

**NOTICE OF PREPARATION
OF A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
FOR THE
CONCAR PASSAGE MIXED USE PROJECT**

DATE: March 12, 2019

30 DAY NOTICE OF PREPARATION COMMENT PERIOD: March 13 – April 12, 2019

TO: Responsible Agencies, Trustee Agencies and Interested Persons

FROM: Planning Division
Community Development Department
City of San Mateo
330 W. 20th Avenue
San Mateo, CA 94403

PROJECT TITLE: Concar Passage Mixed-Use Project

PROJECT APPLICANT: California Coastal Properties
4 Embarcadero, Suite 1400
San Francisco, CA 94111

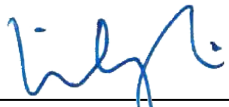
FILE NUMBER: PA18-052

APNs: 035-242-090, -140, -160, -170, -190, -200, -210, -220

As the Lead Agency, the City of San Mateo will prepare a Supplemental Environmental Impact Report (SEIR) for the above referenced Project and would like your views regarding the scope and content of the environmental information to be addressed in the EIR. This EIR may be used by your agency when considering approvals for this project. A Scoping Meeting on the Environmental Impact Report will be conducted on Tuesday, March 26, 2019 at 7:00 P.M. in the City Council Chambers.

The project description, location, and probable environmental effects which will be analyzed for the project are attached. According to the State law, the deadline for your response is 30 days after receipt of this notice; however, we would appreciate an earlier response, if possible. Please identify a contact person, and send your response to:

City of San Mateo
Planning Division
330 W. 20th Avenue
San Mateo, CA 94403
Attn: Lily Lim
Phone: (650) 522-7217
llim@cityofsanmateo.org



Lily Lim, Senior Planner

March 7, 2019

Date

**NOTICE OF PREPARATION
OF A SUPPLEMENTAL ENVIRONMENTAL IMPACT
REPORT FOR THE
CONCAR PASSAGE MIXED USE PROJECT**

Introduction and Background

The purpose of an Environmental Impact Report (EIR) is to inform decision makers and the general public of the environmental effects of proposed projects that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

The City of San Mateo will prepare an EIR to examine the potential environmental impacts of demolishing six existing onsite commercial buildings and construct a mixed-use development. The proposed project includes 961 residential units and approximately 40,000 square feet of commercial space (for retail uses, performance space, and a daycare) within podium structures with below-grade parking garages. Approximately three acres of public and private open space are also proposed.

The project parcel is within the San Mateo Rail Corridor Transit-Oriented Development Plan and Bay Meadows Specific Plan Amendment (Rail Corridor TOD EIR) adopted by the City in 2005. To address the potential impacts of changes to the previously approved project, a Supplemental EIR (SEIR) will be prepared. A SEIR is prepared when it is determined by the discretionary authority (lead agency) that changes proposed in an approved project will require revisions to the previous EIR because of possible new impacts or an increase in severity of previously identified impacts.

The SEIR for the proposed project will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the Supplemental EIR will include the following:

- A summary of the project;
- A project description which details the proposed changes to the previously approved project;
- A description of the existing environmental setting, environmental impacts, and mitigation measures for the project;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; and (d) cumulative impacts.

Project Location

The 14.5-acre project site is comprised of eight parcels (APNs 035-242-090, 035-242-140, 035-242-160, 035-242-170, 035-242-190, 035-242-200, 035-242-210, 035-242-220) and is currently occupied by the Concar Shopping Center and surface parking lot in the City of San Mateo. The site is bounded by Concar Drive to the north, S. Grant Street to the east, Passage Way (currently an unnamed road) and State Route 92 to the south, and S. Delaware Street to the west. Nearby uses to the site include residential uses to the north; commercial uses and U.S. Route 101 to the east; commercial and residential uses, as well as

State Route 92 to the south; and Hayward Park CalTrain, Hillsdale CalTrain Station, and commercial uses to the west. Regional and vicinity maps are shown on Figures 1 and 2, and an aerial photo of the site is shown on Figure 3.

Project Description

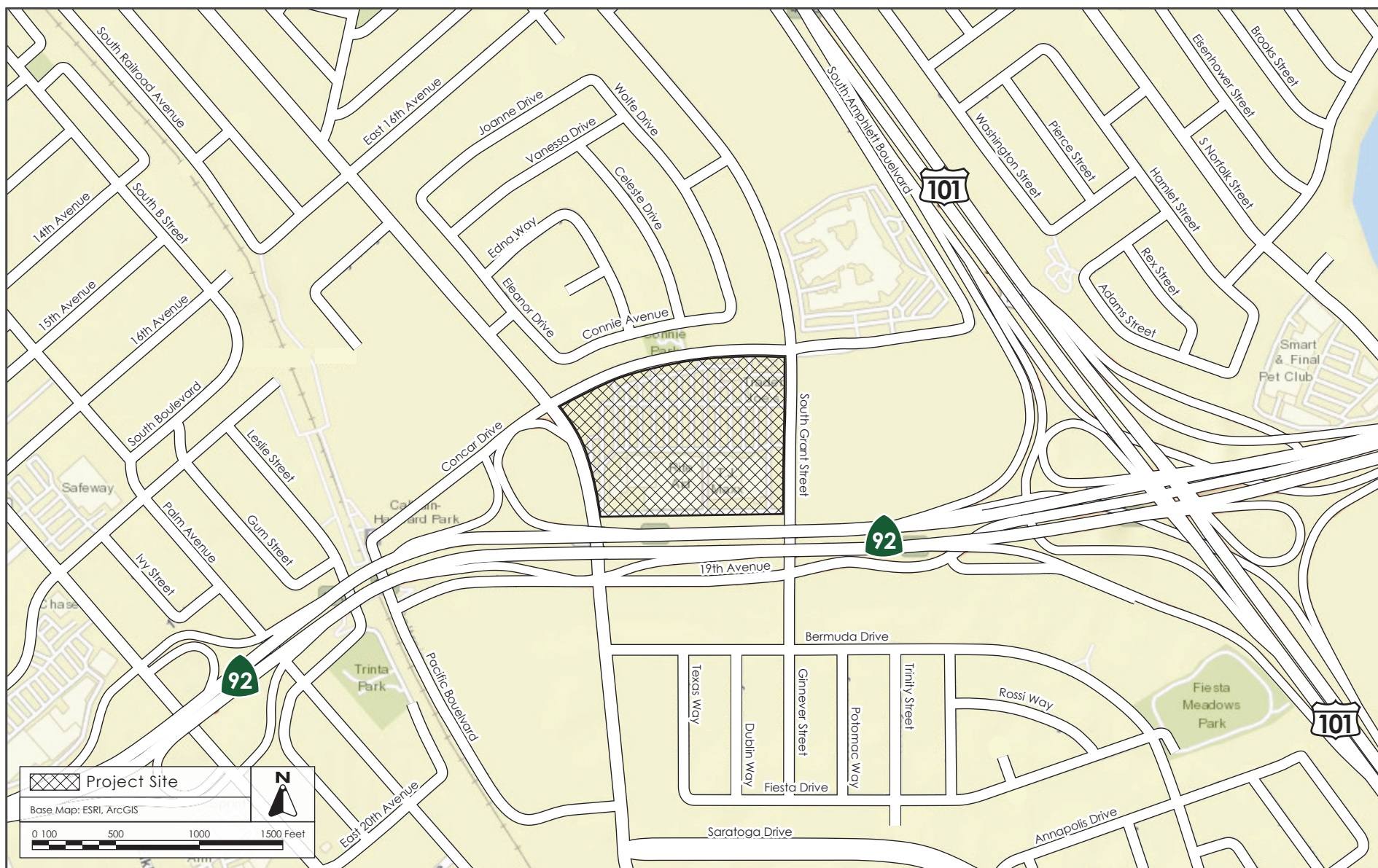
The proposed project would replace the existing 165,000 square foot retail strip center and adjoining surface parking area with a residential mixed-use transportation oriented development walkable to the Hayward Park CalTrain Station.

The proposed Project includes 961-units. Out of 961 units, 73 apartments, or 10 percent of the base density units, would be offered at affordable units. The Project would also provide 31,080 square feet of residential amenities, including lounge areas, fitness and yoga centers, and bike depots. The residential buildings would be four to five stories and below the 55-foot height limit with massing along Concar Drive reduced to 35 feet. The project also includes approximately 40,000 square feet of retail uses, including the “SEED” food hall, restaurant, retail, Peninsula Ballet Theater administrative space, performance space, and a day care center. The Trader Joe’s, 7-Eleven, and the Ballet Theatre will remain as tenants within reconstructed spaces. In total, the Project will provide a net increase of 961 units (including 31,080 sf in interior amenities) and net decrease of 125,600 sf commercial uses. The project proposes 6.83 acres of open space area (4.67 accessible to the public and 2.16 acres available to residents), and also includes an enhanced greenbelt connection to the 19th Avenue neighborhood to the north, the Medalia office to the west and the YMCA/Office buildings to the east.

