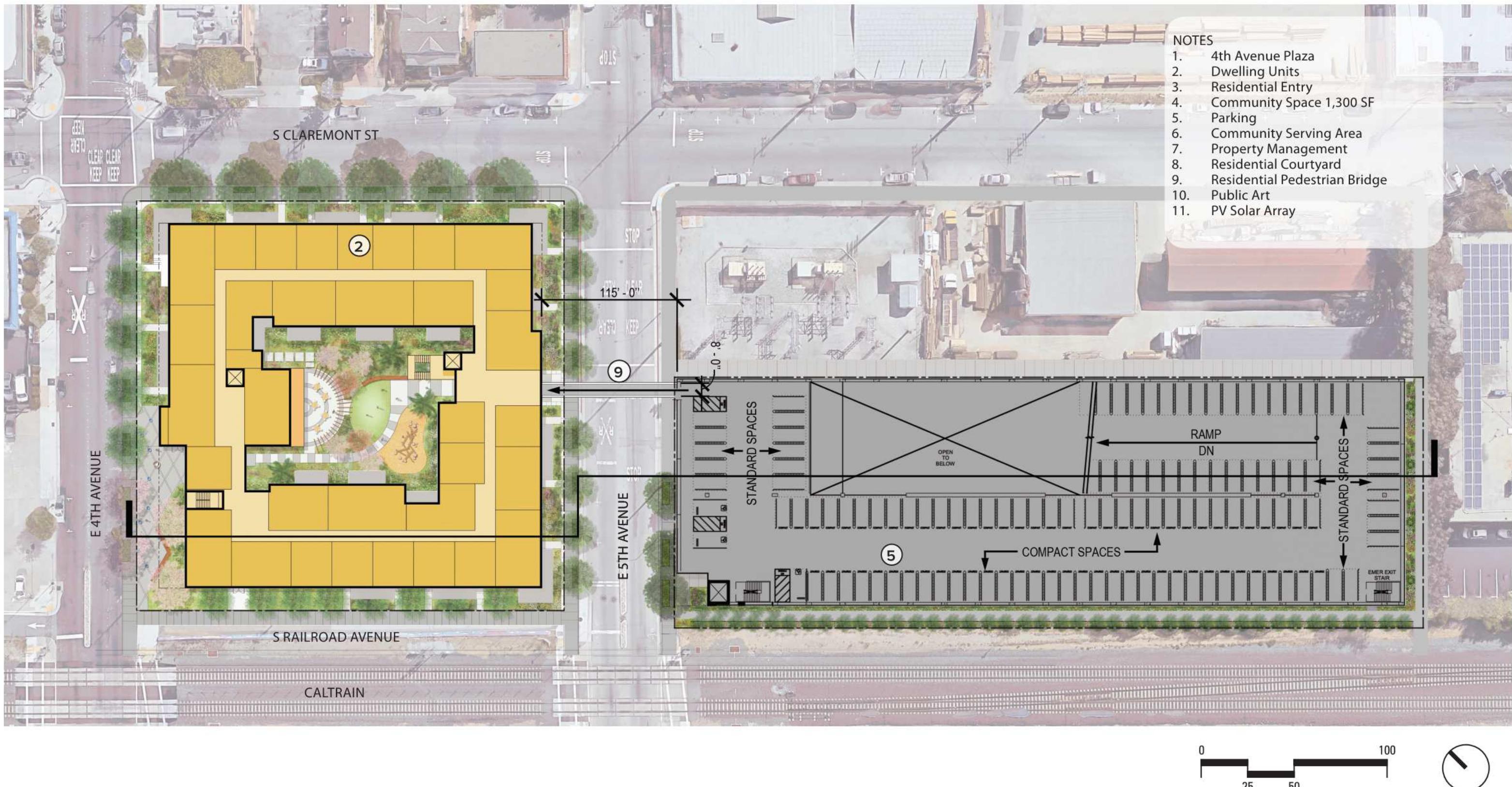
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Housing

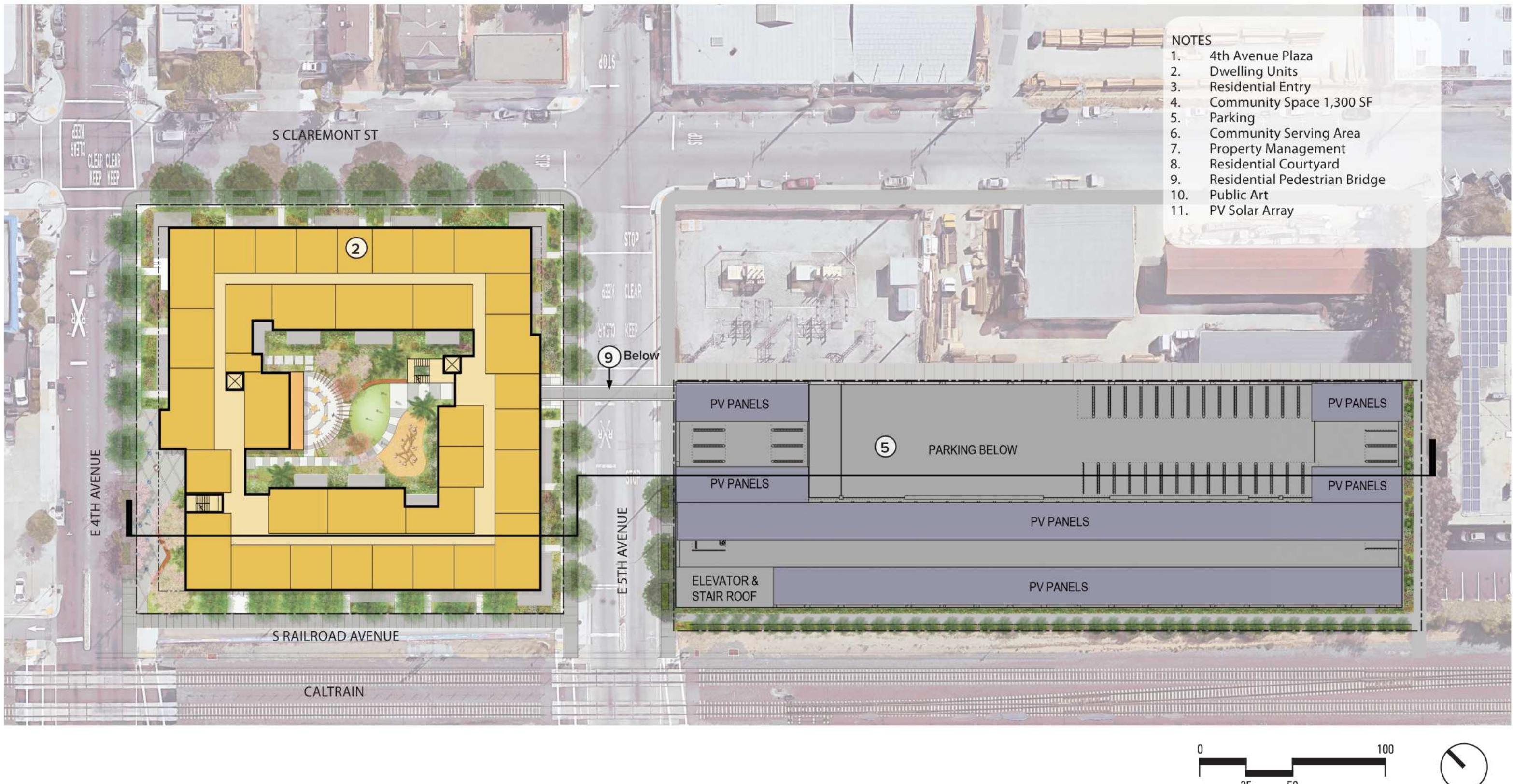


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RESIDENTIAL VIEW AT 4TH AVENUE

DATE: 04/09/2019



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NOTES

1. Cement Plaster	5. Metal Deck w/Thermally Modified Wood Railing	10. Potential Public Art Option
2. Horizontal Cement Board Siding	6. Aluminum Panel	11. Metal Awning
3. Glazing	7. CMU	12. Signage
4. Thermally-modified Wood	8. Cable Rail	13. Aluminium Storefront
	9. PV Panel @ Roof	14. Steel Bridge
		15. Metal Guardrail

DOWNTOWN OPPORTUNITY SITES

San Mateo, CA

4TH AVENUE ELEVATION

DATE: 04/09/2019



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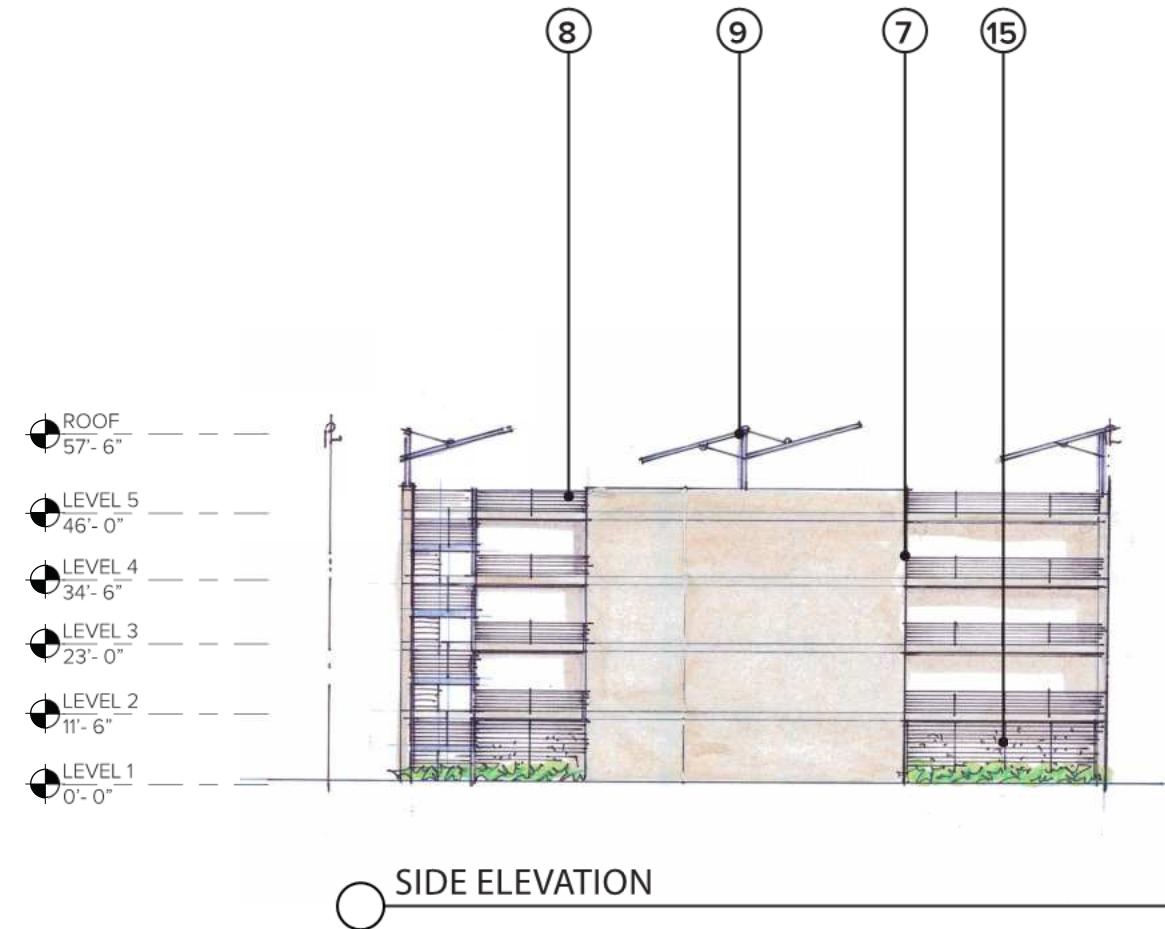
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DOWNTOWN OPPORTUNITY SITES

