

CITY OF SAN MATEO
Planning Commission
April 28, 2020
7:00 PM

City Hall Council Chamber
330 W. 20th Avenue
San Mateo CA 94403



COMMISSION MEMBERS
Mike Etheridge, Chair
Ellen Mallory, Vice Chair
John Ebnetter
Ramiro Maldonado
Margaret Williams

AGENDA ITEM

3. City-Owned Downtown Affordable Housing and Parking Garage Sites (PA-2019-033)

That the Planning Commission review the redesigned multi-family residential building and parking garage on a preliminary basis, receive public comments, and provide comments to the applicant and staff pertaining to the proposed redesign of the seven-story residential building and parking garage



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Agenda Report

Agenda Number: 3

Section Name: {{section.name}}

File ID: {{item.tracking_number}}

TO: Planning Commission

FROM: Kohar Kojayan

PREPARED BY: Community Development Department

MEETING DATE: April 28, 2020

SUBJECT:

City-Owned Downtown Affordable Housing and Parking Garage Sites (PA-2019-033)

RECOMMENDATION:

That the Planning Commission review the redesigned multi-family residential building and parking garage on a preliminary basis, receive public comments, and provide comments to the applicant and staff pertaining to the proposed redesign of the seven-story residential building and five-level parking garage

BACKGROUND:

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. On April 16, 2018, the City Council selected MidPen Housing Corporation as the preferred developer through a competitive request for proposal (RFP) process to partner with the City to develop these sites.

The Planning Commission reviewed a previous proposal of this project on April 23, 2019 as a study-session. The residential building was originally proposed as an approximately 54-foot tall, five-story building, comprised of a total of 164 affordable rental units. However, on November 18, 2019, as part of a project update, staff informed the City Council of newly enacted Assembly Bill (AB) 1763, which allows for increased building height (up to three additional stories or up to 33 feet) and removal of maximum density controls for 100 percent affordable housing projects located within a half-mile of a major transit stop. The Council subsequently requested that MidPen Housing further study increasing the project's building height and density for the purpose of creating additional affordable units. In response to that guidance, MidPen Housing developed a seven-story alternative design that provided 61 additional units for a total of 225 affordable rental units. The general design of the five-level parking garage and total parking space count remained unchanged.

On February 3, 2020, staff and MidPen Housing presented to the City Council the conceptual plans and resulting project impacts of the seven-story design. The Council was unanimous in its direction that the project should move forward with the new seven-story design. As a result of the changes to the project's originally proposed design and scope, the project is being brought back to the Planning Commission for a study session.

Project Description

The project is comprised of two buildings, each located on separate lots and connected by a pedestrian bridge that spans over E. 5th Avenue. The proposed seven-story, 234,374 square-foot (sq. ft.) residential building measures 74 feet 5 inches to the top of its highest plate. A total of 225 affordable rental units are proposed including: 65 studio, 48 one-bedroom, 53 two-bedroom, and 59 three-bedroom units. Of the 225 units, two units will be manager units; 122 units will target extremely to low-income households earning between 30 percent and 60 percent Area Median Income (AMI) for San Mateo County and 101 will target households that earn greater than 60 percent AMI and at or less than 80 percent AMI. A

preference will be provided to households that live or work in the City of San Mateo. In addition, there will be an additional preference for public employees for a portion of the units restricted above 60 percent AMI and at or below 80 percent AMI.

The project provides residents several onsite amenities including a large landscaped ground-floor courtyard, 288 bicycle stalls (long-term and short-term) and dedicated bike storage room, a roof deck on the seventh-floor, a learning center for afterschool programs for school-aged project residents, a fitness center, and approximately 21,004 square feet of common open space. The common open space includes a play structure and a shared barbecue area for residents as well as open green space.

The proposed five-level, 215,099 sq. ft. parking garage measures 46-feet to the top of its highest plate. The above-grade garage includes 164 residential parking stalls and a minimum of 532 public parking stalls to replace the existing 235 public parking spaces on the two lots. Per Council direction during the aforementioned project update in November 2019, the community-serving space in the garage was removed from the project scope.

A total of 69 trees were surveyed across the two parcels; four eucalyptus and two coast live oak trees are categorized as “heritage trees,” of which the two coast live oaks will be retained, and 67 trees are scheduled for removal. A total of 31 new trees (36-inch box) will be planted as replacement trees. Project Plans are provided in [Attachment 1](#).

Site Description

The two lots located at 480 E. 4th Avenue and 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 currently used as surface public parking lots and the 5th Avenue parcel also houses the Worker’s Resource Center which will be relocated off-site as a result of this proposed project. Both parcels are zoned Central Business District - Support (CBD/S) and are in the Downtown Plan area. A Location Map of the project site is included in [Attachment 2](#).

Building Design

Residential Building

The same architectural style and general building form presented with the original five-story design has been carried through to the new seven-story proposal. The contemporary building design is comprised primarily of rectilinear lines and flat articulated wall planes. Exterior wall materials are composed primarily of cement plaster wall treatment with cement accent panels and lap siding, providing variation and texture. Projecting window bays help provide visual depth and material contrast with the darker panels. Wood railings are featured on the “Juliet” balconies across the building to add warmth and soften the edges of the building. Windows along the cement plaster wall segments have been recessed by 2 inches in response to design review feedback.

The building is setback from property lines at varying distances no greater than 8 feet to allow for a perimeter of landscaping to help visually soften the residential development. Additionally, in response to previous Planning Commission study-session comments, the originally proposed tall patio walls along the South Claremont Street frontage have been removed and taller plantings will be utilized to screen the cement base of the patios to improve the pedestrian environment. Brick has been incorporated at exterior locations along the first-floor to visually provide added articulation and warmth. The main entrance to the multi-family building has been further enhanced to provide clear wayfinding for pedestrians. The public plaza remains in the same originally proposed location presented previously to the Planning Commission at the corner of 4th Avenue and Railroad Avenue to provide greater visibility and convenience to train users and Downtown patrons.

Parking Garage

The design of the parking garage has been further refined and will be built primarily of a system of concrete beams, featuring mesh security fencing along the ground floor and decorative vertical mesh fins on the façade facing South

Railroad Street elements along the upper floors. The northwest elevation features a large concrete masonry unit (CMU) wall facing the PG&E substation. The wall is built to the shared property line with the substation and access is restricted, which limits design alternatives but the applicant is proposing a pattern on the CMU wall for increased visual interest. Ventilated screen façade panels featured on the west and south elevations provide potential areas to incorporate public art. The east side of the structure, which serves as the rear of the garage, is partly open but carries the aforementioned CMU wall around to southeast corner of the structure.

The pedestrian entry is located along the west elevation as is the garage's vehicle entry. The garage will be elevator-served, and a restricted access pedestrian bridge located over E. 5th Avenue will connect the top level of the parking structure (where the residential parking spaces are located) to the residential building. A gate will restrict access to the residential parking from the public parking spaces. Photovoltaic panels are proposed on the top floor of the parking garage.