The project would replace the large surface parking area with subterranean and ground-level parking that would be located behind the residential and retail uses, except the 17 parking spaces associated with the 7-Eleven will be surface parking spaces adjacent to that use. The project would provide a total of 1,343 parking spaces for the residential uses, including visitor parking, and 255 parking spaces for the retail uses.

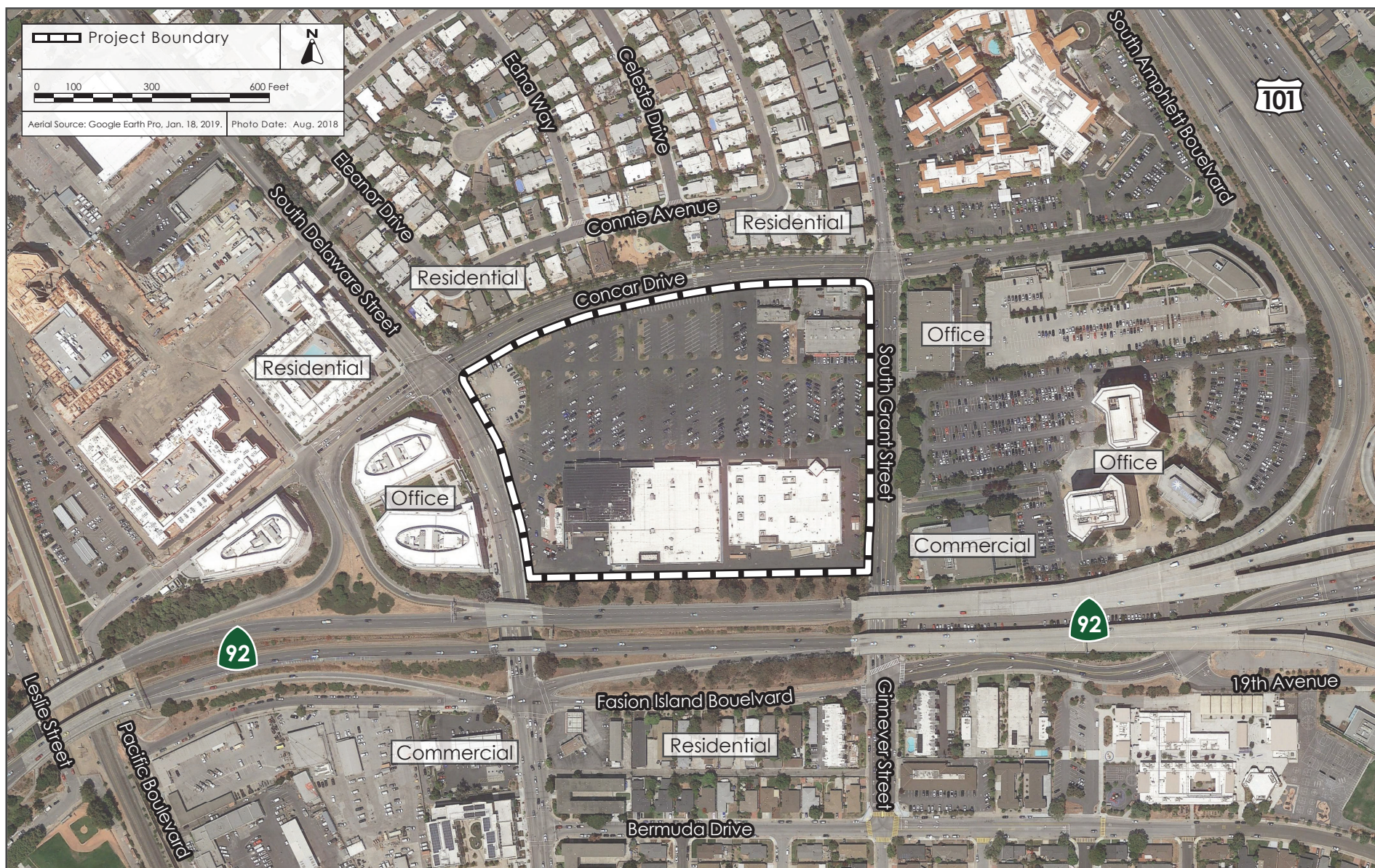
The Project Site is located in Area 2 of the Hayward Park Station TOD Overlay Zone of the San Mateo Rail Corridor Transit Oriented Development Plan (Rail Corridor Plan), and is designated as Neighborhood/Commercial Retail/Residential with a band of Ground Floor Retail along Concar Drive. The Project Site has a Zoning Code designation of *TOD-Transit Oriented Development*.





VICINITY MAP

FIGURE 2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 3

Possible Required Project Approvals:

- Site Plan and Architectural Review
- Site Development Permit
- Development Agreement
- Vesting Tentative Map

Potential Environmental Impacts of the Project

The SEIR will identify the significant environmental effects anticipated to result from development of the project as proposed. Mitigation measures will be identified for significant impacts, as warranted. The SEIR will include the following specific environmental categories as related to the proposed project:

Aesthetics

The proposed development will replace six existing onsite commercial buildings and adjoining surface parking with a mixed-use development. The project site is located on an infill site within a transit priority area. The aesthetic impacts of residential and mixed-use projects located on infill sites in transit priority areas are not to be considered significant impacts on the environment, consistent with Senate Bill (SB) 743. An overview of aesthetic issues related to scenic vistas and visual character will be provided for information purposes only.

Air Quality

The SEIR will analyze local and regional air quality impacts which may occur as a result of the proposed project, based on construction air quality and operational health risk assessments. The analysis will include construction emissions, a construction project health risk assessment, a construction cumulative health risk assessment, roadway air toxics analysis, railway air toxics analysis, and stationary air toxics analysis. Significant impacts will be identified and mitigation measures will be included as necessary.

Biological Resources

Habitats in the project area are low in species diversity and include predominately urban adapted birds and animals. The SEIR will include a tree survey and will identify and discuss potential biological impacts resulting from construction of the project.

Cultural Resources

The SEIR will evaluate the project's potential impacts to prehistoric cultural resources including tribal cultural resources pursuant to AB 52. Significant impacts will be identified and mitigation measures will be described as necessary.

Energy

Implementation of the proposed project will result in an increased demand for energy on-site. The SEIR

will address the increase in energy usage on-site and proposed design measures to reduce energy consumption.

Geology

The SEIR will describe the geology and soils of the project site, and will describe any geologic constraints the may pose as potential impacts to project development. Mitigation measures will be identified for any significant geological impacts.

Greenhouse Gas Emissions

The SEIR will address the project's consistency with the City of San Mateo Climate Action Plan (CAP) inventory projections. The project's GHG emissions will also be compared to the 2020 GHG reduction goals in Assembly Bill 32 and 2030 GHG reduction goals of SB 32. Proposed design measures to reduce energy consumption, which in turn would reduce greenhouse gas emissions, will be discussed.

Hazardous Materials

The SEIR will discuss existing on-site conditions and properties surrounding the site, and will describe the potential for hazardous materials impacts to result from the project. Mitigation measures will be identified for any significant hazardous materials impacts.

Hydrology and Water Quality

Based on the Federal Emergency Management Agency (FEMA) flood insurance rate maps, the SEIR will address the possible flooding issues of the site as well as the effectiveness of the storm drainage system and the projects effect on storm water quality consistent with the requirements of the Regional Water Quality Control Board (RWQCB).

Land Use

The SEIR will describe the existing land uses on the project site and in the project area. It will discuss the current General Plan and zoning designations and the proposed project land uses. The SEIR will identify potential land use impacts resulting from implementation of the project and will discuss the project's consistency with adopted plans and policies. Potential impacts will be identified and mitigation measures will be described for any potentially significant land use impacts.

Noise

The SEIR will describe the existing noise and vibration environment of the project site area based upon an acoustical report prepared for the project. The report will analyze potential impacts resulting from the project that include exposure of residents to ambient noise and vibration levels including Caltrain operations, as well as potential noise resulting from project operations and construction.

Public Services and Recreation

Implementation of the proposed project would increase the resident population of the City which will

result in an increased demand on public services, including police and fire protection, schools, and recreational facilities. The SEIR will address the availability of public facilities and service systems and the potential for the project to require the construction of new facilities.

Traffic and Circulation

The SEIR will describe the traffic and circulation impacts of the project, based upon a traffic analysis prepared for the project. The traffic analysis will focus on the operations of key intersections in the vicinity of the site. The traffic analysis will evaluate the level of service for local and regional intersections. The traffic analysis will evaluate the levels of service for the intersections under the following scenarios: 1) existing conditions; 2) existing plus project conditions; 3) background conditions; 4) background plus project conditions; and 5) cumulative conditions. The traffic analysis will also include an evaluation of site access and circulation; left-turn pocket vehicle queuing; and a review of pedestrian, bicycle, and transit travel impacts; and VMT analysis consistent with the provisions of SB 743. Significant traffic impacts will be identified and mitigation measures will be described.