San Mateo, CA

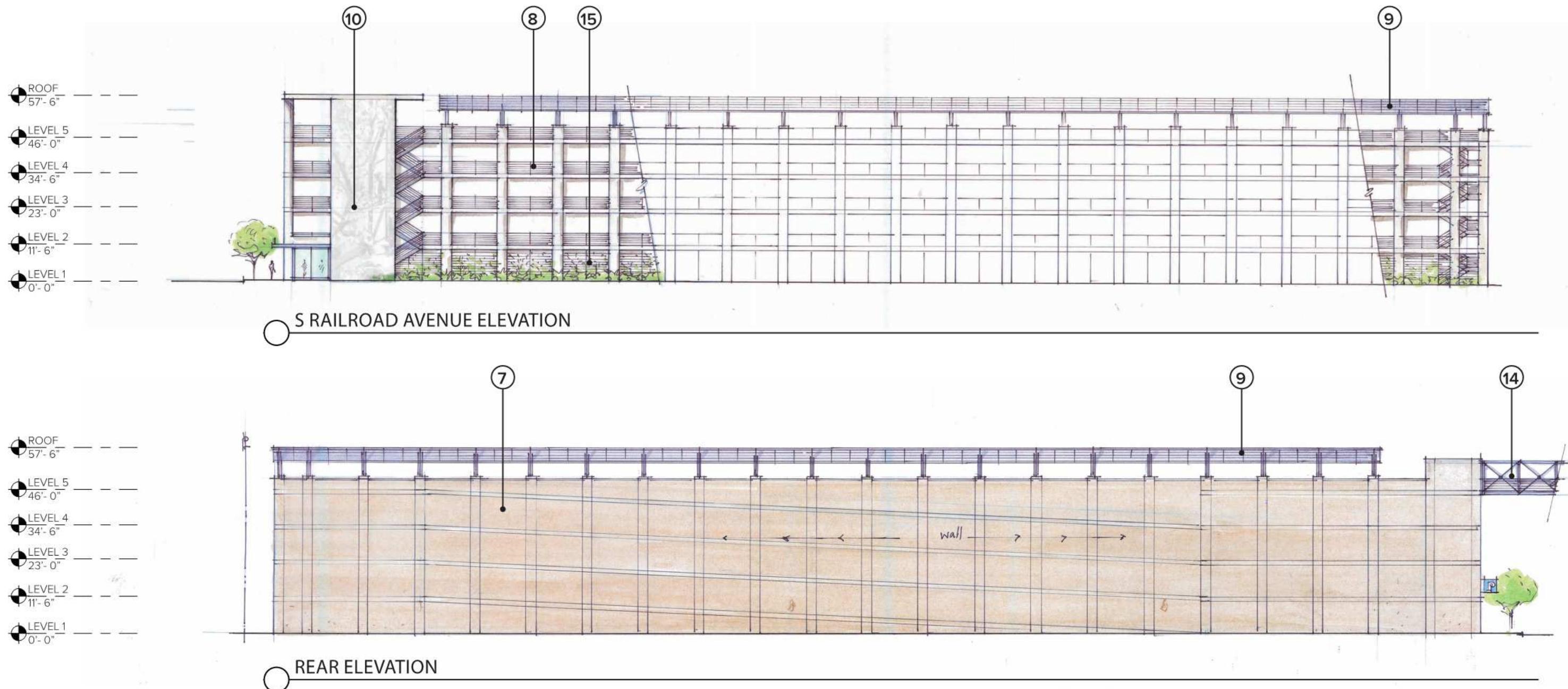
GARAGE - ELEVATIONS

DATE: 04/09/2019



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DOWNTOWN OPPORTUNITY SITES

San Mateo, CA

GARAGE - ELEVATIONS

DATE: 04/09/2019

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DOWNTOWN OPPORTUNITY SITES

San Mateo, CA

GARAGE VIEW AT 5TH AVENUE

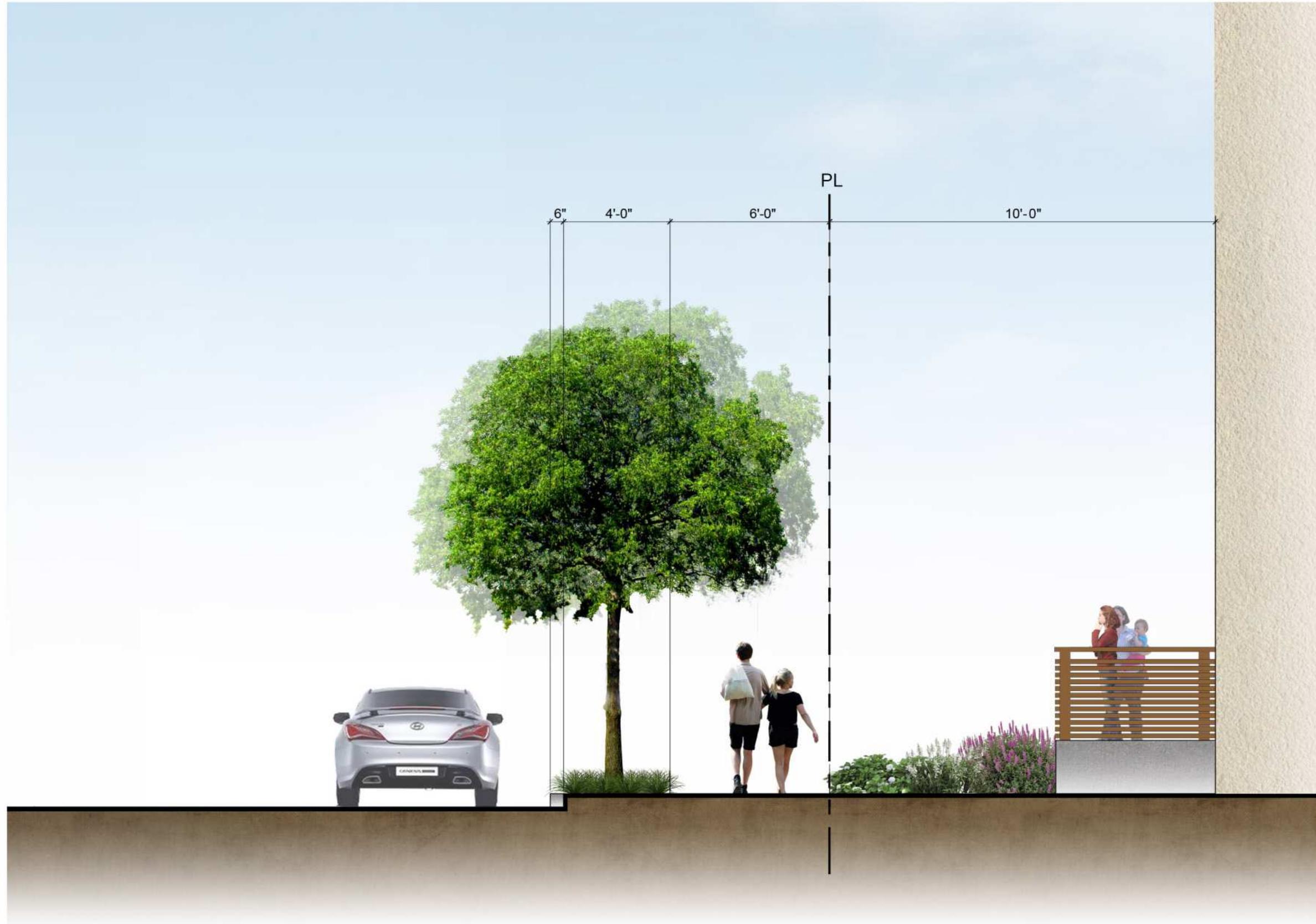
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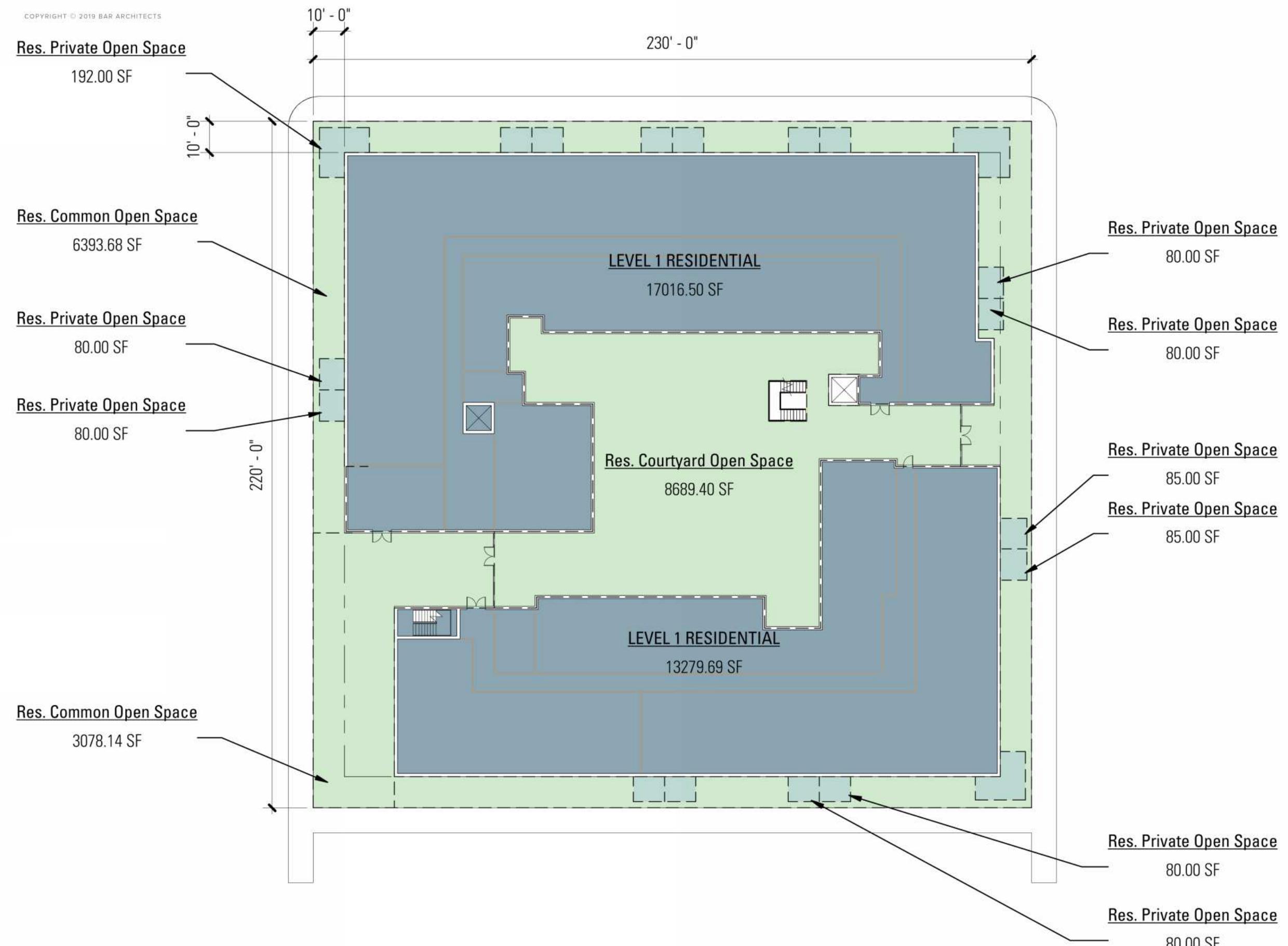
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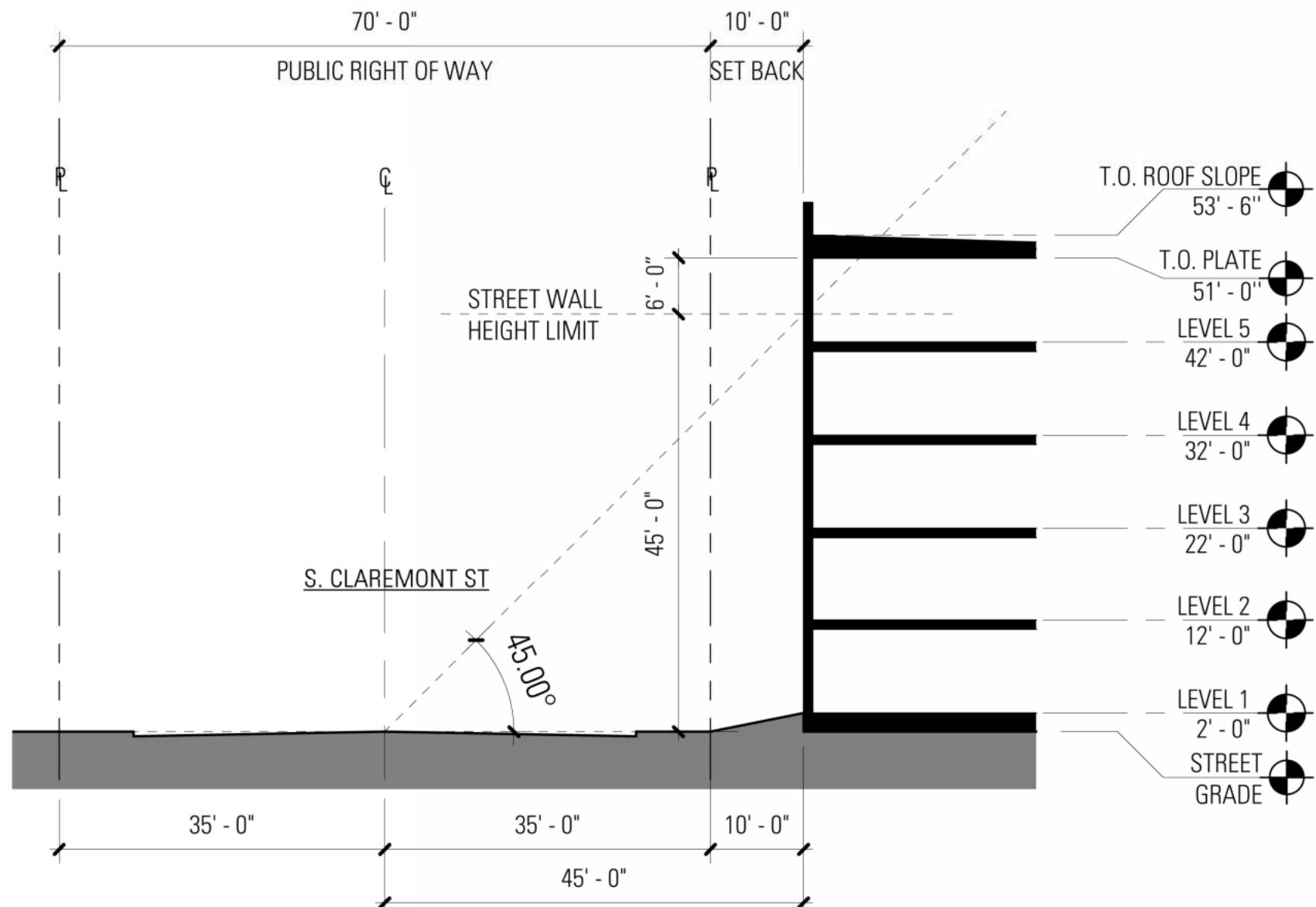