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 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 multifamily 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 297 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.

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 replace the surface parking lots and to contribute public parking to offset the need for additional parking supply in Downtown and to accommodate the demand from the roughly 325 in-lieu

parking space payments that have been collected on the Downtown to date. The Downtown Parking Management Plan is available on the City's website at <https://www.cityofsanmateo.org/3025/Downtown-Parking-Management-Plan>.

Zoning Code

The zoning designation for the two subject sites is CBD/S. The CBD/S defers to the permitted uses specified for the CBD zoning district, which includes multi-family dwellings when part of a mixed-use development. The proposed project is a permitted mixed-use development comprised of a multi-family residential development and city-owned public parking facility located within the Central Parking Improvement District.

The allowable floor area ratio (FAR) for this district is 3.00 and the building plate height maximum is 55 feet as specified by the underlying zoning district and consistent with the Building Height Plan of the General Plan. The seven-story residential building on the 480 E. 4th Avenue parcel proposes a 4.63 FAR, while the parking garage located on the 400 E. 5th Avenue parcel proposes a 3.95 FAR. It should be noted the municipal code defines FAR as the gross floor area of the buildings on a zoning plot divided by the net lot area. A zoning plot can consist of more than one parcel on which a common improvement is permitted. As such, the proposed FAR for the overall project is 4.28. The increase in the FAR above the maximum is being requested as incentive via the State Density Bonus Law and the City of San Mateo's Density Bonus ordinance, as the project is providing at least 30 percent below market rate (BMR) units to low-income households (further detail provided in the subsection below). Applicable zoning code requirements and technical project figures are provided in the Factual Data Sheet provided in [Attachment 5](#).

The project does propose some deviations from Zoning Code standards for which the applicant will seek relief by utilizing available concessions consistent with the provisions of State Density Bonus Law. Additionally, staff has initiated a proposed code amendment to Municipal Code Chapter 27.15, which is described in the following subsections of this report.

Density Bonus

The proposed project utilizes the provisions of State Density Bonus and Other Incentives Law – State Government Code Section 65915. AB 1763 amended the State Density Bonus Law to provide housing developments that are 100 percent affordable and within a half-mile of a major transit stop unlimited density, an increase of building height up to three additional stories or up to 33 feet, and up to four incentives or concessions as defined by Government Code Section 65915. The project's proposed scope of work (i.e. 100 percent affordable units) and proximity to the Downtown San Mateo Caltrain Station (i.e. less than a half-mile) qualifies the project for the aforementioned provisions of AB 1763. The project currently proposes to utilize three concessions (up to four are permitted) on the following project design elements:

1. *Floor Area Ratio*. As previously noted, the CBD/S zoning district prescribes a maximum FAR of 3.0. To build the residential building to the density permitted under AB 1763 and the required number of stalls in the parking garage, the project will need an increased FAR of 4.28.
2. *Residential Parking on Separate Site*. The parking associated with the residential development is required to be on the same parcel. However, placing the required parking onsite would physically preclude the project from building to the maximum density permitted under AB 1763, as approximately 34 affordable housing units would need to be eliminated to accommodate the required parking onsite.
3. *Maximum Bulk*. Buildings located within the Downtown Specific Plan area which are greater than 55 feet in height cannot exceed 150 lineal feet horizontally or have a diagonal dimension greater than 170 lineal feet. Abiding by this bulk requirement would preclude the project from building to the maximum density permitted under AB 1763.

A draft of the applicant's Density Bonus Request Letter is included in [Attachment 6](#).

Code Amendment

Staff is currently processing a draft ordinance that would amend Municipal Code Section 27.15.080 for AB 1763 covered projects (i.e. 100 percent affordable housing projects within a half-mile of transit) to allow affordable housing developers added flexibility and relief from local requirements that would otherwise prevent these qualifying projects from being built

to the density provided by the bill. As an example, Measure P currently imposes a building height limitation of 55 feet throughout most of the city. While the provisions (i.e. additional three stories or up to 33 feet) of AB 1763 preempt the City of San Mateo's height limits, existing zoning development standards and design guidelines effectively restrict design considerations for taller buildings with higher densities which have different design needs.

On March 24, 2020, staff brought forward a Code Amendment to address such issues and the Planning Commission recommended City Council approval with 3-1 support. However, following the Commission recommendation, staff decided to conduct further analysis of the ordinance's potential environmental impacts in accordance with the California Environmental Quality Act (CEQA). Additionally, staff recommends a different approach to the Code Amendment, allowing greater flexibility and case-by-case analysis of the proposed deviations. The additional CEQA analysis as well as the updated Code Amendment will be scheduled again for Planning Commission consideration at a future meeting in order to make a recommendation to the City Council. The following deviations would need to be considered for this project:

1. *Street Wall Plane.* The City's street wall plane requirement establishes maximum building height along the street frontage. The requirement states that the maximum building height for the street wall is equal to the horizontal distance between the midpoint of the public right-of-way and the parcel boundary, or 36 feet, whichever is greater. This requirement significantly cuts into the buildable area of a site. The project is seeking relief from the street wall plane requirement to allow for the construction of additional affordable housing units in the aforementioned areas that would be prohibited by the street wall plane.
2. *Private Open Space.* The City's minimum private open space requirement in the CBD/S zone is 80 sq. ft. per unit or common open space equal to at least 150 percent of the private open space requirement, or a combination of both. The project would be required to provide 27,000 sq. ft. (225 units x 80 sq. ft. x 150 percent) based on the existing requirement. The project has maximized open space where possible but would lose ground-floor amenities such the learning center, bike room, and community room should it be required to meet the current requirement. The project currently proposes approximately 21,004 sq. ft. of common open space, or approximately 25 percent less than the required open space area.
3. *Compact Parking Spaces.* The City allows for new projects to provide up to 40 percent of required parking spaces to be compact parking. The proposed parking garage is located next to a railroad easement which limits the developable lot area. As such, the proposed project needs approximately 66 percent of the total spaces in the garage to be compact parking stalls to be able to provide the required parking for the project and allow for efficient vehicle circulation in the garage.
4. *Building Line and Setback.* The City's building line and setback requirement establishes building setbacks based on the location of adjacent buildings. The requirement states that new construction may have a setback of up to 10 feet for street and side yards, except that new construction must build up to the property line when a structure on an abutting property, on the same side of the street, is also built to the property line. While this requirement does not impact the project's ability to add density, the applicant is seeking relief from the requirement to build to the property line to allow for a perimeter of landscaping around the residential building; the building setback would vary from 1 foot 8 inches to 7 feet 0 inches (21 feet at the plaza).