Utilities and Services

The SEIR will identify the existing public services and utilities serving the project site and the physical impacts of serving the proposed project. The public services and utilities to be addressed include the following: water, sanitary sewers, and sewage treatment; gas and electrical; and storm drainage and solid waste services. The SEIR will describe the increase in service demands resulting from implementation of the project and determine the availability of existing services to serve the proposed development.

Alternatives

The SEIR will examine alternatives to the proposed project including a “No Project” alternative and additional alternative development scenarios depending on the impacts identified. Other alternatives that may be discussed could include reduced development alternatives (e.g., smaller project), alternative land uses, and/or alternative locations. Alternatives discussed will be chosen based on their ability to reduce or avoid identified significant impacts of the proposed project while achieving most of the identified objectives of the project.

Significant Unavoidable Impacts

The SEIR will identify those significant impacts that cannot be avoided, if the project is implemented as proposed.

Cumulative Impacts

The SEIR will include a discussion of cumulative impacts from the project in combination with other past, pending, and reasonably foreseeable future development in the area.

Other Required Sections

In conformance with the CEQA Guidelines, the SEIR will also include the following sections: 1) consistency with local and regional plans and policies, 2) growth inducing impacts, 3) significant irreversible environmental changes, 4) references and organizations/persons consulted, and 5) EIR authors.

An Initial Study will be prepared and provided as an appendix to the SEIR. The Initial Study will include an analysis of the resource areas that have no new significant impacts or no increase in previously identified impacts.

From: [Nicklas Johnson](#)
To: [Lily Lim](#); [Diane Papan](#); [Maureen Freschet](#); [Rick Bonilla](#); [Joe Goethals](#); [Eric Rodriguez](#)
Subject: PA18-052 Concar Passage feedback
Date: Wednesday, March 13, 2019 6:42:15 PM

I won't be able to attend the public meeting that's coming up, but I would like to share this feedback with you:

Overall, I like the design; I like the idea of more housing opportunities, especially for affordable housing; even more than 15% would be welcome. This location could certainly use a little "sprucing up."

My primary concern is that the infrastructure in place at this location doesn't seem like it is currently capable of supporting an additional 961 housing units and tens of thousands of additional square feet of retail space. Traffic on the city streets in this area is already worse than it should be, especially with the recent addition of Station Park Green and 450 Delaware.

Now we're talking about adding another 961 cars (or more) to the fray, plus all the additional traffic to and from the retail space. "In-Lieu" fees won't solve that problem, and there's a reason "in-lieu" fees are so unpopular with voters-- they look a lot like bribes from developers to the council to grease their projects.

Moreover, the more traffic we create, the more pollution we create, the more energy we waste, and the more carbon dioxide we add to the atmosphere in an era when we should know better. Expecting a significant portion of residents and shoppers to arrive and depart via Caltrain is not realistic.

Further, is it expected that these 961 units will be coming online before the city's sewage treatment plant is fully upgraded? Where all their water is going to come from, and where all their waste is going to go are elements that need to be considered.

There are additional engineering challenges at the site that also need to be addressed, like the shifting of the foundations and topsoil especially on the western side of the site, apparently due to ground water pumping from adjacent sites. If pumping is to be employed at this site, the developer should be required to monitor adjacent homes and properties to ensure their foundations are not damaged.

I think these would be excellent improvements for this site; however, I would like to see the city demand that the developer devise a realistic plan for traffic management, even if that means they need to sacrifice some space around the perimeter or through the center of the property to get traffic off Concar, Delaware, Grant and 19th Avenue and back on again in a seamless fashion.

I also want to see the developer ensure that adequate parking is available for the homeowners and guests, and I explicitly do NOT want to see "in-lieu" fees moving the parking problem from the developer to the surrounding neighborhood.

Nick

--

"Courage isn't just a matter of not being frightened, you know. It's being afraid and doing what you have to do anyway."

-- Doctor Who - Planet of the Daleks

This message has been brought to you by Nick Johnson 2.3b1 and the number 6.

From: [Barb Niss](#)
To: [Lily Lim](#)
Cc: [Dianne Whitaker](#)
Subject: Concar Passages 3/26 meeting
Date: Monday, March 25, 2019 10:54:58 PM

Hi Lily,

I hope this email finds you well. It's late, but I wanted to get this to you before the meeting tomorrow night.

I'm working a lot of overtime right now and am not sure I will make the meeting tomorrow. However, I would like to ask that the following be addressed in the environmental impact study if appropriate:

1. The developer proposes to put a daycare center very close to the freeway. What environmental impacts will the chosen location have on the people going to the daycare?
2. Traffic is a major concern of all residents in San Mateo. I assume a traffic study is being done by Hexagon, but what are the impacts of the additional cars on our roads (presumably they will be adding 1500 + new people to this mature neighborhood)?
3. Also, with this many new people moving in, what will the affects be on water/sewage, city infrastructure, etc.?
4. The land under the development is clearly sinking. What will be done to stabilize the land and what affect will that have on the surrounding neighborhoods?
5. The new plan proposes to put parking underground. What methods will be used to dig out the parking and stabilize the ground and what will the long-term affects of the digging to neighboring sites and neighborhoods?

Also, will this meeting be recorded so I can watch at a later date if I miss being there?

Finally, there are errors or items of question in the public notice that was sent out:

- 1) the paragraph after the Scoping Meeting references getting back to you by 11/28/2016
- 2) The amount of below market units is only listed as 73, but I thought the developer increased their original number to 109?
- 3) The developer originally said there would be only 1.3 parking spots per unit which is approx 1250, but the notice states 1548 - are they including parking for Trader Joes?

If there are errors in a public notice sent from the city, is another notice with corrected information required to be sent out? Just curious.

Thanks,

Barb Niss



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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

March 19, 2019

City of San Mateo
Planning Division
330 W. 20th Avenue
San Mateo, CA 94003
Attn: Lily Lim

RE: Notice of Preparation of a Supplemental Environmental Impact Report for the proposed Concar Passage Mixed-Use Project in the City of San Mateo

Dear Ms. Lim:

Thank you for offering C/CAG the opportunity to review the Notice of Preparation of a Supplemental Environmental Impact Report (SEIR) for the proposed Concar Passage Mixed-Use Project. The following comments are provided for your consideration in complying with the San Mateo County Congestion Management Program (CMP) Traffic Impact Analysis (TIA) Policy and Land Use Guidelines. In preparing a TIA and EIR for this project, refer to these two policies, which are included as Appendix I and L of the 2017 CMP: <https://goo.gl/7hiiEX>.

Please forecast and discuss the expected impacts of the project on the CMP roadway network as outlined in the TIA policy. The scope of the TIA should not only include the immediate project area, but also other areas that may be impacted by the project. Please consult with C/CAG staff for any clarification on the scope and parameters of the analysis. The TIA policy provides a detailed definition of project impacts on CMP intersections, freeway segments, and arterial segments.

If the project will generate a net of 100 or more peak-hour trips on the CMP roadway network, mitigation measures are required to reduce the impact of the project. Potential mitigation strategies are documented in the Land Use Guidelines policy and include, but are not limited to, reducing project scope, building roadway and/or transit improvements, collecting traffic mitigation fees, and requiring project sponsors to implement transportation demand management (TDM) programs.

We request the opportunity to review and comment on the TIA, SEIR, and project TDM plan (if applicable) upon their completion. If you have any questions, please contact me at jlacap@smcgov.org or 650-599-1455.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeffrey Lacap".

Jeffrey Lacap
Transportation Programs Specialist

From: [Julie Compton](#)
To: [Lily Lim](#)
Subject: Concar passage neighborhood feedback
Date: Wednesday, March 20, 2019 6:32:09 PM

Hello,

I would like to voice my opinion on the Concar Passage project. I vote NO. There will not be enough businesses to support our community (we'd like a pharmacy and a large grocery store that carries brands that are not just Trader Joe's brand), there's not enough parking for 900+ units (1300 parking spots?!) and the traffic in the area is already a nightmare. For example, if all of the residents need to go to a pharmacy, they aren't going to ride Caltrain.

Finally, the neighborhood schools are full. Where will the new residents' children go to school? Is there a Caltrain route to other schools in the area? No. Residents of Concar Passage will have to drive their cars parked on Concar (because there's not enough underground parking) to elementary schools in the area at 8am along with all the commuters.

Julie Compton
Sunnybrae homeowner for 20+ years

Sent from my iPhone

From: [LOUISE BEKINS](#)
To: [Lily Lim](#)
Subject: Concar project
Date: Tuesday, March 26, 2019 8:20:59 AM

Dear Ms. Lim

I strongly oppose the project proposed for Concar because:

- (1) Cause more traffic (gridlock traffic now is horrific)
- (2) More Gentrification and barely provide affordable housing (for those making \$30-50K/yr.)
- (3) More noise for area.
- (4) More congestion.