19 1890.00 SF
Grand total: 22 20051.22 SF





STREET WALL @ S. CLAREMONT ST & @ E. 4TH AVE



LOCATION MAP

PA 2018-077

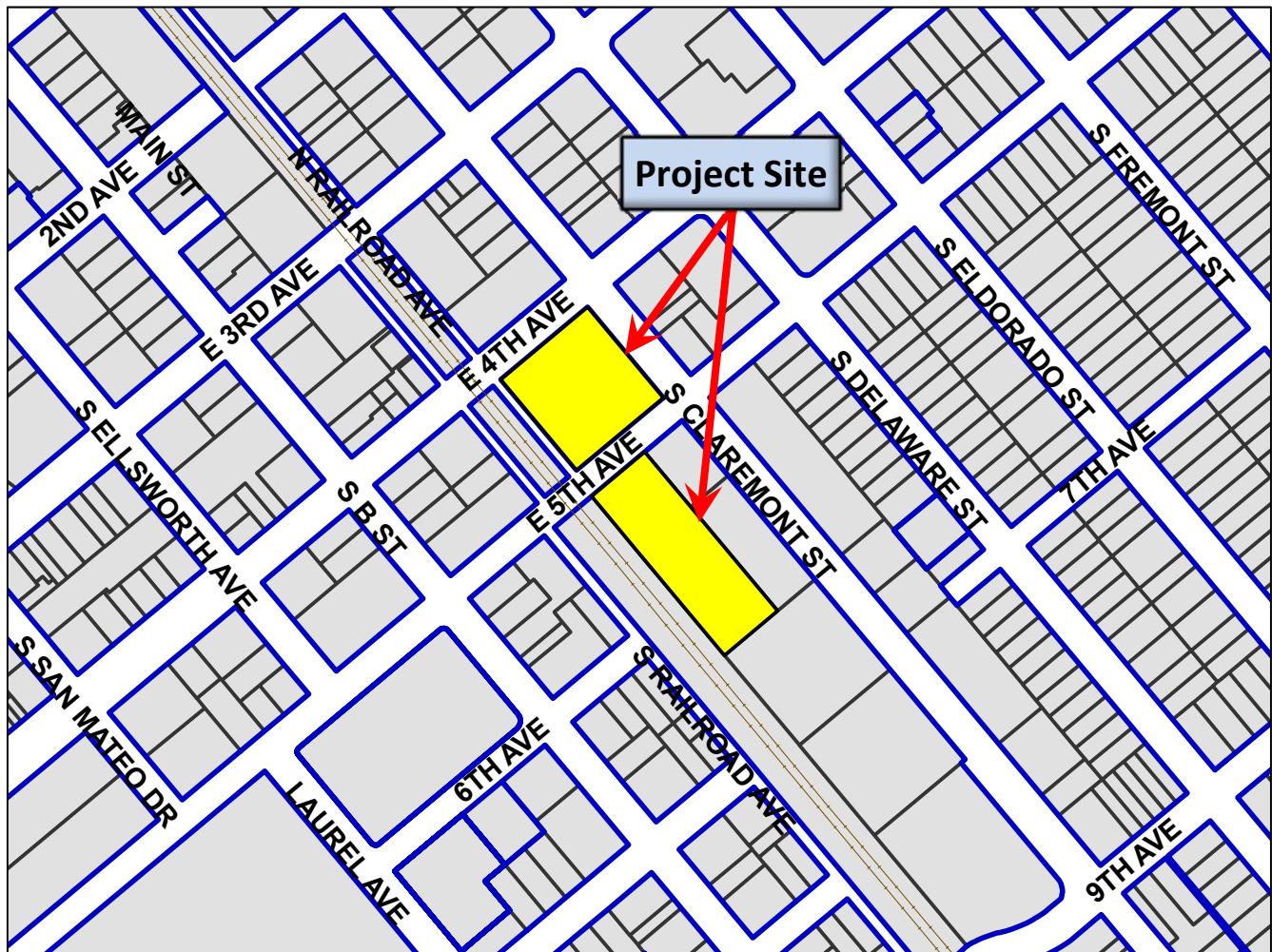
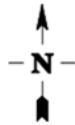
480 E. 4th & 400 5th Ave., Pre-Application

Address: 480 E. 4th Avenue
San Mateo, CA 94401

400 E. 5th Avenue
San Mateo, CA 94401

Parcel Number: 034-183-060

033-281-140



City of San Mateo General Plan - Applicable Policies

Adopted October 18, 2010

Development of the site is guided by the following relevant planning documents:

1. General Plan Vision 2030
Available online at: <http://www.cityofsanmateo.org/index.aspx?NID=2021>
2. City of San Mateo Zoning Code
Available online at: <http://www.cityofsanmateo.org/index.aspx?NID=1982>

Applicable General Plan Elements and Policies are listed to facilitate further discussion and direction for the project at this preliminary stage.

General Plan Vision 2030

Land Use Element

LU 1.4: **Development Intensity/Density.** Adopt and maintain the development intensity/density limits as identified on the Land Use Map and Building Intensity Plan, and as specified in Policy LU 6A.2. Development intensity/density shall recognize natural environmental constraints, such as flood plains, earthquake faults, debris flow areas, hazards, traffic and access, necessary services, and general community and neighborhood design. Maintain a density and building intensity range, with densities/intensities at the higher end of the range to be considered based on provision of public benefits such as affordable housing, increased open space, public plazas or recreational facilities, or off-site infrastructure improvements.

LU 1.5: **Building Height.** Maintain maximum building height limits contained in Appendix C, and as specified in Policy LU 6A.2, closely matched with the Land Use categories and Building Intensity standards.

LU 1.6: **Residential Development.** Facilitate housing production by carrying out the goals and policies in the Housing Element.

LU 1.7: **Multi-Family Areas.** Allow multi-family areas to develop at densities delineated on the Land Use Map.

LU 4.32: **Recycling.** Support programs to recycle solid waste in compliance with State requirements. Require provisions for onsite recycling for all new development.

LU 2.4: **Downtown Plan.** Establish downtown San Mateo as the social, cultural, and economic center of the City with a wide range of office, medical, residential, entertainment, and retail uses at high intensities and densities while encouraging pedestrian activity and bicycle connectivity to adjacent neighborhoods.

LU 2.10: **Optimize Development Opportunities.** Ensure that developments optimize the development potential of property in major commercial areas such as the Downtown Retail Core and along South El Camino Real.

LU 3.1: **Downtown Plan.** As the social, cultural and economic center of the City, the downtown shall maintain a wide range of office, medical, residential, entertainment, and retail uses at high intensities and densities.

LU 4.2: **Developer's Contribution Policy.** Require new development to pay on an equitable basis for new or expanded public improvements needed to support the new or changed land use or development.

LU 4.4.5: **Stormwater Treatment.** Continue to implement the San Mateo Countywide Stormwater Pollution Prevention Program to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) permit.

LU 8.4: **Sustainable Development.** Incorporate Sustainability into existing single family and multifamily housing. Require sustainable features and techniques to address energy and water efficiency in remodels of existing structures.

LU 8.9: **Air Quality Construction Impacts.** The City shall mitigate air quality impacts generated during construction activities by requiring the following measures:

1. Use of appropriate dust control measures, based on project size and latest Bay Area Air Quality Management District (BAAQMD) guidance, shall be applied to all construction activities within San Mateo.
2. Applicants seeking demolition permits shall demonstrate compliance with applicable BAAQMD requirements involving lead paint and asbestos containing materials (ACM's) designed to mitigate exposure to lead paint and asbestos.
3. Utilization of construction emission control measures recommended by BAAQMD as appropriate for the specifics of the project (e.g., length of time of construction and distance from sensitive receptors). This may include the

utilization of low emission construction equipment, restrictions on the length of time of use of certain heavy-duty construction equipment, and utilization of methods to reduce emissions from construction equipment (alternative fuels, particulate matter traps and diesel particulate filters).

LU 8.11: **Toxic Air Contaminants.** The City shall require that when new development that would be a source of toxic air contaminants (TAC's) is proposed near residences or sensitive receptors, either adequate buffer distances shall be provided (based on recommendations and requirements of the California Air Resources Control Board and BAAQMD), or filters or other equipment/solutions shall be provided to reduce the potential exposure to acceptable levels.

Circulation Element

C 1.2: **Minimize Curb Cuts On Arterial Streets.** Discourage creation of new curb cuts on arterial streets to access new development. Take advantage of opportunities to combine driveways and reduce the number of existing curb cuts on arterial streets.

C 1.3: **Protect Local Streets.** Minimize the impact of new development on local streets. When warranted, construct improvements on local streets consistent with the City's Neighborhood Traffic Management Program.

C 1.4: **Neighborhood Traffic Management.** Manage traffic and speeds on arterials, collector and local streets using techniques specified in the City's Neighborhood Traffic Management Program (NTMP).

C 2.4: **Transportation Fee Ordinance.** Require new developments to pay for on-site improvements to meet the needs of development and their proportionate share of the costs for mitigating cumulative traffic impacts within the City of San Mateo. Utilize a Transportation Fee Ordinance to finance necessary off-site improvements equitably. The off-site improvements will include intersection and street improvements to maintain intersection levels of service, traffic safety improvements and improvements to reduce single occupant vehicle trips such as bicycle system enhancements, pedestrian improvements, and trip reduction measures.

C 2.5: **Traffic Studies.** Require site-specific traffic studies for development projects where there may be a substantial impact on the local street system. Traffic impacts caused by a development project are considered to be unacceptable and warrant mitigation if the addition of project traffic results in a cumulative intersection level of service exceeding the acceptable level established in Policy C-2.1; where there may be safety hazards created; or where there may be other substantial impacts on the circulation system.