Design Review

The originally proposed five-story design presented to the Planning Commission on April 23, 2019, was reviewed by the City's design review consultant, Larry Cannon of Cannon Design Group. Mr. Cannon provided review letters on August 22, and November 15, 2019, which looked at the project's design in terms of consistency with the General Plan Urban Design Element and Downtown Area Plan, as well as to review the applicant's response to his previously provided comments and those expressed by the Planning Commission. Staff worked with the applicant to address the stated concerns identified in the review letters. Provided below is a summary of the design changes the applicant has made in response to comments provided by Mr. Cannon and voiced by the community:

- Windows along cement plaster wall sections have been recessed 2-inches to provide shadowing and depth along the flat exterior wall surfaces
- Two rows of plantings (varied in height) provide softening of patio railings and screening of the cement patio bases at street-level; spacing between the railing panels has been widened to create greater transparency
- Ventilated wall panels and vertical mesh fins added along southern elevation (facing train tracks) and 5th Avenue of the parking garage to break up monotony and provide opportunity public art, color, or pattern to create visual interest

Given the changes to the project's design in adding two additional stories to the residential building, Mr. Cannon was asked again to provide a formal review of the new design which was submitted to the City on April 1, 2020. His letter acknowledged that the applicant had largely addressed the design concerns provided in his previous reviews and that the overall design is well done for a project of this scale. He did identify two issues that may warrant further consideration, which have been included in the discussion items section of this report. The April 1, 2020, design review letter can be found in [Attachment 7](#).

Sustainable Design

The applicant 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. Additionally, 81 of the 532 total public parking spaces will be electric vehicle (EV) ready (10 percent) or have electric vehicle supply equipment (EVSE) installed (five percent). A total of 25 (15 percent) of the 164 proposed residential parking spaces will be EV ready.

Sidewalk Requirements

The project will 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 feet 6 inches, which includes a 4- to 6-foot planter/furniture zone, a 5 to 6-foot through zone, and a 6-inch curb. The project proposes a typical overall sidewalk width of 10 foot 6 inches with a 4-foot planter/furniture zone, a 6-foot through zone, and a 6-inch curb along the E. 4th Avenue and S. Claremont Street frontages. The sidewalk standard for E. 5th Avenue along the garage frontage also follows *A.5 Sidewalk Standards - Residential Type C New Development* for consistency with the residential frontage. The sidewalk standard for E. 5th Avenue along the residential frontage follows *A.4 Sidewalk Standards - Residential Type B Constrained* due to the constrained Right-of-Way. The sidewalk standard requires an overall sidewalk width of 7-feet, which includes a 1 foot 6 inch utilities and signage zone, a 5-foot through zone, and a 6-inch curb. The sidewalk area located along South Railroad Avenue is located within Peninsula Corridor Joint Powers Board right-of-way. Please see [Attachment 8](#) for the referenced Citywide Pedestrian Master Plan sidewalk standards.

DISCUSSION ITEMS

In addition to comments regarding the general architectural style and design approach of the new proposal, staff is requesting the Planning Commission discuss the following design focused items in response to concerns raised during community meetings and the previous Planning Commission study-session:

Color Palette Alternatives

In response to feedback received from community members' asking for a warmer building design, the project's architectural team developed alternative color palette schemes aimed at creating a lighter appearance and warmer visual aesthetic. One proposed color scheme utilizes a light parchment color for the cement plaster walls and a dark muted brown for the fiber cement siding while cement panel accents are incorporated throughout the building in a lighter

chestnut brown. The alternative color palette utilizes a brighter contrasting but complementary scheme. Cream colored cement plaster walls are contrasted with sage green colored siding and cement panel accents are presented in a matte black finish. Renderings of both color palette schemes will be presented to the Planning Commission at study-session.

Brick Veneer Finish Material

As an additional strategy to add warmth to the modern residential building design, the applicant is proposing the use of a traditional building material in the form of an off-white/gray colored brick veneer. The brick veneer is proposed on the ground-floor along the west elevation fronting E. 4th Avenue and the east elevation fronting E. 5th Avenue.

Shared Parking Arrangement

Concerns were expressed by the Commissioners during the previous study-session as well as by members of the public during community meetings whether adequate parking was being provided for the project's future tenants. In response, staff is considering a shared parking arrangement whereby the residents would be allowed to use a portion of the spaces in the public parking section of the garage for overnight and weekend parking. Given that the public parking garage is expected to primarily serve Downtown employees and is anticipated to have peak usage midweek during business hours, this shared arrangement is anticipated to work well.

Design Review Comments

The City's design review consultant identified the following design issues with the currently proposed design. Staff is asking for Planning Commission input on these issues:

1. The newly designed South Railroad Avenue-facing façade does not include the same visually interesting architectural elements of the previous design, such as the projecting bays which broke up the now taller middle section of the building.
2. Additional articulation to the building façades may aid in providing a better transition to the smaller scaled neighborhood adjacent to the project site.

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 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

Please see Attachment 9 for sample Findings for Approval.

PUBLIC COMMENTS

Due to the substantial change to the residential building's design, the applicant held an additional formal neighborhood meeting on February 24, 2020. Approximately 64 community members were in attendance. Provided below is a summary of the primary questions and comments raised during the meeting:

- Noise – How will the project deal with noise from the trains nearby; why doesn't the city have double gates to allow trains to pass through without blowing their horn?
- Traffic – Traffic issues in Downtown will be exacerbated; is there a traffic study being conducted; how will the City deal with any increased traffic?
- Affordable Housing – Supportive of the project bringing more affordable housing to San Mateo; thankful the project could provide housing opportunities for individuals with development disabilities; accessibility concerns for those with physical disabilities.
- Building Height – Concerns about adding (two additional stories) to the height of the building; does State Law preempt local law (i.e. Measure P)?

The attendees also had questions regarding where the City will relocate the Workers Resource Center, affordability levels, safety concerns related to the adjacent PG&E substation, sufficiency of the proposed tenant parking (i.e. number of stalls),

hours of operation for the garage, light pollution, opportunity to place art along the garage's north wall, and the possibility of placing parking underground. A summary of the February 24, 2020, formal neighborhood meeting is included in Attachment 10.

In addition to the formal neighborhood meeting, the project team met separately with the Central Neighborhood Homeowners Association on January 28, 2020, and with the North Central Homeowners Association on February 27, 2020.

Additional public comments submitted to the City including formal letters from non-profit organizations and a neighborhood association are included in Attachment 11. Please note, personal information has been redacted from the correspondence.

ENVIRONMENTAL DETERMINATION:

This study-session is not a project subject to CEQA, because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment. (CEQA Guidelines Section 15378(b)(5)).

An Initial Study Mitigated Negative Declaration (IS-MND) is currently being prepared for the project in conformance with the California Environmental Quality Act.

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 this Planning Commission study-session:

- 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.