You are about to over-build!!!! Stop this before it's too late.

Nearly resident...
Louise Bekins
809 Wharfside Rd.
San Mateo 94404

From: [Mele Liongitau](#)
To: [Lily Lim](#)
Subject: No Construction
Date: Tuesday, March 26, 2019 6:48:36 AM

This Building will interrupt alot of things. For wildlife, flow of traffic, Bring in more drifters & not only that our neighborhood in 19th ave Park will have MORE cars OVER flowing from this Building! Which will mean also more crime! We won't even know our neighbors anymore! THIS IS SO BAD ON ALL POINTS! CONGESTION & PARKING INTO OUR NEIGHBORHOOD IN 19TH AVE PARK! & COME ON REALLY 15% LOW INCOME!?? This just brings in CASH FLOW ENOUGH WITH ALL THESE BIG BUILDINGS.

From: [Naomi Preston](#)
To: [Lily Lim](#)
Subject: Objection to the proposed development at Concar
Date: Wednesday, March 13, 2019 2:10:59 PM

Dear Ms. Lim,

I understand that there will be a meeting held on March 26th to discuss the environmental impact of the proposed development for Concar Passage. Although I have not seen any actual reports personally, I can tell you from personal experience that I have seen that the traffic both on the 92 freeway as well as all of the surrounding streets of the property (especially 19th Avenue), has gotten increasingly heavier and heavier since other developments in the immediate area have occurred. It is sometimes almost impossible to go more than 1 mile per hour at heavy traffic times. I have experienced multiple occasions where it has taken me over 30 minutes to go less than 1/2 mile stretch from Delaware to the 101 both on the 92 freeway, as well as on 19th Avenue!! I lived in Los Angeles for a few years (while I was in law school) and never encountered traffic this bad. That says a lot!! I find that the current traffic patterns are already unacceptable. I cannot imagine that putting in a 900 + unit apartment complex is going to improve that situation, can you????!!!! I know that you are not the person who makes the ultimate decision on the proposed development, but I would appreciate it if you would pass my concerns along to the appropriate people who will be making the final decisions about the development. I find it completely unacceptable and unconscionable that any further development would be approved by the city in that area. There are already two large construction projects that recently (within the past couple of years) have been completed (the apartment complex where the old Kmart shopping Center used to be as well as the commercial/business office complex across the street from such) that are still not completely leased. I imagine that when they are leased to capacity that the traffic will be even heavier. To allow for the development right near the same intersection is just completely irresponsible. I urge the city to consider the quality of life for the current residents of San Mateo--including the congestion, extra pollution AND extra traffic nightmares that we will have to endure if yet another large-scale development is allowed to be implemented in the same area. I know that the city would like to provide more housing, but it seems to me like the QUALITY OF LIFE OF CURRENT residents is not being considered at all. I simply cannot imagine that any current resident is happy about this. I know from speaking to at least a couple hundred people on my own, that I have not come across one current resident that is pleased with this proposal. It seems to me that only the desires of the developers are things considered and I am guessing that none of them live in that immediate area. This is just plain wrong.

Thank you for your consideration,

Naomi Lifschultz Preston, Esq.

Resident and home owner in San Mateo for almost 22 years

From: [Email](#)
To: [Lily Lim](#)
Subject: Re: Concar Passage
Date: Thursday, March 14, 2019 8:50:53 PM

961 new units- ridiculous ! That will be at least 1500 more cars added to an already congested area. And what about the 1200 new students added to our over crowded schools?

Perhaps 300 or 400 residential units could be absorbed, but this project is too massive as presented.

Please rethink this project and make sensible decisions about the growth of our San Mateo.

Ole & Margaret Jensen

From: [Linda Tolosano](#)
To: [Lily Lim](#)
Subject: Concar Passages Supplemental Environment Impact Report
Date: Tuesday, March 26, 2019 11:48:44 AM

We live in 19th Avenue Park in San Mateo. We are very concerned about traffic, noise, safety, dewatering and air quality both during construction and after buildings are occupied. Our neighborhood has been heavily impacted by building over the past four years. We have suffered with dirt, noise, construction workers parking in our neighborhood, and added traffic.

Traffic - current traffic in our area is unbelievably horrible. At times it can take up to 30 minutes to go a few miles. And, Station Park Green is not even fully occupied. Along with Station Park Green 599 units, Hines office buildings, 961 proposed units at Concar Passages, 73 proposed units at 1650 S. Delaware, Bay Meadows continued construction, our area is completely saturated. I do not buy into the rhetoric that everyone living in these apartments will take public transportation. And, I do not believe there will be adequate parking provided. Parking spill over will be into our neighborhood. What will the City do to stop it? What will the City do to mitigate the thousands more cars this development will add? The proposed placement of Trader Joe's will create an unsafe, traffic nightmare. Cars heading south on Delaware trying to turn left into Trader Joe's will cause an unsafe situation and backups. There is also concern about adequate parking for Trader Joe's. We shop there frequently and it is always busy and the parking lot is always full.

Safety/Public Transportation - we walk in our surrounding neighborhood very frequently. I can't tell you the number of times we have had close calls crossing Delaware at Charles Lane. Cars regularly run red lights at that intersection. I sent an email to the San Mateo Public Works department about the southbound traffic light on Delaware, but never heard back from them. The bike lane on Delaware ends at Charles Lane. The whole idea of the "transit oriented development area" is to get people out of their cars. This development will add many people to this area. The City has not provided the necessary infrastructure to support walking or biking safety. TOD in our area is based around the Hayward Park Caltrain station. How is the City guaranteeing that the Hayward Park Station will remain open once the Hillsdale Station is moved to 28th Avenue, a difference of one mile? Also, there are no Express Trains that leave from the Hayward Park Station.

Noise/Air Quality - we have put up with construction noise and dirt for four years. Excavation, trucks rumbling through the area, early morning noise, blocking streets off, construction vehicles parked in our neighborhood, wiping dirt and grit from the patio furniture and barbecue in our backyard. The City must hold the developer accountable to minimize construction impact to our neighborhood.

Dewatering - Rite Aid, across the street from the Hines development, sued them for causing their floors to sink due to dewatering at their construction site. How can you guarantee that 19th Avenue Park homes will not be affected by the proposed underground excavation at Concar Passages? Is the City willing to put an insurance policy in place that will cover homeowners due to this issue? Since the Concar development backs up against Hwy 92, is the State of California Caltrans involved due to dewatering impact?

Affordable Housing - 73 out of 961 units set aside for below market rate housing is not enough. Why isn't the City demanding more affordable housing? That is what San Mateo needs. Not hundreds more market rate units.

Cultural Resources - when this project first started, there was no benefit to the surrounding community. The developer was shamed into including space for Peninsula Ballet Theater. They also have no on site child care or playgrounds...they'll just use the YMCA or the 19th Avenue park across the street. The layout does not invite the surrounding community in. There is not enough green space. Typical developer philosophy...cram as many units as possible without thought to neighborhood impact.

I hope the City can work with the developer to approve an architectural bright spot in a community that deserves the best, not the most expedient, boring high density housing wall that will not add to the neighborhood, but be a detractor.

Linda Tolosano
603 Vanessa Drive
San Mateo, CA

From: [Diane Gyuricza](#)
To: [Lily Lim](#)
Subject: Concar Passage
Date: Wednesday, March 13, 2019 7:07:04 PM

I would like to voice my opinion on the very bad idea for this development.

It has been a long time since I tried to shop at Trader Joe's after 2 pm. The traffic is insane. I live just a few miles away on Mariners island Blvd. This past week I had to be in the area and made the decision to get off highway 92 and take the Delaware exit at 3 pm, heading home. It was like a parking lot. It took approximately 25 minutes to go the barely 3 miles. If that huge complex is built, we will all need helicopters to get anywhere. The amount of buildout in that area was already too much. The intersections of single lanes cannot possibly handle that traffic, and cars are constantly in the way when the lights change and then nobody's moving.

I am understanding of the need for more housing but this is not the place for it. The neighborhood is choking.

Than you for you time,

Diane Gyuricza
490 Mariners Island Blvd #322
San Mateo, CA

Sent from my iPad

From: [Boris Ragent](#)
To: [Lily Lim](#)
Cc: dorothyragent@gmail.com
Subject: Concar Project Pass
Date: Friday, March 22, 2019 10:55:23 AM

Environmental effects of the project; which commercial buildings will be demolished?

In what way is the problem of affordable housing addressed by including only 73 below market rate units out of 961?

How can 1548 parking units be adequate when most units will probably need space for 2 cars?

What are the assurances regarding air quality, hazardous materials, traffic and circulation, geology and noise?