C 2.10: **Transportation Demand Management (TDM).** Participate in the TDM Program as outlined by the San Mateo City/County Association of Governments (C/CAG). Encourage TDM measures as a condition of approval for development projects, which are anticipated to cause substantial traffic impacts. C/CAG requires the preparation of a TDM program for all new development that would add 100 peak hour trips or more to the regional road network.

C 2.12: **Transportation Demand Management (TDM) in Downtown.** Establish and implement a TDM program, a Transportation Management Association (TMA), and other measures to reduce vehicle trips and encourage transit use and promote bicycle and pedestrian accessibility for development within one-half mile of the Downtown transit center.

C 4.1: **Bicycle Master Plan.** Implement the Bicycle Master Plan's recommended programs and projects to create and maintain a fully-connected safe and logical bikeways system; support the City's Sustainable Transportation Actions; and coordinate with the countywide system.

C 4.4: **Pedestrian Master Plan.** Implement the Pedestrian Master Plan's recommended programs and projects to create and maintain a walkable environment in San Mateo and support the City's Sustainable Transportation Actions.

C 4.5: **Pedestrian Enhancements with New Development.** Continue to require as a condition of development project approval the provision of sidewalks and wheelchair ramps where lacking and the repair or replacement of damaged sidewalks. Require that utility poles, signs, street lights, and street landscaping on sidewalks be placed

C 4.7: **Pedestrian Safety.** Pedestrian safety shall be made a priority in the design of intersection and other roadway improvements.

C 4.9: **Pedestrian and Bicycle Connections.** Implement an area-wide pedestrian and bicycle circulation plan which will result in convenient and direct connections throughout San Mateo. Implementing connections in the Rail Corridor Transit-Oriented Development Plan (Corridor Plan) area and into adjacent neighborhoods and districts is a priority.

GOAL 5: Provide an adequate parking supply for new development.

C 5.1: **Parking Standards.**

- a. Review parking requirements periodically to ensure adequate parking supply as a condition of development approval.
- b. Review parking requirements periodically to ensure adequate parking supply for change and/or expansion of land use resulting in increased parking demand.

C 6.2: **Single Occupancy Vehicles.** Reduce single occupant automobile usage for local trips by implementing flexible alternative transportation programs within San Mateo such as bike share programs, car share programs, additional local shuttles for Caltrain connections and other programs that support reduced single-occupant vehicle trips. Partners and program opportunities are identified and in the Climate Action Plan.

C 6.5: **Transit Oriented Development Areas (TOD).** Concentrate future development near rail transit stations in the City's designated TOD areas by collaborating with partners to provide incentives for development and transportation demand management within TOD areas, and encouraging developments within Transit Oriented Development Areas (TOD) to maximize population and employment within allowable zoning limits, consistent with direction from the City's Climate Action Plan.

Housing Element

H 1.1: **Residential Protection.** Protect established single-family and multi-family residential areas by the following actions:

1. Prevent the intrusion of incompatible uses not indicated in the Land Use Element as allowed in residential districts;

2. Avoid the overconcentration on individual blocks of non-residential uses defined by the Land Use Element as being "potentially compatible" in residential areas;
3. Assure that adequate buffers are provided between residential and non-residential uses to provide design compatibility, protect privacy, and protect residences from impacts such as noise and traffic; and
4. Review development proposals for conformance to the City's multi-family design guidelines for sites located in areas that contain substantial numbers of single-family homes to achieve projects more in keeping with the design character of single family dwellings.

H 2.1: **Fair Share Housing Allocation.** Attempt to achieve compliance with ABAG Fair Share Housing Allocation for total housing needs and for low- and moderate-income needs.

H 2.3: **Public Funding of Low- and Moderate-Income Housing.** Continue to use available funds to increase the supply of extremely low, very low, low- and moderate-income housing through land purchases, rehabilitation and other financial assistance by partnering with nonprofit sponsors and applying for other subsidized financing from federal and state sources, tax credits, and the like.

H 2.4: **Private Development of Affordable Housing.** Encourage the provision of affordable housing by the private sector through:

1. Requiring that a percentage of the units, excluding bonus units, in specified residential projects be affordable.
2. Requiring construction or subsidy of new affordable housing as a condition for approval of any commercial development which affects the demand for housing in the City.
3. Providing density bonuses and priority processing for projects which qualify for density bonuses under State law.

H 2.6: **Rental Housing.** Encourage development of rental housing for households unable to afford ownership housing

H 2.9: **Multi-Family Location.** Provide for the development of multi-family housing to create a diversity of available housing types

H2.10: **Housing Densities.**

1. Maintain a density range, with densities at the higher end of the range to be considered based on provision of public benefits such as affordable housing, increased open space, public recreational facilities off-site infrastructure improvements, or location adjacent or near (generally within a half-mile walking distance) transit nodes (Note: Related to Land Use Element Policy LU 1.4)
2. Ensure that in appropriate densities are not permitted for lots of less than one-half acre.

H 2.12: **Mixed Use.** Continue the policy of encouraging residential uses in existing commercial areas, or in locating adjacent or near transit nodes, where the residences can be buffered from noise and safety concerns and can provide adequate on-site parking and usable open space. Provide floor area and/or height bonuses for residential development in selected areas of the City.

H 2.13: **Transportation Oriented Development (TOD).** Encourage well-planned compact development with a range of land uses, including housing, commercial, recreation and open space, in proximity to train stations and other transit nodes. Encourage the maximization of housing density where possible.

H 3.1: **Sustainable Housing Development.** Incorporate Sustainability into existing and future single family and multifamily housing:

1. Ensure that all existing and future housing, including both single family and multifamily housing, is developed in a sustainable manner.

LU 1.6: **Residential Development.** Facilitate housing production by carrying out the goals and policies in the Housing Element

Urban Design Element

UD 1.5: **Direct Corridors to Focal Points.** Visually improve and direct toward focal points the major corridors of Third Avenue, Fourth Avenue, Hillsdale Boulevard and El

Camino Real (SR 82) with the installation of street trees, street lights and consistent building setbacks.

UD 1.7: **Minor Corridors.** Provide visual and pedestrian improvements on arterial streets such as Alameda de Las Pulgas, Peninsula Avenue, San Mateo Drive, Delaware Street, Norfolk Street and Mariner's Island Boulevard.

UD 2.1: **Multi-Family Design.** Ensure that new multi-family developments substantially conform to the City's Multi-family and Small Lot Multi-family Design Guidelines that address the preservation and enhancement of neighborhood character through building scale, materials, architectural style, quality of construction, open space, location of parking and lot size.

UD 2.2: **Building Scale.** Ensure that new multi-family developments respect the existing scale of the neighboring buildings by providing a change in the building face at spacing common to existing buildings and by stepping down building height towards the street to more closely match the height of existing buildings.

UD 2.3: **Style and Materials.** Encourage the design of new multi-family developments in areas with a dominant building style or dominant type of exterior building materials to complement the style and incorporate the common materials of the area.

UD 2.4: **Multi-Family Parking.** Encourage new multi-family developments to place parking underground or towards the rear of the parcel to avoid blank, ground floor walls and to screen views of parking from the street.

UD 2.5: **Multi-Family Open Space.** Require that a portion of required open space be useable for passive or active recreation.

UD 2.7: **Respect Existing Scale.** Encourage new commercial development to respect the scale of surrounding buildings by providing breaks in the building face at spacings common to buildings in the area and by stepping back upper floors.

UD 2.14: **Sustainable Design and Building Construction.** Require new development and building alterations to conform with the City's Sustainable Initiatives Plan and subsequent City Council adopted goals, policies, and standards pertaining to sustainable building construction.

UD 2.15: **Integrate Sustainable Design.** Encourage integration of sustainable design features and elements into the building early in the design process. Important considerations include:

- a. Use of recycled, sustainably harvested, or locally sourced building materials such as siding, paving, decking, and insulation.
- b. Preservation and/or adaptive reuse of structures is preferred over demolition. Recycle and reuse materials on-site from dismantling and/or demolition of a building or site improvements as much as possible.
- c. Consideration of heat reflecting roof systems to reduce roof heat gain. Balance the benefits of light colored roofs with aesthetics.

UD 2.16: **Design and Placement of Solar Access and Panels.** Encourage applicants to incorporate solar energy systems into their projects. Building owners can minimize non-renewable heating and cooling methods and maximize solar heat gain by using solar panels and innovative building design features such as the use of overhangs, having south-facing windows and planting trees that provide shade.

Conservation and Open Space Element

C/OS 6.1: **Tree Preservation.** Preserve heritage trees in accordance with the City's Heritage Tree Ordinance. C/OS 6.2: Replacement Planting. Require significant replacement planting when the removal of heritage trees is permitted.

C/OS 6.2: **Replacement Planting.** Require significant replacement planting when the removal of heritage trees is permitted.

C/OS 6.3: **New Development Requirements.** Require the protection of heritage trees during construction activity; require that landscaping, buildings, and other improvements located adjacent to heritage trees be designed and maintained to be consistent with the continued health of the tree.

C/OS 6.4: **Tree and Stand Retention.** Retain the maximum feasible number of trees and preserve the character of stands or groves of trees in the design of new or modified projects.

C/OS 6.6: **New Development Street Trees.** Require street tree planting as a condition of all new developments in accordance with the adopted Street Tree Master Plan.

C/OS 6.7: **Street Tree Planting.** Encourage the planting of new street trees throughout the City.

C/OS 6.8: **Street Tree Preservation.** Preserve existing street trees; ensure adequate siting, selection, and regular maintenance of City trees, including neighborhood participation, for the purpose of keeping the trees in a safe and aesthetic condition.

C/OS 10.1: **Public Open Space Design.** Review planning applications for opportunities to promote exceptional design and use of public open spaces in new developments and new public buildings.

C/OS 16.5: **Development Fees.** Assess appropriate fees and taxes to ensure that new development contributes adequate funding to compensate for its impacts on recreation facilities and services.

Noise Element

N 1.1: **Interior Noise Level Standard.** Require submittal of an acoustical analysis and interior noise insulation for all "noise sensitive" land uses listed in Table N-1 which have an exterior noise level of 60 dB (LDN) or above, as shown on Figure N-1. Maximum interior noise level shall not exceed 45 dB (LDN) in all habitable rooms.

N 1.2: **Exterior Noise Level Standard.** Require an acoustical analysis for new parks, play areas, and multi-family common open space (intended for the use and the enjoyment of residents) which have an exterior noise level of 60 dB (LDN) or above, as shown on Figure N-1. Require an acoustical analysis which uses Leq for new parks and play areas. Require feasibility analysis of noise reduction measures for public parks and play areas. Incorporate necessary mitigation measures into residential project design to minimize common open space noise levels. Maximum exterior noise should not exceed 67 dB for residential uses and should not exceed 65 dB (Leq) during the noisiest hour for public park uses.

N 2.2: **Minimize Noise Impact.** Protect all "noise sensitive" land uses listed in tables N-1 and N-2 from adverse impacts caused by the noise generated on-site by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit long-term exposure increases of 3 dB

(LDN) or above at the common property line, or new uses which generate noise levels of 60 dB (LDN) or above at the property line, excluding ambient noise levels.

City of San Mateo Downtown Plan – Applicable Policies

Adopted June 6, 2005

Policy III.2: **Pedestrian Amenities.** Enhance the sidewalk environment of primary pedestrian streets as indicated on the Pedestrian, Park and Open Space Policies map, by providing improvements to the appearance, comfort, convenience and safety of pedestrian areas. Develop a Coordinated Streetscape Plan for future sidewalk amenities and physical improvements.

Policy III.3: **Building Bulk.** Control the bulk of tall buildings to provide maximum sunlight exposure to sidewalks, streets, and open space; and to allow views through and out of the Downtown in a manner consistent with the City's Building Height and Bulk Plan.

Policy III.7: **Pedestrian Access – Pedestrian Safety is a Priority in the Pedestrian** improvements should incorporate the following concepts to develop a consistent pedestrian-friendly environment:

- a. Pedestrian access to peripheral garages should provide a safe and attractive walking environment.
- b. Sidewalks should be well maintained and be widened as opportunity becomes available to provide a pedestrian boulevard experience that might include elements such as outdoor dining.
- c. Vertical street elements should be minimized to improve pedestrian access.
- d. Continue practice of using pedestrian scale lights in the Downtown.
- e. Monitor the placement of utilities and other similar items to ensure that they do not adversely affect pedestrian movement and safety

Policy IV.1: **Building Heights.** Relate the height of new buildings to the pattern of downtown and to the character of existing and proposed development.