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 – Draft Density Bonus Letter
Att 7 – Design Review Letter (April 1, 2020)
Att 8 – City of San Mateo Citywide Pedestrian Master Plan – Applicable Sidewalk Standards
Att 9 – Sample Findings for Planning Application Approvals
Att 10 – February 24, 2020, Formal Neighborhood Meeting Minutes
Att 11 – Public Comments

STAFF CONTACT

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Att 1 – Project Plans



DOWNTOWN SAN MATEO OPPORTUNITY SITES

480 EAST 4TH AVE + 400 EAST 5TH AVE, SAN MATEO, CA 94401

03.04.20 ENTITLEMENT APPLICATION (7 STORY BLOCK)

04.06.20 ENTITLEMENT RESUBMITTAL (7 STORY BLOCK)

PROJECT TEAM

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PARKING TABULATION

ON-SITE STALL DISTRIBUTION					
NON-RESIDENTIAL PARKING STALLS					
Level	Standard	Compact	Accessible	EV Ready* (15%)	Total
	8'-6" x 18' MIN.	8'-6" x 17' MIN.	9' x 18' MIN.	9' x 18' MIN.	
5	0	0	0	0	0
4	4	73	3	24	104
3	30	98	3	24	155
2	31	98	3	23	155
1	16	88	4	10	118
Total	81	357	13	81	532

* EV count includes EV Accessible, EV Van Spaces, and EV Ambulatory spaces

** Parallel spaces are included in level 01 'Standard' stall tabulation

NON-RESIDENTIAL ACCESSIBLE PARKING CALCULATION*			
PARKING STALLS			Accessible Total
	Stall count	Percent	
Non-Residential Parking at 2% of stalls	451	2%	9
Minimum number of Van Stalls (1 in ever 6)			3
Minimum number of Standard Stalls			6
Total Non-Residential Accessible Parking Required			9
Total Accessible Parking Provided			13

* Accessible stalls included in "required" and "provided" parking calculations

**Count includes Van Accessible Spaces per CBC 11B-208.2.4

NON-RESIDENTIAL ELECTRIC VEHICLE (EV) PARKING CALCULATIONS*				
PARKING STALLS				EV Total
	Stall count	Percent		
Non-Residential Future EVSE**	532	10%		54
Non-Residential equipped with level 2 EVSE***	532	5%		27
Total Non-Residential EV Compliant Parking Required				81
Total Non-Residential EV Compliant Parking Provided				81

NON-RESIDENTIAL ACCESSIBLE (EV) PARKING CALCULATIONS*				
PARKING STALLS				EV Total
	Stall count	Percent		
Non-Residential Van Accessible EVCS**	81	1%		1
Non-Residential Standard Accessible EVCS***	81	3%		3
Non-Residential Ambulatory EVCS	81	3%		3
Total Non-Residential EV Compliant Parking Required				7
Total Non-Residential EV Compliant Parking Provided				7

* EV and Clean Air stalls included in "required" and "provided" parking calculations

** Per San Mateo REACH code 15% Residential spaces to be EV capable and 15% Non Residential spaces to be EV capable with 5% EVSE installed.

*** Per CAL Green Non-Residential Mandatory Measures - EV stalls to be provided for non-residential uses per table 5.106.5.3.3 (10-25 stalls : 1 EV stalls)

**** Commercial Clean Air Vehicle requirements per Cal Green Non-Residential Mandatory Measures

ON-SITE STALL DISTRIBUTION					
RESIDENTIAL PARKING STALLS					
Level	Standard	Compact	Accessible	EV Ready* (15%)	Total
	8'-6" x 18' MIN.	8'-6" x 17' MIN.	9' x 18' MIN.	9' x 18' MIN.	
5	9	79	4	25	117
4	24	23	0	0	47
3	0	0	0	0	0
2	0	0	0	0	0
1	0	0	0	0	0
Total	33	102	4	25	164

* EV Accessible Van Spaces included in count

**See Residential Accessible parking calculation of division of Accessible parking stalls

RESIDENTIAL ACCESSIBLE PARKING CALCULATION*			
PARKING STALLS			Accessible Total
	Stall count	Percent	
Residential Parking at 2% of stalls	164	2%	4
Minimum number of Van Accessible stalls (1 in every *)			1
Minimum number of Standard Accessible Stalls			3
Total Assigned Residential Accessible Parking Required			4
Total Assigned Residential Accessible Parking Provided			4

*Residential secured stalls are secured from others per SMMC Section 23.54.030

RESIDENTIAL ELECTRIC VEHICLE (EV) PARKING CALCULATIONS*				
PARKING STALLS				EV Total
	Stall count	Percent		
Residential Future EVCS	164	15%		25
Minimum Van EVCS	25	4%		1
Minimum Standard EVCS				24
Total Residential EV Compliant Parking Required				25
Total Residential EV Compliant Parking Provided				25

BICYCLE PARKING CALCULATIONS*					
BIKE PARKING*					Bike Total
TYPE	STUDIO	1 BR	2 BR	3 BR	
Short term bike parking	0.05	0.05	0.10	0.15	19.80
Long term bike parking	1.00	1.00	1.25	1.50	267.75
	65.00	48.00	66.25	88.50	
			Total Bike Parking Required		288
			Total Bike Parking Provided		288

* Long term bike parking is secured Class I spaces

* Bike parking calculated per San Mateo municipal code, 27.64.262

(Multiplier)

PRELIMINARY BUILDING AREA TABULATIONS

04/17/2020

Level	Residential Residential GSF*	Residential Amenity GSF**	Residential Exempt GSF***	Residential Total Floor Area****
7	30,233	4,181	1,992	32,422
6	34,727	470	687	34,511
5	34,727	470	687	34,511
4	34,727	470	687	34,511
3	34,727	470	687	34,511
2	33,499	470	1,012	32,957
1	28,899	4,741	2,687	30,953
Total	231,539	11,272	8,436	234,374

NOTES:

* Residential Floor Area GSF includes Exempt GSF -Residential GSF includes units, corridors, utility rooms, mechanical rooms, etc.

** Residential Amenity GSF includes entry lobby, leasing offices, community room, fitness room, laundry room, maintenance offices,...