Thank you for your consideration.

Dorothy Ragent
[Email: dorothyragent@gmail.com](mailto:dorothyragent@gmail.com)



**BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT**

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Pauline Russo Cutter
Scott Haggerty
Nate Miley

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Rafael Mandelman
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SAN MATEO COUNTY

David Canepa
Carole Groom
Doug Kim

SANTA CLARA COUNTY

Margaret Abe-Koga
Cindy Chavez
Liz Kniss
Rod G. Sinks
(Secretary)

SOLANO COUNTY

James Spering
Lori Wilson

SONOMA COUNTY

Teresa Barrett
Shirlee Zane

Jack P. Broadbent
EXECUTIVE OFFICER/APCO

Connect with the
Bay Area Air District:



April 11, 2019

Lily Lim
Senior Planner
City of San Mateo
Community Development Department
Planning Division
330 W. 20th Avenue
San Mateo, CA 94403

RE: NOP SEIR Concar Passage Mixed Use Project

Dear Ms. Lily Lim:

The Bay Area Air Quality Management District (Air District) staff reviewed the Notice of Preparation (NOP) for the Supplemental EIR (SEIR) Concar Passage Mixed Use Project. The project is a 14.505 -acre site located at 640, 666 & 690 Concar Drive; 1855 South Delaware Street; 1820 & 1880 South Grant Street. The proposed project includes demolishing six existing onsite commercial buildings to develop a transit-oriented development (TOD) which includes 961 residential units, 40,000 square feet of commercial and retail, a theatre, a day care, and other amenities; with a total of 1,343 parking spaces, and 6.83 acres of open space. The proposed project will be located near residential and commercial areas, U.S. Highway Route 101, State Route 92, the Hayward Park CalTrain Station, and Hillsdale CalTrain Station. This project is tiering off from the San Mateo Rail Corridor Transit-Oriented Development Plan.

Air District staff recommends the SEIR include the following information and analysis regarding potential regional and local air quality impacts and greenhouse gas (GHG) emissions in the San Francisco Bay Area Air Basin.


1. Evaluate the Project's consistency with the Air District's 2017 Clean Air Plan (2017 CAP). The 2017 CAP can be found on the Air District's website <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>
2. Provide baseline information on the Bay Area's attainment status for all criteria pollutants and the implications for the region if the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are not attained or maintained by statutory deadlines. The SEIR should include a discussion of the potential health effects of exposure to criteria pollutants. (*Sierra Club v. County of Fresno* (S219783)).
3. Quantify the Project's potential construction and operational impacts to local and regional air quality. The analysis should evaluate whether the project will have a cumulatively considerable net increase for construction, and operational emissions.
4. The SEIR should estimate and evaluate the potential health risk to existing and future sensitive populations within the Project area from toxic air contaminants (TAC) and fine particulate matter (PM_{2.5}) as a result of the project's construction and operation. Staff recommends all feasible mitigation measures be implemented to minimize air pollutant exposure to existing and future sensitive receptors.
5. The Air District's CEQA website contains several tools and resources to assist lead agencies in analyzing air quality and GHG impacts. These tools include guidance on quantifying local emissions and exposure impacts. View and download tools at

<http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools>.

6. If a permit is required from the Air District (for example, back-up diesel generators), the SEIR should include an analysis of the air pollutant and GHG emissions associated with the permitted activity. Please contact Barry Young, Senior Advanced Projects Advisor at (415)749-4721 or byoung@baaqmd.gov to discuss permit requirements.
7. Include all appendices or technical documents relating to the air quality, toxic air contaminant and GHG analysis, such as emissions assessment and calculation and health risk assessment files in the SEIR. Without all the supporting air quality documentation, the public may be unable to effectively review the air quality and GHG analyses in a timely manner.
8. Evaluate the Project's consistency with the City of San Mateo Climate Action Plan (CAP) and demonstrate consistency with all the measures identified in the California Air Resources Board's 2017 Scoping Plan needed to meet the State's strategy to achieve Statewide 2030 GHG reduction goals and being on track to meet 2050 climate stabilization goals. Please be advised that the Air District is in the process of updating the CEQA guidelines/thresholds and current thresholds for GHGs may not be sufficient for this analysis.

If you have any questions about the Air District's review of this NOP, please contact Ada Márquez, Principal Environmental Planner, at (415) 749-8673 or amarquez@baaqmd.gov.

Sincerely,


for Greg Nudd
Deputy Air Pollution Control Officer

cc: BAAQMD Director David J. Canepa
BAAQMD Director Carole Groom
BAAQMD Director Doug Kim

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

P.O. BOX 23660

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

www.dot.ca.gov

*Making Conservation
a California Way of Life!*

April 10, 2019

Lily Lim, Senior Planner
City of San Mateo
330 West 20th Avenue
San Mateo, CA 94403

SCH: 2019039072
04-SM-2019-00243
GTS ID 14978
Post Mile: SM – 92- 11.713

Concar Passage Mixed-Use Project – Notice of Preparation (NOP)

Dear Lily Lim:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), Caltrans mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Travelled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the NOP.

Project Understanding

The project proposes to demolish the existing 165,000-square foot retail strip center and adjoining surface parking and redevelop the site with residential mixed-use transportation-oriented development with one level of below-grade parking. The proposed project includes 961-units (including 954 apartments and seven live-work units) with ten percent affordable units onsite. The Project also includes approximately 40,000 square feet of retail uses, including the "SEED" food hall, restaurant, retail, Peninsula Ballet Theater administrative space, performance space, and a day care center. The project also proposes 6.83 acres of open space area (4.67 accessible to the public and 2.16 acres available to residents). Regional access is provided a block away from the project at State Route (SR) 92.

Multimodal Transportation

As an identified "transit-oriented development," the project should include significant access improvements for people walking and biking along Concar Drive, the main route to Hayward Park Caltrain Station. One major barrier for people walking and biking along Concar Drive is the westbound SR 92 on-and off-ramps. The dual uncontrolled right-turn lane at the off-ramp acts as a major barrier for pedestrians and bicyclists travelling eastbound on Concar Drive. The project sponsor should coordinate with Caltrans to identify and implement complete streets improvements at this interchange to improve safety and accessibility for people walking and biking.

Lily Lim, Senior Planner
City of San Mateo
April 10, 2019
Page 2

Lead Agency

As the Lead Agency, the City of San Mateo is responsible for all project mitigation, including any needed improvements to the STN. The project's financing, scheduling, implementation responsibilities and monitoring should be fully discussed for all proposed mitigation measures, prior to the submittal of an encroachment permit. Potential mitigation measures that include the requirements of other agencies—such as Caltrans—are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the Lead Agency.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, and six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed and stamped traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Should you have any questions regarding this letter, please contact Michael McHenry at (510) 286-5562 or Michael.Mchenry@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Pat C.", is written over the signature line.

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

From: [Daniel Kim](#)
To: [Lily Lim](#)
Subject: Re: Concerns About San Mateo Development, Concar Passage
Date: Sunday, April 7, 2019 1:29:07 PM

Lily, I would like to follow up with my last email sent about 1 year ago. We have not heard much news about the Concar Passages development after the first town hall meeting. Has there been any progress with discussing with residents from 19th Ave Park, as they agreed to do during that meeting? I have not been reached out to personally, neither have some neighbors we have talked to.

I am still very concerned with the noise pollution we are experiencing, and it will only get worse with the construction, and then the influx of new residents following. A few neighbors in 19th Ave Park who own properties with **backyards adjacent to Eleanor and Connie** have met together to discuss these concerns, and another formal letter will be sent to the developer to hopefully get some progress. The San Mateo General Plan Letter regarding Noise (<https://www.cityofsanmateo.org/DocumentCenter/View/7167/Noise2010?bidId=>), it states:

“Noise-sensitive” land uses could be located in areas having noise levels between 60 and 70 dB (Ldn) if noise mitigating construction measures are used to **reduce interior sound levels to 45 dB (Ldn)** or below as required by the State Building Code for multi-family dwellings, and extended by the City of San Mateo to new single-family dwellings.”

Using a basic dB meter, I am constantly getting reading above 55dB or higher when there is a large truck, like ones used for construction, or motorcycles. I should mention that we have remodeled our house to have all the noise reducing elements - double-pane windows, 5/8" thick drywall, insulation. The noise level is still unbearable - we live in a community of Eichler homes which were constructed in the 1950's with large windows, no attic space, and slab foundations.

We need an adequate sound wall constructed along Eleanor and Connie! The current decades old wooden fence does little to nothing to isolate from the abuses of construction and traffic noise. A proper wall needs to be constructed of masonry/concrete, and up to the maximum height allowable by the city.

I hope that we can get some progress with the Planning Commission as well as the developers of Concar Passages. We need a proper sound wall built to protect our community!