Policy V.1 **Downtown Parking.** Enhance Downtown Parking Supply. The following should be examined for feasibility:

- a. Public parking at 5th and Railroad Avenues in combination with redevelopment of the site at 4th, 5th, and Railroad (former Kinko's site).
- b. Additional parking in the vicinity of 5th Avenue and San Mateo Drive in the event that the existing Central Park Tennis Court Garage is demolished. This to replace the eliminated spaces.

c. Public parking at the City-owned site bounded by 5th Avenue, the railroad, and South Claremont.

Policy V.4: **Public/Private Downtown Parking Partnerships.** When sites are redeveloped, opportunities should be pursued for private/public partnerships to provide additional public parking within Downtown San Mateo. These may include providing excess parking for public use above project requirements, joint use of parking lots, or use of private lots during off-peak hours.

Policy V.8: **Parking for Projects Within One-Half Mile of the Downtown Transit Center.** On a case-by-case basis, consider parking reductions for projects within 0.5 mile of the Downtown Transit Center.

Policy VII.1: **Re-use of the City's 4th Avenue Site (former Kinko's site).** Execute sale or lease of this City owned property for a suitable re-use.

Policy VII.2: **Re-Use of City's 5th Avenue Site.** Determine a suitable re-use for the City owned site bounded by 5th Avenue, the railroad, and South Claremont Street.

Policy VII.5: **Private Development in Conjunction With Public Facilities.** Wherever feasible, encourage private development in conjunction with public facilities, including air rights development and leased space.

Policy VIII.2: **Transportation Demand Management (TDM).** Required participation in TDM measures, such as car/van pooling, car sharing, staggered work hours and transit use, as a condition of approval for projects anticipated to generate significant parking and traffic impacts.

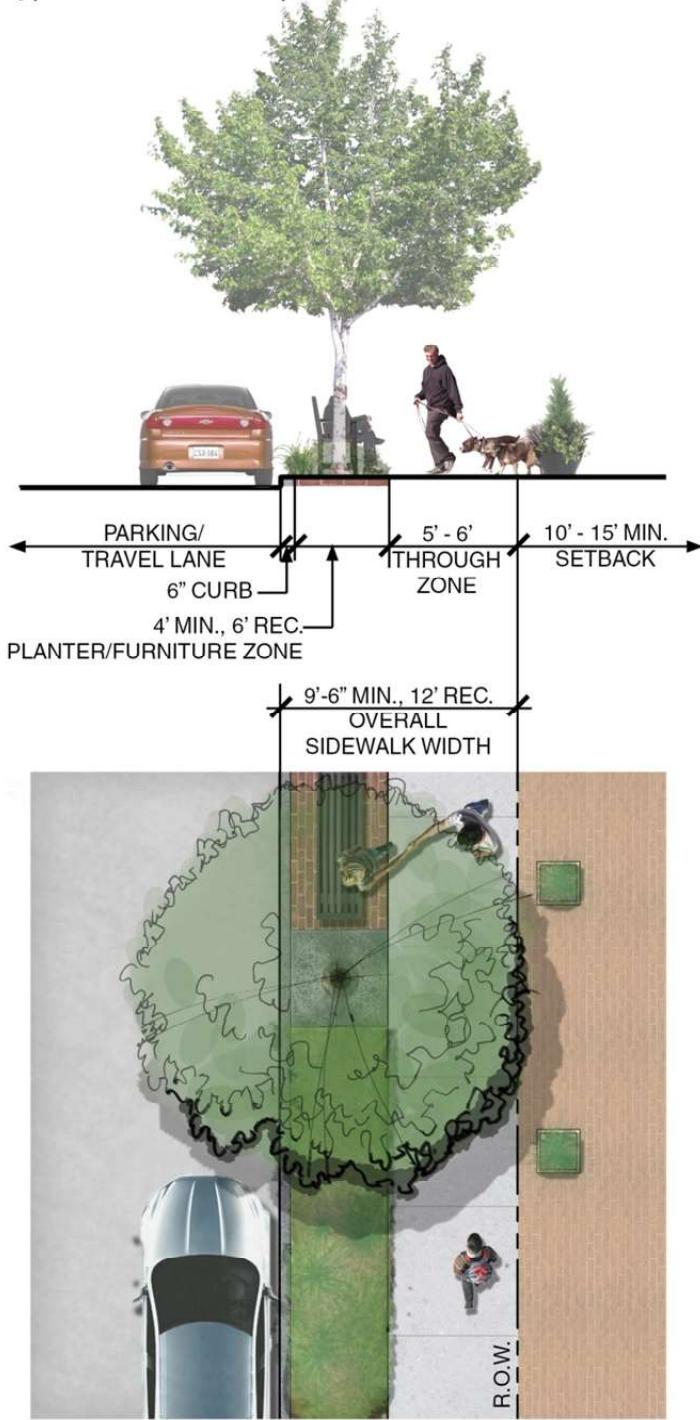
Policy VIII.4: **Support Sustainable Transportation Initiatives.** Implement Downtown Area Plan policies calling for use of Transportation Demand Management (TDM) measures, establishment of a Transportation Management Association (TMA), and other measures to reduce vehicle trips and encourage transit use and promote bicycle and pedestrian accessibility.

MULTI-FAMILY RESIDENTIAL DATA FORM			
NAME: 480 E. 4th Ave & 400 E. 5th Ave Pre-Application	PA: 18-077	ADDRESS: 480 E. 4 th Ave & 400 E. 5 th Ave	
LOT SIZE: 50,530 sf (1.16 ac) & 54,470 sf (1.25 ac)	ZONING: CBD/S	APN: 034-183-060 & 033-281-140	
FLOOR AREA 480 E. 4 th Ave (multi-family) 400 E. 5 th Ave (garage)	PROPOSED ¹ 148,355 sf 184,804 ² sf	MAXIMUM ALLOWED 151,590 sf 163,410 sf	
FLOOR AREA RATIO: 480 E. 4 th Ave (multi-family) 400 E. 5 th Ave (garage)	2.94 3.39 ²	3.00 3.00	
RESIDENTIAL DENSITY:	68 units/net acre (w/ state DB)	68 units/net acre ³ (w/ state DB)	
BLDG. HEIGHT:	52 ft	55 ft	
STORIES:	5	No max, up to max height	
UNITS:	164	Base density (w/out DB): 121 Max DB: 164	
UNIT TYPE	NO.	PROPOSED SIZE	MINIMUM REQUIRED
Studio	9	470 sf min	350 sf
1-Bedroom:	70	550 sf min	540 sf
2-Bedroom:	46	800 sf min	750 sf
3-Bedroom:	39	1,050 sf min	960 sf
TOTAL:	164		
SETBACKS: <u>480 E. 4th Ave property</u>	PROPOSED	MINIMUM REQUIRED	
E. 4 th Ave (front) ⁴ :	10'	0'	
S. Claremont (street side) ⁴ :	10'	0'	
Caltrain (side):	10'	0'	
E. 5 th (rear):	10'	0'	
<u>400 E. 5th Ave property</u>			
Front:	0'	0'	
Left side:	9"	0'	
Right side:	12'-6"	0'	
Rear:	10'	0'	
PARKING:	PROPOSED	MINIMUM REQUIRED	
Resident:	164	144 (0.5 space per bedroom per state DB) ⁵	
Public Parking Garage:	541		
TOTAL PARKING:	705	144	
LOADING SPACES:	10' x 25' at curb	10' x 25' on-site	
BICYCLE PARKING	PROPOSED	MINIMUM REQUIRED	
Studio:	<u>Short-term</u> <u>Long-term</u>	<u>Short-term</u>	<u>Long-term</u>
1-Bedroom:		0.05/unit=0.45	1.0/unit=9
2-Bedroom:		0.05/unit=3.5	1.0/unit=70
3-Bedroom:		0.10/unit=4.6	
TOTAL:		1.25/unit=57.5	

	15	196	<u>0.15/unit=5.9</u> <u>1.50/unit=58.5</u>		
		14.45	195		
OPEN SPACE Private:	PROPOSED 19 units (80 sf min)	MIMIMUM REQUIRED 80 sf useable open space/unit or			
Common:	18,161 sf	150% sf private usable open space in common usable open spaces if private open space cannot be provided (17,400 sf)			
LOT COVERAGE:	PROPOSED 85%	MAXIMUM 100%			
FOOTNOTES:					
<ol style="list-style-type: none"> 1. Includes leasing area, lobby, mechanical rooms, trash rooms, covered corridors, storage areas, and community room. 2. Density bonus concession. 3. Base density is 50 units per acre, or 121 units. The applicant provides more than the 20% low BMR units consistent with Government Code Section 65915, therefore the project qualifies for a 35% density bonus, resulting in a maximum of 164 units. 4. Street wall applies. 5. Inclusive of visitor parking per density bonus. 					

A.5. Sidewalk Standards – Residential Type C New Development

Type C - New Development



*Graphics show recommended dimensions.

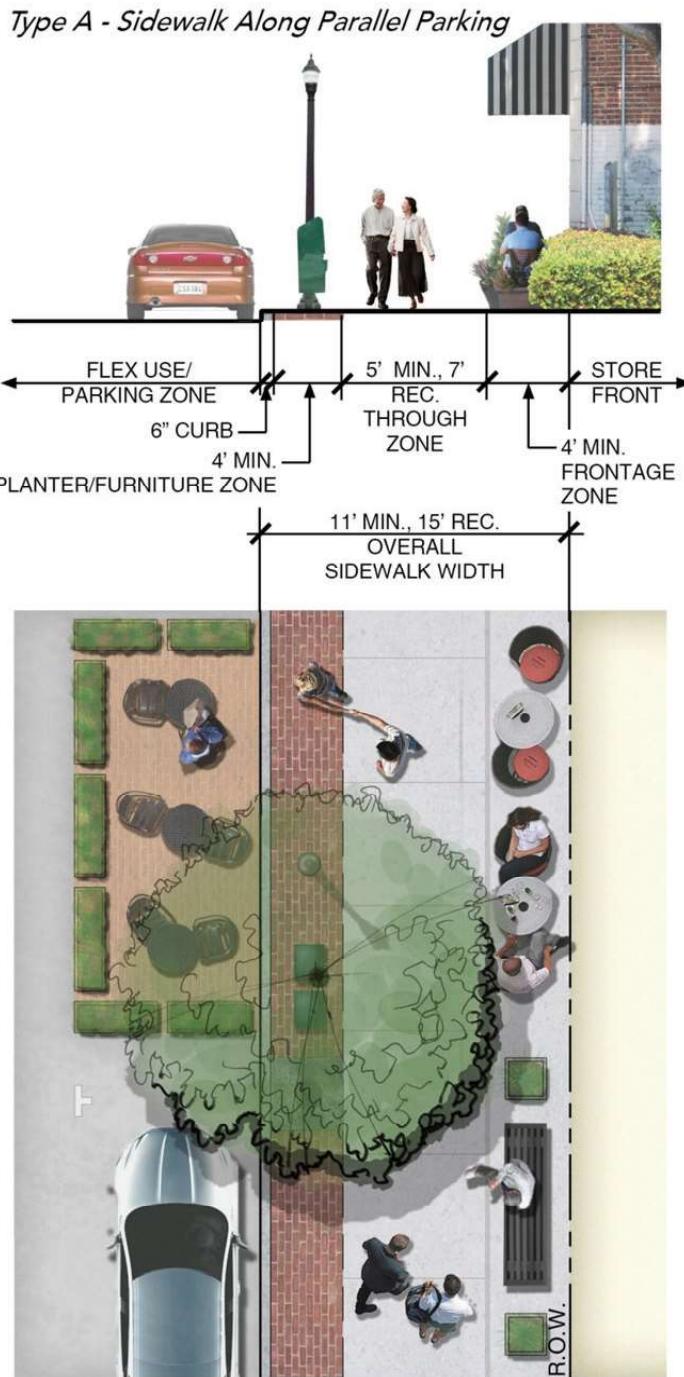
NOTES

- Application for new, higher density neighborhoods with minimum of 10'-15' setback required.
- Locate stormwater treatment features in planter/furniture zone.
- Locate street trees in tree grates within planter/furniture zone.