*** Residential Exempted Area GSF excludes areas per the City of San Mateo Municipal Code Section 27.94.200

Exemptions include - Bicycle facilities, exterior walkways, and elevator shafts and stairwells on all levels above ground level

**** Total Floor Area is the sum of the Residential GSF and Amenity GSF minus the Exempt GSF

PRELIMINARY GARAGE AREA TABULATIONS

04/17/2020

Level	Garage Garage GSF*	Garage Exempt GSF***	Garage Total Floor Area****
5	47,693	21,553	26,140
4	47,693	605	47,089
3	47,693	605	47,089
2	47,693	605	47,089
1	47,693	0	47,693
Total	238,465	23,366	215,099

NOTES:

* Garage Total GSF includes all spaces inside garage footprint, such as mechanical/utility spaces, etc

*** Residential Exempted Area GSF excludes areas per the City of San Mateo Municipal Code Section 27.94.200

Exemptions include - Uncovered parking on Level 05, and elevator shafts and stairwells on all levels above ground level

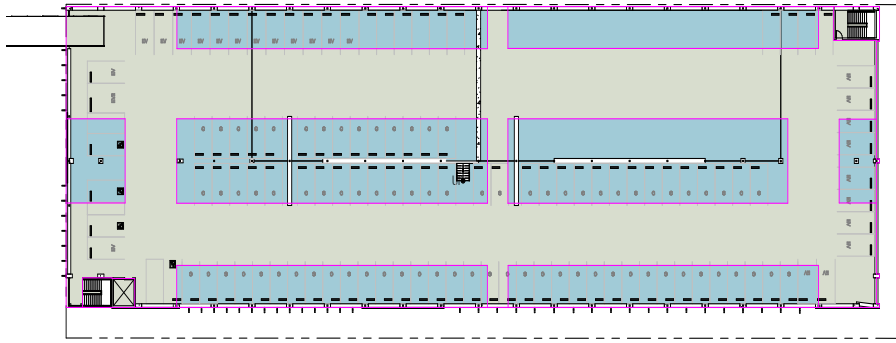
**** Total Floor Area equals the Garage GSF minus the Exempt GSF

PRELIMINARY UNIT MIX* - 7 STORY SCHEME

LEVEL	STUDIO 18'x26' 468 GSF	1 BR 24'x26' typ. 624 GSF typ.	2 BR 34'x26' typ. 884 GSF typ.	3 BR 44'x26' 1,144 GSF	UNIT TOTAL
7	9	6	7	8	30
6	9	8	8	9	34
5	9	8	8	9	34
4	11	8	8	9	36
3	11	8	8	9	36
2	10	7	8	9	34
1	6	3	6	6	21
TOT ...	65	48	53	59	225
%	29%	21%	24%	26%	100%
AVERAGE UNIT SIZE					
Residential GSF**					184,531
Average Unit Size (GSF)					820

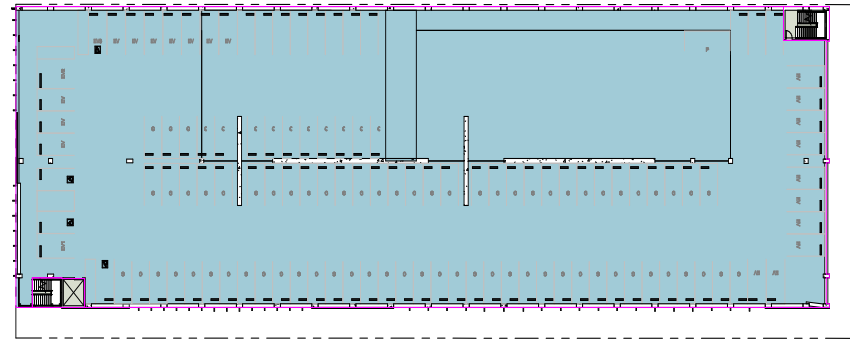
* Unit GSF includes exterior, corridor and party walls

** As calculated in the Preliminary Building Area Tabulation



LEVEL 05-G

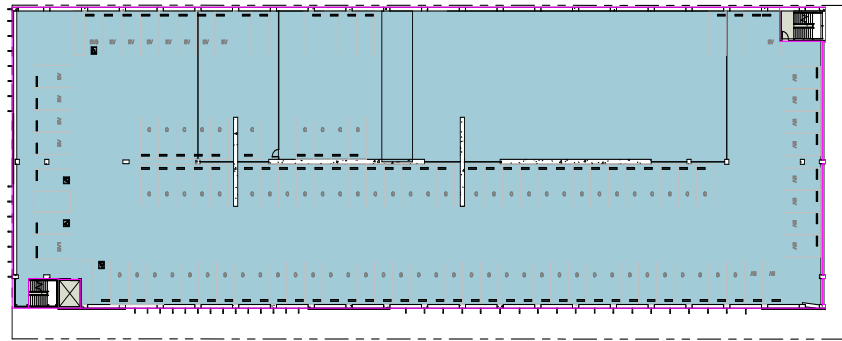
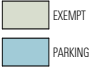
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LEVEL 02-G

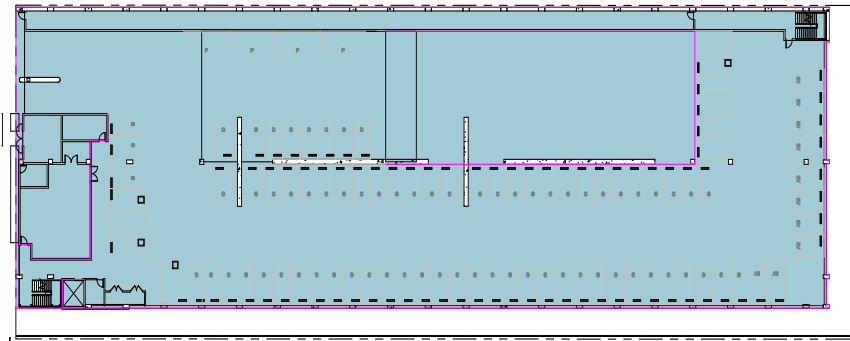
1" = 30'-0"

AREA LEGEND



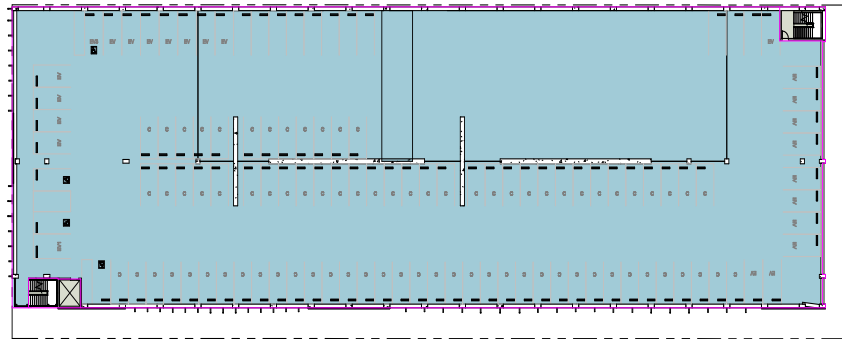
LEVEL 04-G

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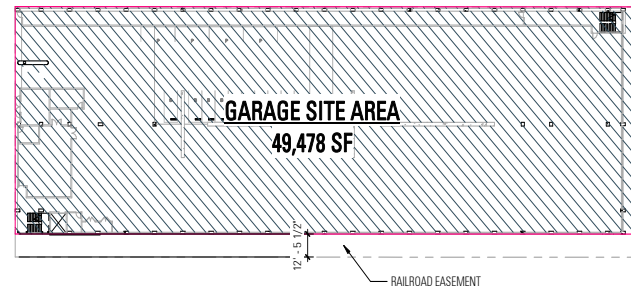
LEVEL 01-G