- Daniel Kim
1736 Eleanor Dr, San Mateo 94402
(415)738-7488

On Mon, Mar 12, 2018 at 2:00 PM Lily Lim <llim@cityofsanmateo.org> wrote:

Hi Daniel,

This is just to acknowledge receipt of your first email. I will include this in the public record and will

be part of the Planning Commission packet for their meeting on March 27th.

Lily Lim

Associate Planner

City of San Mateo | Planning Division

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

650.522.7217 | Llim@cityofsanmateo.org

From: Daniel Kim [mailto:danielcharleskim@gmail.com]

Sent: Wednesday, March 07, 2018 3:58 PM

To: Lily Lim <Llim@cityofsanmateo.org>

Subject: Concerns About San Mateo Development, Concar Passage

Concerns About San Mateo Development, Concar Passage

To Whom It May Concern:

I am a local Bay Area native and I am fortunate enough to have been able to purchase a home in San Mateo. It is an older 1950s home in the 19th Avenue Park, adjacent to the currently in construction Station Park Green development and as well as the planned Concar Passage development. I am also lucky to have been able to start a family in our new home - my wife and I welcomed our first daughter in January 2018.

As a new homeowner and father, I am concerned about the planned Concar Passage development. First off, I want to make it clear that I am in support of the new developments. We are in shortage of housing in the Bay Area and local natives such as myself are being pushed out of the Bay Area. Many of my family and friends have migrated away to more affordable housing in different parts of the country or the world. I believe that the new developments will improve the lack of housing situation, as well as bring in new commercial opportunities that my family and neighbors can utilize and enjoy.

However, with the new developments comes more traffic, both from people and automobiles, and lack of privacy. The 19th Avenue Park community, located at the corner of Delaware and Concar currently has 33 homes that are *DIRECTLY* connected to the major streets - Delaware and Concar. These homes currently have a old, degrading wooden fence that separates the busy road and backyard - some houses only have a couple feet from the back of the house to this fence. I understand that historically this current fence replaced an even older chain linked fence when another commercial building was developed nearby. However, as one of the homeowners that has this old wooden fence in the backyard, I can tell you that this fence does NOT adequately block out the current noise pollution of the street. As a new father, I understand and deeply appreciate the importance of sleep. My 5 week old daughter is constantly being awakened by passing by cars, trucks, and even people.

In addition, there is concern for the lack of privacy with the multi-story residential units directly looking into our homes. Our 1950's community homes are built with floor to ceiling glass windows, which is one of the feature characters of the homes. With the concern of our neighbors constantly peering into our homes, the feature windows will sadly have to be covered at all times.

As a concerned neighbor of the proposed development, I would be in full public support of the development *IF* there was a provision in place to install a properly designed barrier along Delaware and Concar. This barrier must be made with adequate materials to block out sound (ie. masonry, concrete, or other solid structures) and high enough to provide enough privacy to live our lives comfortably in our home.

I have already discussed with neighbors in our community and have support for an upgraded barrier. As I have previously stated, I am not against the new developments - however, I would like for our community to be able to preserve some peace and privacy for the years to come. I would be happy to meet in person or communicate via email or phone call to discuss this matter further.

Sincerely,

Daniel Kim
danielcharleskim@gmail.com
(415)738-7488

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message or any attachment is strictly prohibited. If you have received this message in error, please notify the original sender immediately by telephone or by return e-mail and delete this message along with any attachments from your computer. Thank you.

From: [Michael Toschi](#)
To: [Lily Lim; bmyers@nuquestventures.com](mailto:bmyers@nuquestventures.com)
Subject: Want Rite Aid Rebuilt As Drive-Thru Pharmacy
Date: Thursday, April 4, 2019 5:53:24 AM

Hi Lili and Brian,

I still want the existing Rite Aid location at Concar Shopping Center to get rebuilt with a drive-thru pharmacy feature as part of the Concar Passage Project so is that still possible or no that is still not possible anymore?

From,
Michael Toschi

Sent from my iPhone

From: [Phebee Liu](#)
To: [Planning Commission](#); [Lily Lim](#)
Cc: [Diane Papan](#); [Maureen Freschet](#); [Rick Bonilla](#); [Joe Goethals](#); [Eric Rodriguez](#); [Yuning Chai](#)
Subject: Fwd: Masonry Fence / Sound Barrier for 19th Avenue Park
Date: Thursday, April 11, 2019 10:16:33 PM
Attachments: [map.pdf](#)
[signatures.pdf](#)
[Letter.pdf](#)

Dear San Mateo City Council members,

My name is Yi Liu, and my husband Yuning Chai and I are residents at 19th Avenue Park in San Mateo. I am writing this email on behalf of 32 families (Please find signatures 37 individuals in the attachment) on Connie Avenue and Eleanor Drive. In the light of the proposed Concar Passage project site, we like to ask for **enhancement of our fencing structure to Concar Drive and Delaware Street, that is, to replace our wooden fences with a masonry fence / sound barrier.**

Please find the following in the attachment:

- Our letter to you (letter.pdf)
- All 38 signatures from neighbors supporting our proposal (signatures.pdf)
- Map displaying the noisy roads, future construction sites, proposed sound barriers and supporting families' property locations.

Here is our letter in plain text:

-----THE LETTER STARTS HERE-----

RE: Masonry Fence / Sound Barrier for 19th Avenue Park

Dear San Mateo City Council members,

My name is Yi Liu, and my husband Yuning Chai and I are residents at 19th Avenue Park in San Mateo. I am writing this email on behalf of **32 families** (Please find signatures of 39 individuals in the attachment) on Connie Avenue and Eleanor Drive. In the light of the proposed Concar Passage project site, we like to ask for **enhancement of our fencing structure to Concar Dr. and Delaware Street, that is, to replace our wooden fences with a masonry fence / sound barrier.**

The traffic is too noisy already

Our backyard is on Concar Dr., which is immediately adjacent to the proposed Concar Passage project site. In the past years, as more rental complexes such as the Station Park Green are built, more trucks, motorbikes and sports cars with loud engines drive through Concar Dr. and Delaware St.. Their engine noise is clearly heard in our bedrooms. Unfortunately, this kind of traffic never stops, even during the nighttime. Several families have called the police for excessive noise coming

from the street and plaza. The street noise adds to the planes and Caltrain horn noises, all of which cause our one-year-old baby to wake up in the midnight crying.

Construction is only going to make it worse

During the construction of the new site, truck deliveries and mechanical equipment will be yet another source of loud noise. Recently, we had to call 911 to complain about the midnight construction noise coming from Ross. Some of our neighbors was awakened up at 3 in the morning yesterday because of some big engines running at Trader Joe's. Besides, people live on and near Eleanor Dr. told us they constantly hear trucks and construction noise from the ongoing Station Park Green development. Furthermore, once the project has finished, how much more additional traffic is expected from the new giant rental complex? It makes me worried about the potential health problems which can be caused by the elevated noise level, especially to the kids. WE CAN'T TAKE ANY MORE NOISE.

Eichler homes have little room for improvement

According to the city's General Plan[1], the interior noise level standard in all residential areas should not exceed 45 dB. However, < 45 dB is clearly not the case in my home and our neighbors'.

Unfortunately, the unusual structure of the Eichler houses - with multiple large windows, flat/shin roofs and concrete slab foundations (which introduce resonance on walls and windows) - makes this problem even worse. No matter how hard we tried, there are limited things we can do to keep out exterior noises.

The solution: we need masonry fence/sound walls

Concar Dr. is an arterial roadway with heavy traffic as well as big trucks visiting the 24 hour 7-Eleven. Delaware St also moves a large number of mail trucks and trucks for the Station Park Green construction work. Congestion during rush hour make things even worse. Measurements in 2003 showed that you have to stay at least 223 feet (68 meters) away from Concar Dr. to get a noise level of 60 dB [1](Table 4.7-6). (and this was measured 16 years ago, how much heavier is the traffic now?) For comparison, our homes are just about 8 feet from Concar Dr., where the exterior noise is far beyond the acceptable level. Why don't we have noise abatement barriers?

The 19th Avenue Park Neighborhood is listed as 'potential noise-sensitive land uses' within the city's Corridor Plan Area[1], so it is evident that the city is aware of the noise issue affecting this neighborhood. Also, our neighbors have voiced similar complaints before [2]. Our backyards are directly connected to main streets and multiple construction sites, and there is a little buffer between us and the traffic on Concar Dr. - the pavement is narrow, and the trees are sparse and bald.

For reference, Saratoga Dr., which has a lower noise level than Concar Dr.[1](Table 4.7-2), has sound walls protecting the Fiesta Gardens neighborhood. Plus, there is a larger buffer between the road and their backyards. So again, why don't we have similar noise abatement barriers?

This neighborhood needs attention from the City. We have been suffering from excessive noise for many years, which has already lowered the quality of our life. As a resident and a mother, I urge you to take acoustical analysis and measures to help us solve this problem, instead of making it much worse by slamming in another big construction site just 50 feet away from our backyards.