Callander Associates



A.6. Sidewalk Standards – Retail/Commerical Type A Parallel Parking



NOTES

- Orient bike parking in planter/furniture zone parallel to sidewalk to remain clear of through zone.
- Amenities located in the planter/furniture zone may include signage, street lights, newsracks, bus waiting areas, benches, parking pay stations, bike parking, street trees, etc.
- Limit building awnings/overhangs to frontage zone depth.
- Utilize flex use zone for cafe seating (by permit).
- Example - East side of S. B St., between 5th and 7th Ave.

PA2018-077

**480 E. 4th Ave & 400 E. 5th Ave Pre-Application
SAMPLE FINDINGS FOR APPROVAL**

SITE PLAN AND ARCHITECTURAL REVIEW (SPAR) FINDINGS (SAN MATEO MUNICIPAL CODE SECTION 27.08.030):

The application shall be approved if the Commission finds all of the following to exist:

1. The structures, site plan, and landscaping are in scale and harmonious with the character of the neighborhood;
2. The development will not be detrimental to the harmonious and orderly growth of the City;
3. The development will not impair the desirability of investment or occupation in the vicinity, and otherwise is in the best interests of the public health, safety, or welfare;
4. The development meets all applicable standards as adopted by the Planning Commission and City Council, conforms with the General Plan, and will correct any violations of the zoning ordinance, building code, or other municipal codes that exist on the site;
5. The development will not adversely affect matters regarding police protection, crime prevention, and security.

SITE PLAN AND ARCHITECTURAL REVIEW (SPAR) FINDINGS FOR A STREET LOADING ZONE (SAN MATEO MUNICIPAL CODE SECTION 27.64.390):

Approval of a site plan and architectural review by the Development Review Board shall be made based on the finding that each of the following conditions pertain:

1. Adequate on-street parking is available along the parcel frontage to accommodate a loading vehicle;
2. On-street parking intended for temporary loading purposes is located at least 50 feet from any intersections, and provides convenient access to building entrances; and
3. The street width is adequate to accommodate loading vehicles without impeding use of the sidewalk or local traffic circulation or otherwise be detrimental to public safety.

SITE DEVELOPMENT PLANNING APPLICATION FINDINGS FOR TREE REMOVAL (MUNICIPAL CODE SECTION 23.40.040):

Approve the Site Development Planning Application for removal of major vegetation, finding that:

1. The project will result in the removal of ____ trees, of which ____ are considered Heritage Trees. The removal of these trees is necessary to accommodate the development of the proposed project. The project's arborist report states that ...
2. All concerns regarding tree removal and protection of remaining trees on the site have been addressed as conditions of approval requiring conformance to the City's landscape regulations, through the provision of extensive on-site landscaping as shown on the project plans, and/or through the payment of a fee to the City's tree planting fund.

SPECIAL USE PERMIT (MUNICIPAL CODE SECTION 27.74.020)

Approve the Special Use Permit for a public parking facility, finding that:

1. The Special Use Permit will not adversely affect the general health, safety and/or welfare of the community nor will it cause injury or disturbance to adjacent property by traffic or by excessive noise, smoke, odor, noxious gas, dust, glare, heat, fumes, or industrial waste.

March 31, 2019

Dear Mayor Papan and Members of the City Council,

We recently sent a letter to you regarding the alternatives to the Worker Resource Center signed by 63 residents from 12 neighborhoods in San Mateo, and we have not heard a response from anyone on the City Council.

The last City Council Study Session regarding the Worker Resource Center on March 4th, happened very quickly **without adequate noticing**. The Worker Resource Center will need a **Special Use Permit, a business license, an environmental review, and a traffic study**.

During the WRC's temporary 15 year stay in the surface parking lot, our neighborhood experienced dumping on every residential street, serious crimes around the Delaware Center, and more litter and trash on our surrounding street curbs and planting strips. This litter includes cigarettes, coffee cups, beer and wine bottles debris, used condoms, more noise impacts where residents can't sleep and public drinking at night where day laborers pass out in the Amphlett Alley (518 Amphlett Alley - day laborer house near the alcohol billboard). We will send photographs to you.

There was an incident where a day laborer entered private property at 926 East 5th Avenue through the front door after the father and daughter left the home. The mother was upstairs in the house and saw the day laborer in the house when she walked downstairs and he ran out the front door. **This Worker Resource Center (WRC) is too close to our residential neighborhood.**

We were assured at the Windy Hill lunch that no final decision had been made on the 2,000 sf space at the MidPen Housing project and different options were being explored.

There was very **little lead time for this Worker Resource Center meeting on March 4th for our neighborhood**. We only had the weekend to prepare for the Study Session. We could have had more attendance if this meeting was adequately noticed to a 500 ft radius.

The temporary Worker Resource Center has **changed from its original scope** by adding a job training center and this will draw more day laborers and the jobless from other cities in San Mateo County. It sounds like a preferential decision was made by staff members because MidPen Housing is designated as a low income project.

A WRC belongs in a business area 1,000 ft from residential homes since there is no criminal background check on these undocumented workers. This topic needs to be re-opened for community discussion.

A study would be helpful to show:

1. What services are not working in the current WRC? The job offerings have been in decline the past 6 years and it is an expensive operation to maintain when there are fewer jobs to offer.
2. Could this WRC work in a business area away from the residential neighborhood? Can an administrative person at a desk contact the 11 - 15 people a day for job assignments via cellphone? It would be much more cost-effective.
3. At the March 4th meeting, the Police stated that the **Service Corridor near the Fellowship Hall and Vendome Hotel was their preferred location for the day laborers** since 80% of the users live in the North Central Neighborhood. We would like the City to explore this area further. This a better location further away from 5th Avenue and Central Park.
4. The tax-payers have subsidized the temporary WRC for 15 years. Samaritan House has never paid any rent on the portable Fire House building on the public parking lot. If this decision becomes final, we would like Samaritan House and the other non-profit business to pay the market rent for the 2000 sf space on 5th Avenue. There is the perception that the staff is proposing free rent to Samaritan House at this new location.
5. It would be a safe and financially sound decision to **convert this 2,000 sf space to 4 parking spaces** considering the budget deficit in 2019 - 2020 versus an annual commitment of a \$250,000 expenditure which brings more safety and traffic impacts to our residential neighborhood.

We would like a **new Study Session** to further discuss all options available since a Worker Resource Center and a comprehensive job training center will localize more problems to our neighborhood. It is felt that social providers are unwilling to admit that their operations can and do have negative consequences on the Central Neighborhood.

Thanks.

Best,

Michael Weinhauer
Shelly Weinhauer
James Wang
Stephanie Lee
Ben Portusach
Rebeca Portusach
Laurie Watanuki
Central Neighborhood

CC:

Drew Corbett - City Manager
Felix AuYeung
Mollie Nabor

March 15, 2019

Dear Mayor Papan and City Council Members,

The creation of a temporary Workers Resource Center (WRC) was created to accommodate over 200 men standing on Gateway residential streets seeking employment back in 2004. Due to declining participation we respectfully submit these alternative options for consideration for the temporary and/or future of the Worker Resource Center during and after the construction phase:

1. It is difficult to justify 15 jobs a day with an annual cost of \$250,000. Over a 15 year period, a total expenditure of \$3,750,000 is a very large expenditure with a continuing decline in the use of the WRC and fewer men on the streets. This is a large overhead for a near empty hall. The current model does not draw in users from the streets because they all use their cellphones. The ordinance for the Police to get day laborers to the Center is no longer in effect.
2. The SMPD recommended the WRC be located in the service corridor around 2nd Avenue, Railroad and Claremont for safety reasons. This spot is closer to the Fellowship Hall and Vendome Hotel in North Central where 80 % of the day laborers live.
3. A temporary closure of 12 to 18 months of the of the WRC would facilitate a true trial of future behavior and facilitate City Hall making an educated assessment of what is the best method to proceed.
4. Redwood City and Berkley manage jobs distribution for the day laborers without a WRC. These cities have eliminated the need for a facility, and this option would be a better cost effective model to follow in the future.
5. The relocation to the former Kinko's parking lot will potentially not work since Mid-Pen needs a staging site and area for construction parking. The surrounding neighborhoods cannot handle overflow parking, if the WRC relocates to the former Kinko's parking lot. We request that Mid-Pen include their construction parking plan in their application.
6. In the event of a temporary trial period, if Samaritan House does not wish to continue to manage the WRC, there are other organizations that could be approached to provide these management services. We ask that staff consider approaching other management firms, who will stick to the original intention and scope.
7. Expansion of the scope of services like job training or servicing the homeless population was never the original intent of the Resource Center.
8. Transients are taking showers at this facility. There are two distinct dynamics (or behaviors) between the day laborers and the transients. There is a safety issue with the transient population, as you aware.
9. The Fellowship Hall in the Service Corridor needs to be explored further. Providers can pick up day laborers for only 11 - 15 jobs a day during a 6 hour period with street parking.

March 15, 2019

Letter to Mayor Papan and City Council Members

10. The 5th Avenue location today draws loiterers long after the WRC closes. 5th Avenue is not a good location for the WRC since this is the pedestrian and bike path to Central Park, Downtown and Transit Center. There will be more safety issues with men loitering around the WRC and a covered garage area. The 5th Avenue location will bring more impacts to Central Park. The service corridor around 2nd Avenue and S. Claremont would be a preferred location.

11. The neighborhood would prefer the \$250,000 be used to supplement SMPD sleeping quarters for Police Officers commuting long distances or for childrens' programs.

12. Showers and cooking facilities should be prohibited at the 5th Avenue WRC for the homeless or transient population.

13. Currently, there is no incentive to improve the program or look to new technology to reduce the overhead. The \$250,000 annual cost will be a continued burden for the tax-payer. It is time we reassess and evaluate the most efficient and cost effective method to proceed.

We thank you for your consideration.

1. Michael Weinhauer - 4th Avenue - Central
2. Shelly Weinhauer - 4th Avenue - Central
3. Laurie Watanuki - 5th Avenue - Central
4. James Wang - 5th Avenue - Central
5. Stephanie Lee - 5th Avenue - Central
6. Ben Portusach - S. Grant Street - Central
7. Rebeca Portusach - S. Grant Street - Central
8. Anna Kuhre - 3rd Avenue - Baywood
9. Richard Lenz - Avila Road - Aragon
10. Joanne Bennett - N. Idaho Street - North Central
11. Norman Cornblatt - 3rd Avenue - Baywood
12. Judith Paton - S. Eldorado Street - Central
13. Brian Lucerna - S. Grant Street - Central
14. James Wayne - 5th Avenue - Central
15. Manni Wong - S. Eldorado - Central
16. Sid Tao - S. Eldorado - Central
17. Tami Rosell - S. Humboldt - Central
18. Michelle Fernandez - 4th Avenue - Central
19. Jerry Davis - S. Eldorado - Central
20. Mona Cannon - S. Humboldt - Central
21. Laurie Tezak - S. Idaho Street - Central
22. James Wayne - 5th Avenue - Central
23. Derek Daily - 5th Avenue - Central
24. Tiffany Daily - 5th Avenue - Central
25. Chris Rango - 5th Avenue - Central

March 15, 2019

Letter to Mayor Papan and City Council Members

26. Wayne Rango - 5th Avenue - Central
27. Marsha Lyon - 5th Avenue - Central
28. David Lyon - 5th Avenue - Central
29. Peter Rau - Aragon Blvd - Aragon
30. Kim Petroff - Guildford Road - Sunnybrae
31. James Schroeder - S. Eldorado - Central
32. Yii Ling Wong - 5th Avenue -Central
33. David Chen - 5th Avenue - Central
34. Julie Sun - 4th Avenue - Central
35. Chang Sun - 4th Avenue - Central
36. David Ligght - S. Fremont Street - Central
37. John Chen - 5th Avenue - Central
38. Leslie Light - S. Fremont Street -Central
39. Barbara Lempert Ching - 4th Avenue - Central
40. Yuri Nakamura - 5th Avenue - Central
41. Anthony Arrachea - 9th Avenue - Central
42. Donna Yee - 5th Avenue - Central
43. James Dong - 5th Avenue - Central
44. Steve DeAndre - 5th Avenue - Central
45. Venus Chua - DeAndre - 5th Avenue - Central
46. Todd Lanam - S. Delaware Street - Central
47. Kelly Lanam - S. Delaware Street - Central
48. Peter Vieth - S. Fremont Street - Central
49. Sal Urbina - S. Idaho Street - Central
50. Mary Urbina - S. Idaho Street - Central
51. Erika Powell - S. Fremont Street - Central
52. Evan Powell - S. Fremont Street - Central
53. Diane Daly - 9th Avenue - Central
54. Joe Daly - 9th Avenue - Central
55. Jay Kuhre - 3rd Avenue - Baywood
56. Lisa Taner - Arbor Lane - Beresford Hillsdale
57. Cynthia Newton - Huron Avenue - North Shoreview
58. Barb Niss - Birch Street - Sunnybrae
59. Michael Nash - Parrott Drive - Baywood
60. Richard Neve - Potomac Way- Fiesta Gardens
61. Joyce Williams - Marina Green
62. Rich Hedges - Harbortown
63. Virginia McIssac - Crescent Avenue - San Mateo Park

CC: Drew Corbett - City Manager of San Mateo
Felix AuYeung - Director of Business Development
Mollie Naber - Project Manager

Roscoe Mata

From: Rowan Paul <Rowan_Paul@alumni.brown.edu>
Sent: Saturday, March 9, 2019 5:01 PM
To: Downtown Plan
Cc: Naomi Ture
Subject: Proposed downtown Affordable housing development

Dear Roscoe and Wendy,

I am writing to express my interests and concerns regarding the proposed affordable housing building to be put up in the existing parking lots at East 5th avenue and East 4th avenue.