1" = 30'-0"



LEVEL 03-G

1" = 30'-0"

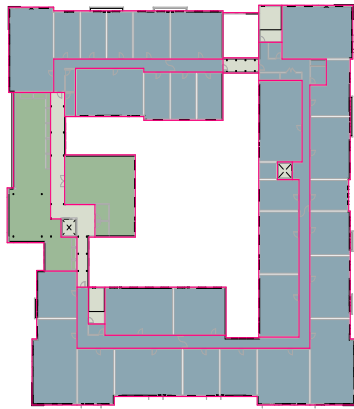


GARAGE SITE AREA

1" = 40'-0"

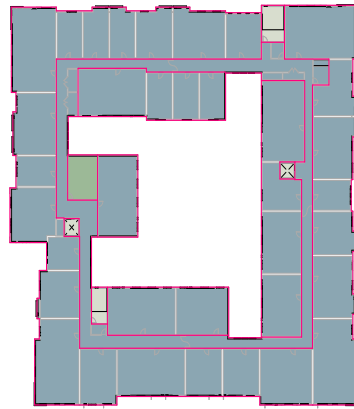
Area Schedule (Rentable) - Garage			
2e	Area	Name	Comments
LEVEL 05-G	26,140.3 SF	EXEMPT	GARAGE
LEVEL 05-G	21,552.7 SF	PARKING	GARAGE
LEVEL 05-G	47,693.0 SF		
LEVEL 04-G	604.5 SF	EXEMPT	GARAGE
LEVEL 04-G	47,088.5 SF	PARKING	GARAGE
LEVEL 04-G	47,693.0 SF		
LEVEL 03-G	604.5 SF	EXEMPT	GARAGE
LEVEL 03-G	47,088.5 SF	PARKING	GARAGE
LEVEL 03-G	47,693.0 SF		
LEVEL 02-G	604.5 SF	EXEMPT	GARAGE
LEVEL 02-G	47,088.5 SF	PARKING	GARAGE
LEVEL 02-G	47,693.0 SF		
LEVEL 01-G	47,693.0 SF	PARKING	GARAGE
LEVEL 01-G	47,693.0 SF		
Grand total:	238,465.0 SF		
21			





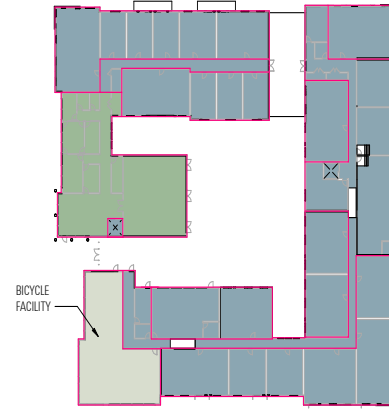
LEVEL 07

1" = 40'-0"



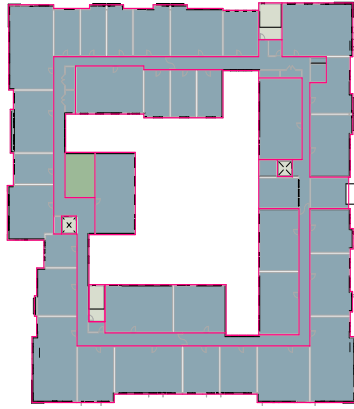
LEVEL 04

1" = 40'-0"



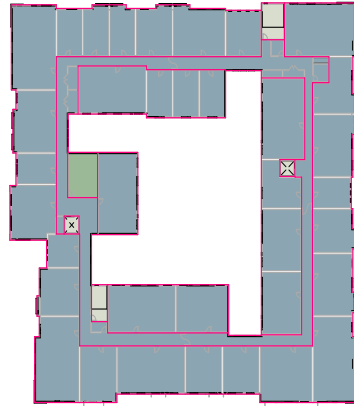
LEVEL 01

1" = 40'-0"



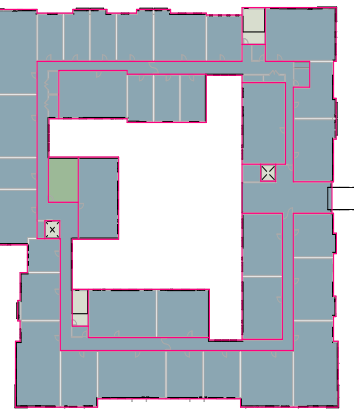
LEVEL 06

1" = 40'-0"



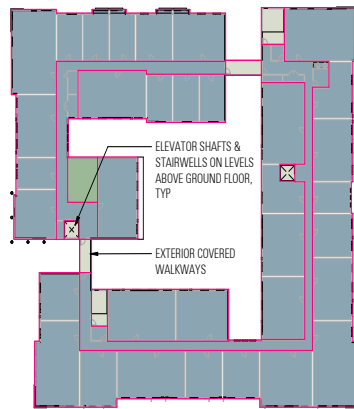
LEVEL 03

1" = 40'-0"



LEVEL 05

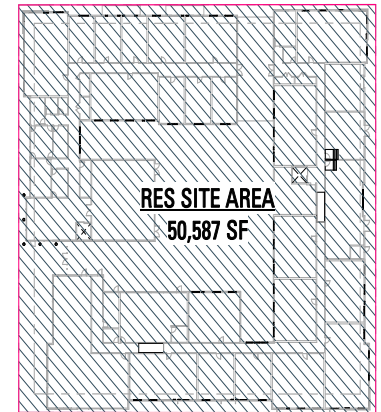
1" = 40'-0"



LEVEL 02

1" = 40'-0"