PLEASE - At least, build us a masonry sound barrier.

Thank you for your time.

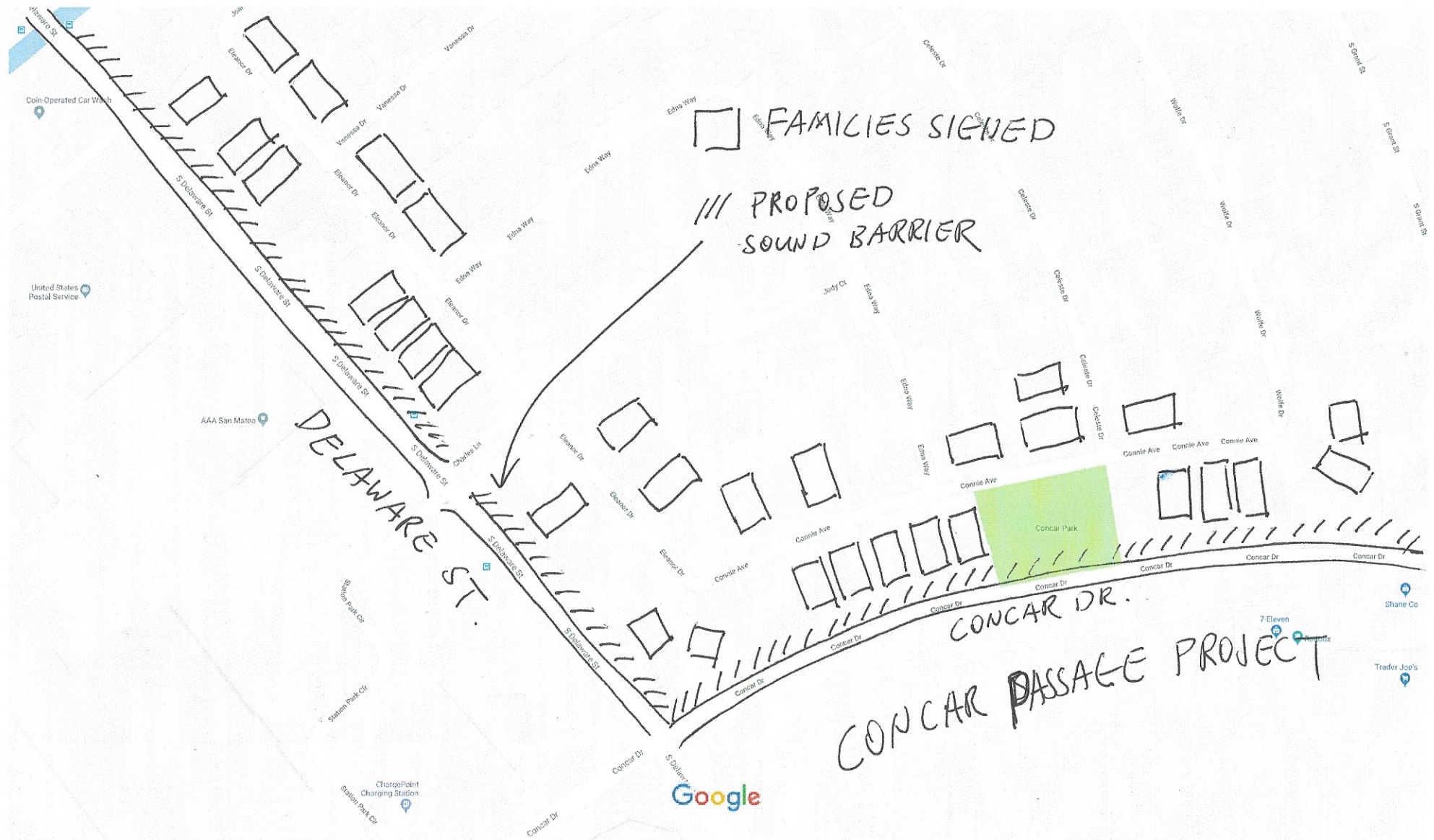
Regards,
Yi Liu & Yuning Chai

-----THE LETTER ENDS HERE-----

Thank you and best wishes,

Yi Liu












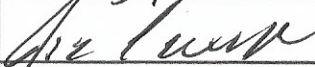
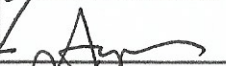

Google Maps



Map data ©2019 Google 50 ft



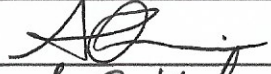
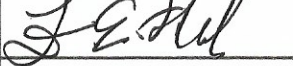
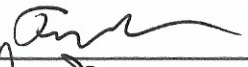
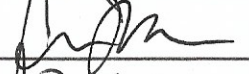

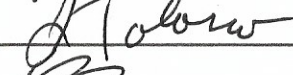


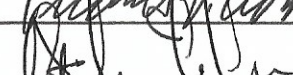
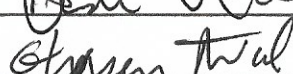
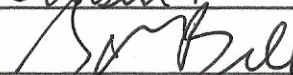

In Support for Yi Liu's Proposal to Build Sound Barrier For The 19th Avenue Park Community

We, the undersigned residents of 19th Avenue Park, San Mateo, CA, support Yi Liu's proposal to replace the wooden fence currently surrounding the 19th Avenue Park with tall sound barriers. These barriers shall significantly reduce the noise caused by the construction of Concar Passage Project, and by the increased traffic along Concar Drive and Delaware Street.

Full Name	Signature	Address	Date
DENSE WISHMAN		430 Connie Avenue San Mateo CA	4/6/19.
SHRI Ram.		644 CONNIE AVE SAN MATEO. CA	4/6/19.
CHRIS H. NISHIMURA		617 CONNIE AVE, SAN MATEO, CA	4-6-19
Janet Chung		1712 Eleanor Dr San Mateo CA	4-6-19
JULIE TOMPA		1670 ELEANOR DR SAN MATEO CA	4-6-19
Shelby Cass / dstrom		1664 Eleanor Dr.	4-6-2019
Carland Idman		1664 Eleanor Dr	4/6/2019
SARA GARDNER		678 Connie Ave	4/7/19
Kevin Gardner		678 Connie ave.	4/7/2019
KELLY TAFCHID		1783 Wolfe Dr	4-7-19
PAUL KASSNER		1787 W. IFE DR	4-7-19
JOE CUEVAS		1750 CELESTE DR	4/7/19
SYLVIA SANZ		1751 CELESTE DR	4/7/19
Patricia Glyn		1744 Celeste Dr	4/7/19

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Full Name	Signature	Address	Date
DANIEL KIM		1736 ELEANOR DR., SAN MATEO CA 94402	4/7/19
Alicia Wetmore		1658 Eleanor Drive, San Mateo, CA 94402	4/7/19
Albert QIAN		1652 Eleanor Drive, San Mateo CA 94402	4/7/19
FRED BROWN		1622 ELEANOR DR. SAN MATEO CA 94402	4-7-19
FABIAN FRANK		1610 ELEANOR DR, SAN MATEO, CA	4/7/19
James Mackinnon		604 Joanne Dr SM	4-7-19
LINDA TOLOSANO		603 VANESSA DR, SM, CA 94402	4-7-19
JAMES TOLOSANO		603 VANESSA DR SM, CA 94402	4-7-19
Bern Nam		1628 ELEANOR DR, SAN MATEO, 94402	4-7-19
ESTHER ANN		1628 'Eleanor Dr' " "	4-7-19
Thomas Addizzo		602 Vanessa Dr. San Mateo CA 94402	4/7/19
Adam Cross		1653 Eleanor Dr SM CA 94402	4/7/19
SAM Aval		1707 Eleanor Dr. SM CA 94402	4/7/19
Sarah Bell		1719 Eleanor Dr. San Mateo CA 94402	4/7/19

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Full Name	Signature	Address	Date
JAMES KIM	[Signature]	608 CONNIE AVE	4/7/19
Rachael Pham Ting Ning	[Signature] [Initials]	693 Edna Way 648 Connie Ave	4/7/19 4/10/19
ANTHONY R. VERSTARI	[Signature]	622 CONNIE AVE.	4/10/19
Jeann Manini	[Signature]	604 CONNIE AVE	4-10-19
Eiko Yamamoto	[Signature]	682 Connie Ave	4-11-19
Antoinette Alboud	[Signature]	688 Connie AVE	4.11.19
YUNKE CHA	[Signature]	636 Connie Ave	4/11/19
Yi Liu	[Signature]	636 Connie Ave	4/11/19
		r	

To:
PlanningCommission@cityofsanmateo.org
lilim@cityofsanmateo.org

San Mateo, CA
04/11/2019

RE: Masonry Fence / Sound Barrier for 19th Avenue Park

Dear San Mateo City Council members,

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Construction is only going to make it worse

During the construction of the new site, truck deliveries and mechanical equipment will be yet another source of loud noise. Recently, we had to call 911 to complain about the midnight construction noise coming from Ross. One of our neighbors was awakened up at 3 in the morning yesterday because of some big engines running at Trader Joe's. Besides, people live on and near Eleanor Dr. told us they constantly hear trucks and construction noise from the ongoing Station Park Green development. Furthermore, once the project has finished, how much more additional traffic is expected from the new giant rental complex? It makes me worried about the potential health problems which can be caused by the elevated noise level, especially to the kids. WE CAN'T TAKE ANY MORE NOISE.