My wife and four year old child live at 614 East 5th avenue. We bought our first house and moved in six years ago. Our hope was to provide a safer environment for our child and ourselves as we left a more turbulent region of San Francisco.

While, we agree with the concept of affordable housing, the reality is that no one wants affordable housing right beside their own houses. I am therefore concerned with a few things regarding this particular proposal.

164 units seems like a lot for a Small Town neighborhood especially with another giant parking garage with 700 parking spots.

This will undoubtedly increase the traffic directly on East 5th avenue especially going to 101. Traffic on the street is already unbearable and frankly dangerous during rush hour times. We all have almost been hit numerous times by speeding cars coming East towards the highway trying to beat the light at E.5th and Delaware.

I would only expect this danger, traffic and wear of the road to be increased if this project were to be green-lighted. I would therefore strongly recommend and push for repaving East 5th avenue and putting up speed bumps to help protect our street and our children.

In addition if there are ways to route traffic to the 4th Street artery going onto 101 that would be preferable via medians, etc. While you are at it, as a bicycling family, we would appreciate a more obvious protected bike lane on 5th. It is certainly not clear that it is a shared lane to drivers. We have almost been hit numerous times.

Based on the article in our local San Mateo daily paper, the wide income range of the people coming in which will range from my calculations from 35k to 135k, I am concerned about the potential for increased crime in the neighborhood. What are you as city planners and the developers at MidPen going to do to mitigate this risk? I strongly advise that only applicants with a CLEAR background check, NO criminal record and SOME sort of conservative amount of steady income be candidates to purchase a unit. Will there be security around the premises, good lighting, camera systems? I'm very much concerned about break-ins into our house and cars as this was a major issue while we lived in San Francisco a similar couple blocks from Affordable housing.

As for the structures themselves, at 5 stories apiece, they obviously will block sunlight in our neighborhood. As a family that moved to the peninsula from foggy San Francisco primarily for sunny weather this is extremely concerning. Also, as there will be art work on the parking structure, I feel strongly that locals like my family have input into the art that we will have to stare at everyday. In addition, the idea of an old railcar bridge over East 5th avenue to connect the two developments will be a eyesore.

Please advise on how this will be dealt with.

If this building is going up I feel that neighbors within a five-block radius should have access to the new community as well as it will likely dominate the landscape. We should also have access to free parking in the parking structure since our street parking will likely be affected.

My hope is that besides residential housing there will be mixed-use with some commercial buildings on the ground level potentially. I really hope the building looks modern enough and not the ugly concrete that San Francisco has chosen for a lot of its affordable housing projects. This will affect our local economy, our property prices and the optics.

Please let me know if the plan is to have homeowners or renters in these units. Obviously homeowners are preferable. Renters come and go with little building of or investment in the community by them. There is also a possibility that it turns into a ghost town like Sunnyvale did for a while. As it is, our property price will not appreciate as much when this development goes up. At worst it will probably go down. Given that this is our biggest investment in our lives this is a huge concern to us.

I look forward to your responses and careful consideration. We would greatly appreciate a reply to these questions.

May we propose that the building has affordable as well as some market rate and first floor businesses? This layout seem to work best for building trust and community between owners, the neighbors and the city in our experience.

We are committed to San Mateo. We love our city, know all our neighbors, who are equally concerned, and my family will be involved with future hearings and meetings so please let us know what avenues we have to communicate with you and MidPen/Mollie Naber. Please forward this email to her and forward to us any reply.

Thank you very much,

Rowan Paul and Naomi Ture

Rowan Paul, M.D.
Regenerative Orthopaedics and Sports Medicine

Head Team Physician SF Ballet | Consultant Oakland Athletics
Assistant Professor Dartmouth Geisel SOM
California Pacific Orthopaedics
3838 California St. Suite 715
San Francisco, CA, 94118
Main (415) 668-8010
Fax (415) 752-2560
RPaul@cpasm.com

CHINESE PROVERB

The inferior physician treats the disease once it occurs.
The mediocre physician prevents the disease from coming back.
The superior physician prevents the disease from ever occurring.

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Roscoe Mata

From: diana pettit <diski208@gmail.com>
Sent: Saturday, March 9, 2019 9:24 AM
To: Roscoe Mata
Subject: Fwd: PA2018-077

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

From: **diana pettit** <diski208@gmail.com>

Date: Sat, Mar 9, 2019, 8:37 AM

Subject: PA2018-077

To: <Rmata@cityosanmateo.co.org>

I spoke to you before the start of the meeting. I live at 221 S. Fremont St. #208, San Mateo, 94401.

The project is a definitely needed for the lower income individual who work in the city.

My concerns are about the PGE towers located on N. Claremont and 5th Ave. In the meeting we talked about children playing in a designated court area. Over the years, in Foster City where the homes are places by these towers it has been a health debate about it be the cause of certain cancers living close to these towers.

The traffic corridor on 5th Avenue will also be impacted by the parking garage. The street is not wide to accommodate two lanes on either sides. There needs to be a turning lane to get into the parking garage.

Then again there is the issue of disabled persons and the ability to enter the garage either from the bridge from the top of the building and on street level.

The replacement of the Workers Center needs to be permanent due to the fact of persons looking for employment in this building have been persons of questionable residency. The safety of the children living in this building could be comprised not knowing these workers.

Thank you
Diana Pettit
650-245-0180

Roscoe Mata

From: Noemi Paez <npaez@midpen-housing.org>
Sent: Thursday, March 7, 2019 4:11 PM
To: jonnew@gmail.com
Cc: Mollie Naber; Roscoe Mata
Subject: FW: Public comment regarding PA18-077 480 E. 4th Avenue & 400 E. 5th Avenue

Hi Jonathan,

Thank you for your comments, we have noted your input.

Best,
Noemi

Noemi Paez | Project Associate

MidPen Housing Corp.

1970 Broadway, Suite 100

Oakland, CA 94612

Phone: (510)380-8922

npaez@midpen-housing.org



From: Jon New [<mailto:jonnew@gmail.com>]

Sent: Wednesday, March 6, 2019 4:08 PM

To: mata@cityofsannmateo.org; Mollie Naber <mollie.naber@midpen-housing.org>

Subject: Public comment regarding PA18-077 480 E. 4th Avenue & 400 E. 5th Avenue

Hi, this is a public comment regarding the new housing and parking structures.

As you well know, we are in the midst of a sever housing supply shortage and I'm happy to see new housing be built downtown. Also, the community serving space is a wonderful addition!

However, I'm disappointed by the inclusion of a massive parking lot. This area is extremely walkable; it's close to Caltrain, 292 bus service, grocery stores, tennis courts, Central Park, and all the various amenities and restaurants that downtown has to offer. Also, nearly half of San Mateo's carbon emissions can be attributed to cars. Given our own climate change goals, it's important to try to disincentivize driving, but adding a giant parking lot will do the opposite. There are even new parking options coming online in the next couple years which further underscore that this is not needed; the new Trag's development has promised evening parking, as has the nearby PA16-049 on 4th.

Finally, I feel like this clearly violates some of the values our new General Plan 2040 Vision statement, namely environmental sustainability, balance, and resiliency. Specifically, from the Resiliency statement, a giant parking lot does not make us leaders in sustainability, nor is to bold action. It's status quo.

I hope you will consider additional housing, or at least a mixed use structure instead.

Thank you

Jonathan New
San Mateo Homeowner

Roscoe Mata

From: Mollie Naber <mollie.naber@midpen-housing.org>
Sent: Wednesday, October 31, 2018 2:09 PM
To: Roscoe Mata; Nevada Merriman
Cc: Kathy Kleinbaum; April Mo
Subject: FW: CNA & Mid-Pen Meeting Notes for 9/27/18
Attachments: Att 10 - Transportation Impact Analysis Parking Study.pdf

Hi Nevada and Roscoe,

Forwarding this email from Central Neighborhood Association at their request.

April and I will work on a draft response to this along with the other comments received last night. Thanks again for your participation!

Best,

Mollie Naber | Project Manager
MidPen Housing Corp.
o. 650-356-2996 | c. 650-339-6181
mollie.naber@midpen-housing.org

From: Iwatanuki [mailto:lwatanuki6@gmail.com]
Sent: Wednesday, October 31, 2018 1:00 PM
To: Mollie Naber <mollie.naber@midpen-housing.org>
Cc: Laura Watanuki <lwatanuki6@gmail.com>; Michael Weinhauer <mweinhauer@gmail.com>; Benjamin Portusach <bportusach@gmail.com>; Todd Lanam <tjlanam@aol.com>; Shelly Weinhauer <reshmi.shelly@gmail.com>; James Wang <jameswang2008@u.northwestern.edu>
Subject: CNA & Mid-Pen Meeting Notes for 9/27/18

CNA/Mid Pen Meeting on 9/27/18 - 1007 East 5th Avenue

These were some of the issues we covered at our meeting.

Traffic Study and Traffic Accident Analysis for the Central Neighborhood & surrounding area.

1. We need a cumulative traffic study since there will be cut-through traffic with 699 cars in this project. The traffic will be coming to and from the 101. This is a very large project which will impact traffic circulation in our neighborhood.

These are some of the surrounding development projects that will impact our neighborhood streets. Concar Passages, Station Park Green, Hines Office, 405 E. 4th Avenue, 406 E. 3rd Avenue, Essex, Central Park South, 1650 Delaware (Triple A), including Mid-Pen Housing and the new Public Parking Garage.

The Essex Housing Project traffic study only included one intersection at 5th at Delaware, and it looks like 5th Avenue will be the preferred path to the Essex and MidPen project.

We would like to see these other intersections included in the cumulative traffic study for Mid-Pen Housing / Parking Garage:

3rd/S. Humboldt, 4th /S. Humboldt, 5th/S. Humboldt, 9th/S. Humboldt, 3rd/S. Delaware, 4th/S. Delaware, 5th/S. Delaware, 9th/S. Delaware, 3rd/S. Claremont, 4th/S. Claremont, 5th/S. Claremont, 9th/S. Claremont.

2. The Hexagon Traffic Accident Analysis is attached below for the 405 E. 4th Avenue covers the period Jan 1, 2000 to November 21, 2016.

We would like the Traffic Accident Analysis (page 26) updated to 2018, so we can see the current 18 year history.

It would be helpful to add S. Humboldt/5th, S. Humboldt/9th, S. Delaware/9th and S. Claremont/9th since these intersections also have high accident rates.

Please forward this to Nevada Merriman and Roscoe Mata (Planning)

We would like to suggest the traffic take 101 to 92 to El Camino Real to the project since the MidPen driveway placement has been planned for back-ups on 5th Avenue.

We will need more traffic calming measures on our streets to address cut-through traffic for neighborhood preservation and pedestrian safety before these projects break ground.

Tenant issues with Mid-Pen:

3. We need more clarification on the screening process regarding tenants with a criminal history.
4. How will over-crowded living conditions in the Mid-Pen Complex be handled?