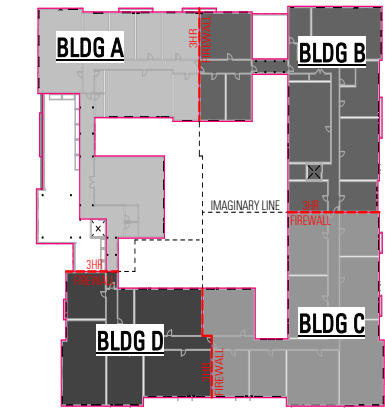
AREA SCHEDULE (RENTABLE)			
LEVEL	AREA	NAME	COMMENTS
LEVEL 07	4,181.1 SF	AMENITY	
LEVEL 07	1,991.5 SF	EXEMPT	
LEVEL 07	28,241.2 SF	RESIDENTIAL	
LEVEL 07	34,413.8 SF		
LEVEL 06	470.0 SF	AMENITY	
LEVEL 06	686.6 SF	EXEMPT	
LEVEL 06	34,040.5 SF	RESIDENTIAL	
LEVEL 06	35,197.1 SF		
LEVEL 05	470.0 SF	AMENITY	
LEVEL 05	686.6 SF	EXEMPT	
LEVEL 05	34,040.5 SF	RESIDENTIAL	
LEVEL 05	35,197.1 SF		
LEVEL 04	470.0 SF	AMENITY	
LEVEL 04	686.6 SF	EXEMPT	
LEVEL 04	34,040.5 SF	RESIDENTIAL	
LEVEL 04	35,197.1 SF		
LEVEL 03	470.0 SF	AMENITY	
LEVEL 03	686.6 SF	EXEMPT	
LEVEL 03	34,040.5 SF	RESIDENTIAL	
LEVEL 03	35,197.1 SF		
LEVEL 02	470.0 SF	AMENITY	
LEVEL 02	1,011.8 SF	EXEMPT	
LEVEL 02	32,487.0 SF	RESIDENTIAL	
LEVEL 02	33,968.8 SF		
LEVEL 01(121.5' DATUM)	4,740.5 SF	AMENITY	
LEVEL 01(121.5' DATUM)	2,686.7 SF	EXEMPT	
LEVEL 01(121.5' DATUM)	26,212.2 SF	RESIDENTIAL	
LEVEL 01(121.5' DATUM)	33,639.4 SF		
Grand total	242,810.4 SF		



RESIDENTIAL SITE AREA

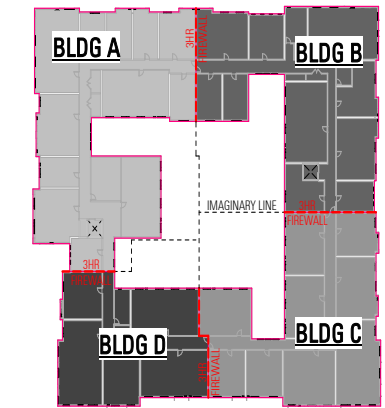
1" = 40'-0"





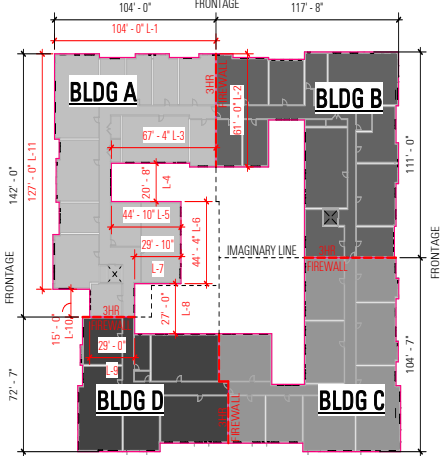
LEVEL 07 - BUILDING AREA

1" = 40'-0"



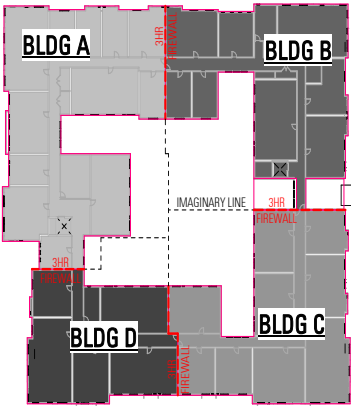
LEVEL 04 - BUILDING AREA

1" = 40'-0"



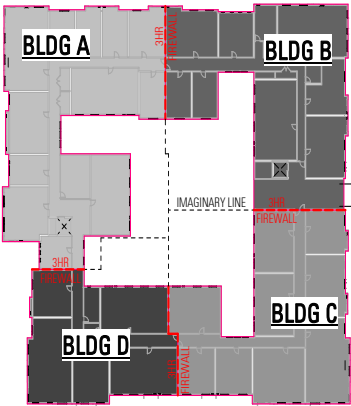
LEVEL 03 - BUILDING AREA

1" = 40'-0"



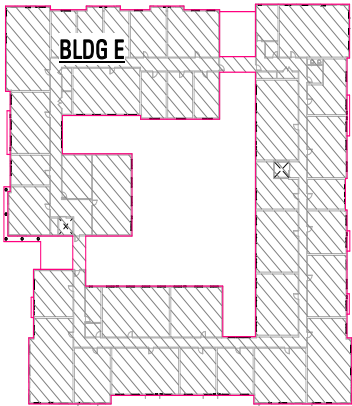
LEVEL 06 - BUILDING AREA

1" = 40'-0"



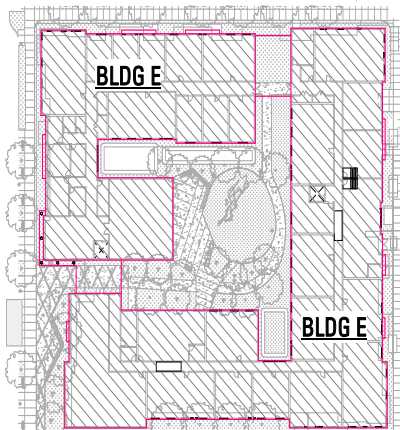
LEVEL 05 - BUILDING AREA

1" = 40'-0"



LEVEL 02 - BUILDING AREA

1" = 40'-0"



LEVEL 01 - BUILDING AREA

1" = 40'-0"

BUILDING CODE AREAS

BUILDING AREA	OCC. GROUP CONSTRUCTION TYPE	ALLOWABLE AREA FACTOR (A= SM) TABLE 506.2	NS	l ₁	S ₁	ALLOWABLE AREA PER BLDG *A _a =[A _a + (NS X l ₁) X S ₁	ACTUAL AREA
BLDG AREA A	R-2, TYPE IIIA	24,000 SF	24,000	0.17	2	56,160 SF	SEE AREA TABLE
BLDG AREA B	R-2, TYPE IIIA	24,000 SF	24,000	0	2	48,000 SF	SEE AREA TABLE
BLDG AREA C	R-2, TYPE IA	24,000 SF	24,000	0	2	48,000 SF	SEE AREA TABLE
BLDG AREA D	R-2, TYPE IA	24,000 SF	24,000	0	2	48,000 SF	SEE AREA TABLE
BLDG AREA E	R-2, TYPE IA	UNLIMITED	NA	NA	NA	UNLIMITED	SEE AREA TABLE

*A_a=[24,000 + (24,000 X 0) X 2 = **48,000 SF = TOTAL ALLOWABLE BUILDING AREA WITH SPRINKLER INCREASE FOR HEIGHT AND NO FRONTAGE INCREASE**
 A_a=[24,000 + (24,000 X 0) X 1 = **24,000 SF = TOTAL ALLOWABLE BUILDING AREA PER STORY WITH SPRINKLER INCREASE FOR HEIGHT AND NO FRONTAGE INCREASE