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According to the city's General Plan[1], the interior noise level standard in all residential areas should not exceed 45 dB. However, < 45 dB is clearly not the case in my home and our neighbors'.

Unfortunately, the unusual structure of the Eichler houses - with multiple large windows, flat/shin roofs and concrete slab foundations (which introduce resonance on walls and windows) - makes this problem even worse. No matter how hard we tried, there are limited things we can do to keep out exterior noises.

The solution: we need masonry fence/sound walls

Concar Dr. is an arterial roadway with heavy traffic as well as big trucks visiting the 24 hour 7-Eleven. Delaware St also moves a large number of mail trucks and trucks for the Station Park Green construction work. Congestions during rush hour make things even worse. Measurements in 2003 showed that you have to stay at least 223 feet (68 meters) away from Concar Dr. to get a noise level of 60 dB [1](Table 4.7-6). (and this was measured 16 years ago, how much heavier is the traffic now?) For comparison, our homes are just about 8 feet from Concar Dr., where the exterior noise is far beyond the acceptable level. Why don't we have noise abatement barriers?

The 19th Avenue Park Neighborhood is listed as 'potential noise-sensitive land uses' within the city's Corridor Plan Area[1], so it is evident that the city is aware of the noise issue affecting this neighborhood. Also, our neighbors have voiced similar complaints before [2]. Our backyards are directly connected to main streets and multiple construction sites, and there is a little buffer between us and the traffic on Concar Dr. - the pavement is narrow, and the trees are sparse and bald.

For reference, Saratoga Dr., which has a lower noise level than Concar Dr.[1](Table 4.7-2), has sound walls protecting the Fiesta Gardens neighborhood. Plus, there is a larger buffer between the road and their backyards. So again, why don't we have similar noise abatement barriers?

This neighborhood needs attention from the City. We have been suffering from excessive noise for many years, which has already lowered the quality of our life. As a resident and a mother, I urge you to take acoustical analysis and measures to help us solve this problem, instead of making it much worse by slamming in another big construction site just 50 feet away from our backyards.

PLEASE - At least, build us a masonry sound barrier.

Thank you for your time.

Regards,
Yi Liu & Yuning Chai

[1] <https://www.cityofsanmateo.org/DocumentCenter/View/3939/47-Noise>

[2] COMMENTS COMBINED final, page 40

<https://cosm.legistar.com/LegislationDetail.aspx?ID=3460036&GUID=074A0579-CB9F-4844-95D0-77826E832E50&Options=&Search=>

From: [Ryan Holman](#)
To: [Lily Lim](#)
Subject: Public Comment - Passage
Date: Thursday, April 4, 2019 6:56:21 PM

Hi Lily -

I grew up in San Mateo and my mother and sister still live in the 19th Avenue Park neighborhood. After graduating high school, I moved to Los Angeles for university where I graduated last year with a degree in urban planning, so I understand the challenges associated with such a large project. It's impossible to make everybody happy but I have faith that the trained urban planners of San Mateo will get as close as possible. Overall, my family is enthusiastically supportive of Passages just as they were for Station Park Green which is already breathing new life into our neighborhood.

Here are my reasons for supporting Passages:

- Adds housing stock to an area with a severe imbalance and shortage
- Adds housing to a job-rich and transit adjacent area
- Adds active green space to a part of the city that needs it
- Recognizes the value of what is currently underutilized hardscape
- Adds new shops, services, and amenities to the surrounding neighborhood
- The mixed-use component brings walkability and interest to an area that is, frankly, a drab example of yesterday's auto-centric planning

Here are my concerns:

- Lack of a through street to Grant: Generally I am a huge proponent of quiet pedestrian-friendly spaces. My concern here is that the lack of through-streets will retain this project's superblock feel. I would prefer to have a more complete street grid to break up the site, with other measures taken to encourage pedestrian-priority.
- 7-Eleven surface parking lot: When designing mixed-use transit adjacent neighborhoods in 2019 we should not be planning for any surface level parking or for stores that turn their back to the street.
- Way too much parking: According to the documents submitted by the project applicant, there are 293 more parking stalls planned than the already-high minimum required by the city. Reducing this to the minimum feels to me like an easy way to mitigate the congestion concerns of project opponents. We should not be saturating this neighborhood with parking spaces if we expect it to be a multi-modal and walkable place.
- Lackluster bike facilities: the project is bordered by three major streets, all of which contain low quality or non-existent bike lanes. This project is an opportunity to create a network of protected bike paths that can be safely used by people of all ages.
- Existing pedestrian infrastructure: Walking along Grant, Concar, or Delaware is terrible. The sidewalks are in desperate need of shade, lighting, and bulbouts to slow cars and reduce crossing lengths. In particular, it's important that the route from the project site to Hayward Park Caltrain station feels comfortable and safe.

Overall this project is exactly what the neighborhood needs and, with some tweaks, I am optimistic that the final project will be a great success. Thank you,

Ryan Holman

From: [Tony Abboud](#)
To: [Planning Commission](#); [Diane Papan](#); [Eric Rodriguez](#); [Joe Goethals](#); [Lily Lim](#); [Maureen Freschet](#); [Rick Bonilla](#)
Subject: 19th Ave park/Concar Passage sound wall needed
Date: Thursday, April 11, 2019 4:40:46 PM

Dear San Mateo City Council members,
My name is Tony Abboud, and I am a long time resident at 19th Avenue Park. Our backyard is on Concar Dr., which is immediately adjacent to the proposed Concar Passage project site. I am writing this email to voice our concern to a noise issue associated with the construction as well as the traffic on Concar Dr. in general.

The traffic is too noisy already

In the past years, as more rental complexes such as the Station Park Green are built, more trucks, motorbikes and sports cars with loud engines drive through Concar Drive and Delaware St.. Their engine noise is clearly heard and felt in our bedrooms. Unfortunately, this kind of traffic never stops, even during the nighttime. Adding to the planes and Caltrain horn noises, all of which are also heard and literally felt.

Construction is only going to make it worse

During the construction of the new site, truck deliveries and mechanical equipment will be yet another source of loud noise. Furthermore, once the project has finished, how much more additional traffic is expected from the new giant rental complex? It makes me worried about the potential health problems which can be caused by the elevated noise level to us all. *WE CAN'T NOR SHOULD WE HAVE TO TAKE ANY MORE NOISE.*

Eichler homes have little room for improvement
According to the city's General Plan[1], the interior noise level standard in all residential areas should not exceed 45 dB. However, < 45 dB is clearly not the case in my home and our neighbors'. Unfortunately, the unusual structure of the Eichler houses - with multiple large windows, flat/shin roofs and concrete slab foundations (which introduce resonance on walls and windows) - makes this problem even worse. No matter how hard we tried, there are limited things we can do to keep out exterior noises.

The only true solution: we need masonry fence/sound walls
Concar Dr. is an arterial roadway with heavy traffic as well as big trucks delivering to retailers such as the Seven-Eleven. Measurements in 2003 showed that you have to stay at least 223 feet (68 meters) away from Concar Dr to get a noise level of 60 dB [1](Table 4.7-6). (and this was measured 16 years ago, how

much heavier is the traffic now?) For comparison, our homes are just about 8 feet from Concar Dr, where the exterior noise is far beyond the acceptable level. Why don't we have noise abatement barriers?

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Corridor Plan Area[1], so it is evident that the city is aware of the noise issue affecting this neighborhood. Also, our neighbors have voiced similar complaints before [2]. Our backyards are directly

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walls protecting the Fiesta Gardens neighborhood. Plus, there is a larger buffer between the road and

their backyards. So again, why don't we have similar noise abatement barriers?

This neighborhood needs attention from the City. We have been suffering from excessive noise for many

years, which has already lowered the quality of our life. As a resident and a mother, I urge you to take

acoustical analysis and measures to help us solve this problem, instead of making it much worse by

slamming in another big construction site just 50 feet away from our backyards.

PLEASE - At least, build us a masonry sound barrier. As the need for development to further enhance our city is appreciated, we have improved our homes with dual pane windows and extra insulation etc., your help and compassion for approving a sound wall to close the loop on this unfortunate situation we have fallen victim to would be greatly appreciated from many long term San Mateo residents.

Thank you for your time.

Regards,

Abboud "Tony" Abboud