Parking and Garage Issues:

5. This new parking structure may be a draw for the homeless. It may also draw drinking and drug activities at night as we have experienced around the Worker Resource Center. Will Mid-Pen handle the security and maintenance issues of the garage?

6. There are 164 units and 164 parking spaces plus 535 public parking spaces. How will you manage dual car ownership and the 4 person families with additional vehicles so we don't have overflow to our neighborhood?

7. Is Mid-Pen prepared help facilitate the RPPP signage program for our neighborhood, if overflow parking becomes an issue?

8. Please use transit screens in your lobby and give out clipper cards to the residents. Encourage residents to use the SamTrans Express bus on El Camino Real and Caltrans.

9. A Lime bike location will encourage more residents to ride bikes versus drive.

Activity room:

10. At our 5/22/18 meeting it was mentioned, social services will be limited to residents who live on-site in the Mid-Pen complex. We would like to see that standard maintained in the Activity Room.

11. We also requested the use of the activity room for Central Neighborhood Association meetings without charge.

12. We mentioned not wanting to draw loitering to this new development or to our residential neighborhood. The current usage of the WRC is very low after 10 am with an empty meeting hall for too many years. The WRC was a temporary solution and not permanent one. Approximately 88% of the users of the live in the North Central Neighborhood. 12% live in the Central Neighborhood. The City could look into a meeting place at a local church, closer to where the day laborers live.

It will be very difficult to mix a new housing development and a Worker Resource Center in the same complex. The two do not mix well.

Laurie and Michael

Neighborhood Meeting

Downtown San Mateo Opportunity Sites March 07, 2019

PLANNING APPLICATION:	PA18-077 480 E. 4th Avenue & 400 E. 5th Avenue – City Owned Former Redevelopment Sites – Affordable Housing Pre-App
PROJECT LOCATION:	480 East 4 th Ave & 400 East 5 th Ave, San Mateo
MEETING LOCATION:	San Mateo Public Library – Oak Room
MEETING DATE/TIME:	March 7, 2019, 7:00pm
ATTENDEES:	Public – See Sign-In Sheet
PURPOSE OF MEETING:	Pre-Application neighbor outreach to provide a description of proposed project to obtain feedback and answer questions or concerns.
WELCOME/INTRODUCTION:	Mollie Naber, Project Manager for MidPen Housing Corporation (Developer) welcomed the attendees and reviewed the agenda for the meeting.
PRESENTATION:	<p>Part 1: Introduction</p> <p>Kathy Kleinbaum, Assistant City Manager for the City of San Mateo, gave an overview of the site history, ownership, partnership with MidPen Housing Corporation, and the framework for this development. Roscoe Mata, Project Planner for the City of San Mateo, gave an overview of the City approval process. The Developer will submit a planning application in Fall 2019, attend a Planning Commission Public Hearing in Summer/Fall 2020, and request City Council approval in Fall 2020.</p> <p>Part 2: Proposed development</p> <p>Mollie Naber, Project Manager, lead the presentation on the proposed development. The project proposes 164 affordable apartments in a five-story residential building and a minimum of 699 parking spaces in a five-story parking structure. The plans also include a public plaza at the residential site and a community serving space at the ground floor of the parking structure. The proposed unit mix for the residential building is 9 studios, 70 one-bedroom units, 46 two-bedroom units and 39 three-bedroom units. The rents will target low and moderate income families, defined as those earning between 30-120% Area Median Income (AMI) for the County of San Mateo.</p>

COMMENTS, QUESTIONS, AND ANSWER SESSION:

#	Speaker	Comments/Questions/Responses
1.	Neighbor 1	<p>Expressed support for the project and opinion on public art: I am pleased to see this development come online. The design is very thoughtful. I would like to see the art and either the green wall or metal structure as a façade element on the parking structure.</p> <p>Question about public plaza: Q: Would the lack of sunlight significantly impact the ability to put in greenery at the western public plaza location? A: A public plaza on the western corner of the residential site would be in the shade. A: The design plans are early, so if the community wants the public plaza on the western corner near Claremont, instead of on the eastern corner near the railroad tracks, we can work with the landscape architect to make it work.</p>
2.	Neighbor 2	<p>Question about rents: Q: I'm unsure how the rents work and how incomes work A: Rents are based on the household income. Half of the units are for lower income households earning between 30-60% AMI; half of the units will target moderate income households earning 80-120% AMI. Q: Is there a list where you sign up? A: We will open up the application interest list several months before we complete construction. A: Normally there is a 2-3 week application period during which we accept applications, then we conduct a lottery. The preference for families living or working in the City of San Mateo will then be applied: if you qualify for the preference, you float to the top. From there, we make our way down the list.</p>
3.	Neighbor 3	<p>Question about income targeting and affordability: Q: Can you give me an example from your building next to Michael's [Peninsula Station] -- how many residents make less than \$25,000 a year? A: There are no studios at Peninsula Station. There are 8 1-bedrooms where we mostly have seniors. The average affordability level there is about 42%. Q: Did the affordability levels at that project change between the time you proposed the project and the time construction was completed? A: They did go up a little bit when the HUD rents went up. However, we worked with the City to maximize affordability and in some of the cases the rents went down.</p>
4.	Neighbor 4	<p>Question about accessibility: Q: I think this looks great and we obviously need housing. My only concern is people with a physical disability or a mother with young kids. How will they navigate from the garage to the units—will there be any disabled parking or short-term parking that would make the residential building more accessible? A: We are considering a loading zone at the entry. The pedestrian bridge between the parking structure and the residential building will provide protected access for residents to get between the buildings. There will be elevators at both ends of the bridge. The handicapped parking will be close to the elevator.</p>
5.	Neighbor 5	<p>Comment about design: I'm impressed with MidPen, but I must say as a retired architect, I am very disappointed with new developments the City allows. For this development, you need to soften the façade. A: Thank you, these comments are very welcome as we are early in the design process.</p>

6.	Neighbor 6	<p>Question about exterior lighting:</p> <p>Q: I am wondering about the exterior lighting.</p> <p>A: We will comply with dark sky policies. There will be lighting in the parking structure that can be seen across downtown so people will know where to park and how to return to their cars. We are considerate of light pollution and will keep the lighting within the site perimeters.</p> <p>Q: Are there sensor lights when people walk?</p> <p>A: There will be sensors in the corridors of the residential building; the exterior lights at residents' homes will likely be individually controlled.</p>
7.	Neighbor 7	<p>Question about noise abatement and gardening plots:</p> <p>Q: I am curious about the noise abatement and the possibility for gardening plots.</p> <p>A: We work with an acoustical engineer on noise mitigation initiatives. This project is designed to exceed the California building code, this is financing requirement; the sound insulation quality will be similar to high end condos near transit.</p> <p>A: Right now we don't have a community garden in the plans but as we work with our landscape architect and the community, we'll look at what makes the most sense given the population and available space</p> <p>Q: Can you put a community garden on the roof?</p> <p>A: We tend not to for safety and maintenance reasons. We also don't have the space: the development is required to have solar hot water on the roof, if we have any remaining space, we intend to add solar panels.</p>
8.	Neighbor 8	<p>Question about design:</p> <p>Q: How will such a structure affect this block? I agree the façade needs softening. I don't like art that is too metallic or square, which I've seen elsewhere in the City. It would be nice to have a closer look at the art proposed here. I would like the plaza in the western location because it's further from the noise of the trains, even if it's shady.</p> <p>A: There is a Civic Arts Committee who reviews the art application for all new developments. We are trying to diversify the art. Any feedback you provide to MidPen or the Committee, particularly early on, is helpful to allow for a more thoughtful proposal. Public engagement is welcome at the Civic Arts Committee meeting as well. People who have signed up for the project's communication list will be notified of when public art at these sites is discussed at the Committee.</p>
9.	Neighbor 9	<p>Question about traffic mitigations and local artists:</p> <p>Q: Any plans for MidPen to contribute to traffic mitigations? There are a lot of local artists, will any of their work be used? San Mateo is home to the largest Markers Faire, it would be good to tap into that talent.</p> <p>A: MidPen is a member of the Transportation Management Association and we work in partnership with the City—if we can invest in traffic mitigation together it is ideal. If you have any ideas on where we can make smart investments, we would welcome that. Right now we're looking at providing bus passes and supporting ridership. We also pay impact fees as required by the City. Any special traffic impacts associated with the development will be identified in the environmental studies and considered. Providing workforce housing with a live/work preference is itself an important mitigation.</p>
10.	Neighbor 10	<p>Question about parking:</p> <p>Q: I am concerned with the amount of parking—it's way too much and the amount of money it takes to build this. It could be used for affordable housing instead. There's a public benefit component of Measure P that allows developers to go up to 7 stories—and affordable housing is the biggest challenge the City and County is facing right now.</p> <p>A: There are areas that are allowed to go to 75 feet but these sites are not in those areas. This site is restricted to a height of 55 feet. The City conducted a Parking Management Plan identified a gap of 300 parking spaces; the added parking is an identified need in that study. We also have several garages where the structures are nearing the end of their useful life. If</p>

		<p>parking needs change, then these older structures could be demolished and put to better use in the future.</p> <p>Q: The parking garage being built first disappoints me—the housing waiting lists are miles long—is it possible to build the housing before the parking?</p> <p>A: Neighbors are concerned about too much of the existing parking at the sites being offline at a given time; the downtown community and businesses are asking for one of the parking lots to be online during construction, which is why the parking structure must be built first.</p>
11.	Neighbor 11	<p>Question about integration:</p> <p>Q: How does this integrate businesses and housing in Downtown?</p> <p>A: The City has an existing Downtown Plan that the City is in the process of updating with the General Plan. These sites have always been identified as housing sites so the proposed use is consistent with the plans.</p>
12.	Neighbor 12	<p>Question about design:</p> <p>Q: I'm happy to see a significant number of people will be comfortably housed. I'm a proponent of walkability and streetscape, but the stoops don't make the ground level of the residential building feel homey. Avoid the pitfalls of making it too unintelligible. I'm a fan of green walls and the more greenery we have it, the better. The western location for the public plaza is better for having conversations.</p> <p>A: Thank you for the comments, we will consider them as we continue to work on the design</p>
13.	Neighbor 13	<p>Question about design:</p> <p>Q: Could you plant fruit trees in the residents' outdoor areas, and place vertical planters in the balcony spaces?</p> <p>A: Thank you for the comments, we will consider them as we continue to work on the design.</p>
14.	Neighbor 14	<p>Question about MidPen contribution to the school district:</p> <p>Q: How much does MidPen actually donate to the San Mateo/Foster City School District? Sunnybrae School is struggling. Also, I live near Second and South Fremont and have been trying to get the City to do something about the traffic issues. There is a lot of traffic to enter the theater's parking garage and it raises safety concerns for the pedestrians.</p> <p>A: We pay significant impact fees to the school district and have already started meeting with the school district about enrollment planning. The school district may also benefit in terms of employee retention from the project's goals to provide workforce housing for low and moderate income people who live or work in the City of San Mateo; a portion of the units will have an additional preference for public employees, including teachers. We will study nearly two dozen intersections in our traffic analysis and the appropriate mitigation measures will be identified.</p>
15.	Neighbor 15	<p>Question about the Worker's Resource Center:</p> <p>Q: I agree with the previous point regarding softening the architecture. An important concept to follow is eyes on the street for safety reasons; Metropolitan exhibits this in their design. I'm concerned with the impact of temporarily moving the Worker Resource Center to the Kinko's site (480 East 4th Avenue) while the parking garage is built, as this would further reduce available parking. The neighborhood will lose a lot of parking and we need that parking. It might be easier to keep it closed for 12 months and see what happens.</p> <p>A: The City has not yet determined what will happen to the Worker Resource Center during construction; the City's first choice would be an alternate location if one is available.</p>
16.	Neighbor 16	<p>Question about the public plaza:</p> <p>Q: Studies say that children's hearing is 10x more sensitive than adults. This is a good reason that the public plaza shouldn't be located so close to the train tracks, but rather on the western corner of the residential site.</p>

		A: Thank you for the comments, we will consider them as we continue to work on the design. The inner courtyard will be protected from the noise and the units will be protected through sound mitigation measures identified by the acoustical engineer. At Peninsula Station, the window assembly is such so you can open it but we do have ventilation through the air conditioning.
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