BUILDING AREA CALCULATION

AMOUNT OF INCREASE CALC: l ₁ = AREA INCREASE DUE TO FRONTAGE P = BUILDING PERIMETER F = BUILDING PERIMETER THAT FRONTS PUBLIC WAY OR OPEN SPACE HAVING 20 FT MIN WIDTH W = WIDTH: WEIGHTED AVERAGE (PER CBC 506.2.1) $l_1 = [F/P - 0.25] \times (W/30)$	BUILDING AREA A (NO FRONTAGE INCREASE) $l_1 = [F/P - 0.25] \times (W/30)$ P = 583' F = 246' W = 30 $l_1 = [246/583 - 0.25] \times (30/30) = \mathbf{0.17}$	BUILDING AREA B = NO FRONTAGE INCREASE BUILDING AREA C = NO FRONTAGE INCREASE BUILDING AREA D = NO FRONTAGE INCREASE BUILDING AREA E = NO FRONTAGE INCREASE	ALLOWABLE BUILDING AREA PER BLDG = A_a = [A_a + (NS X l₁)] X S_a* *S _a = 2 BUILDING A: A _a = [24,000 SF + (24,000 x 0.17) x 2 = 56,160 SF ALLOWABLE BUILDING AREA PER BLDG = A_a = [A_a + (NS X l₁)] X S_a* *S _a = 1 BUILDING A: A _a = [24,000 SF + (24,000 x 0.17) x 1 = 28,080 SF
--	---	--	--

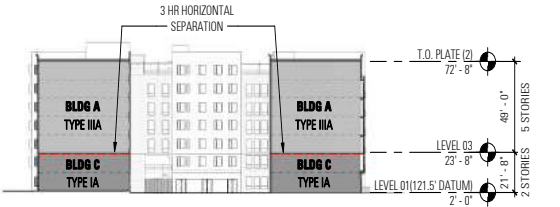
BUILDING STORY AND HEIGHT

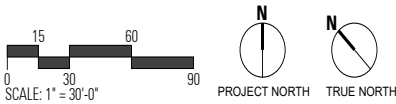
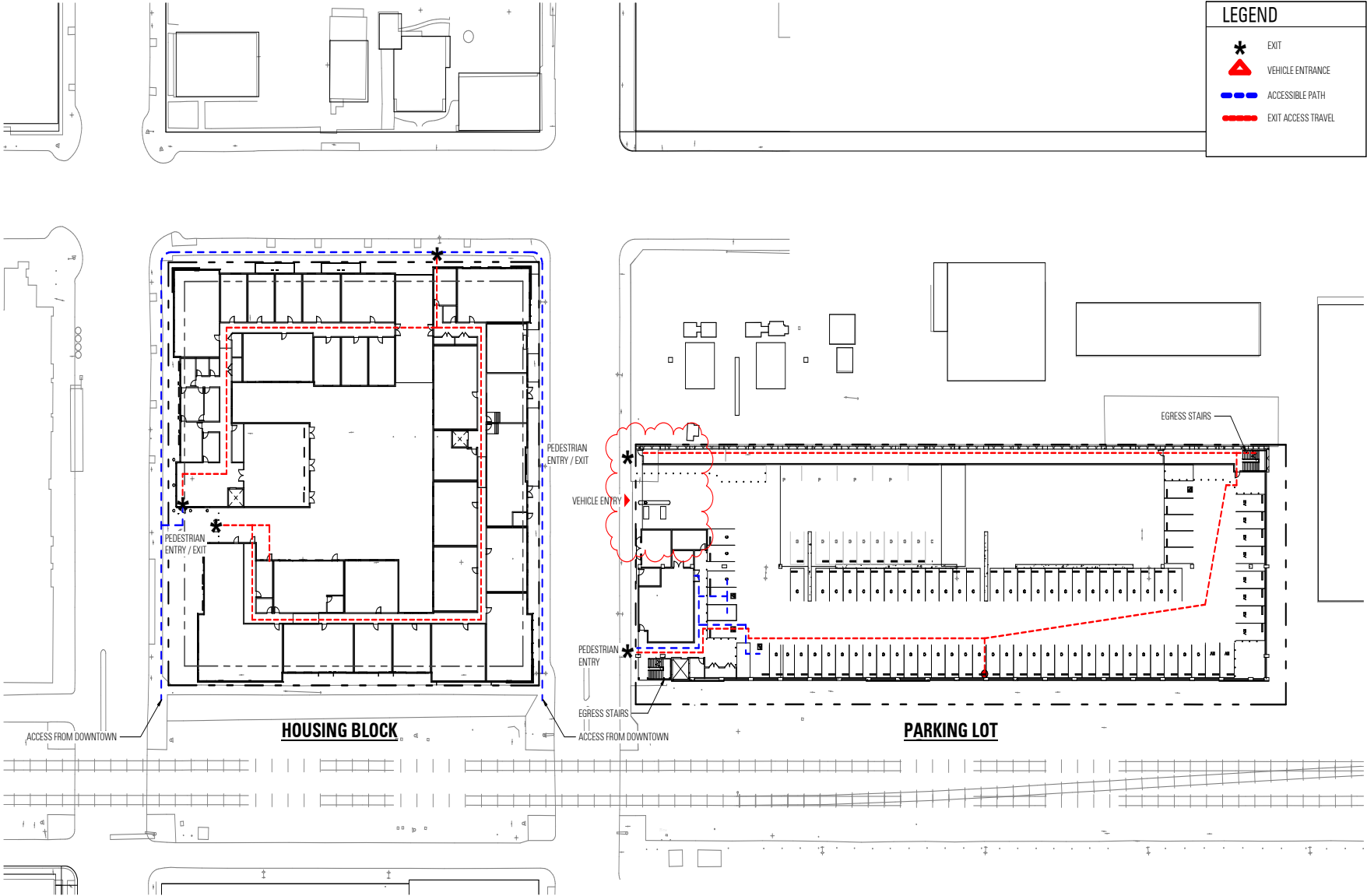
CONSTRUCTION TYPE	OCCUPANCY	***FACTOR (A= SM) HEIGHT (FT) TABLE 504.3	STORY TABLE 504.4	BUILDING AREA PER FLOOR (SF) TABLE 506.2.
*TYPE IA	S-2	UNLIMITED	UNLIMITED	UNLIMITED
**TYPE IIIA	R-2, A-3 (R-2 ACCESSORY)	85 FT MAX	5 STORIES MAX	24,000 SF

*INCLUDES ALLOWABLE AREA INCREASE BASED ON SPRINKLER SYSTEM (NFPA 13 SPRINKLER SYSTEM IN ACCORDANCE TO SECTION 903.3.1.1)
 **INCLUDES ALLOWABLE STORY INCREASE BASED ON SPRINKLER SYSTEM. IF STORY INCREASE IS TAKEN AREA INCREASE CANNOT BE TAKEN AS WELL.
 ***SM = SPRINKLER SYSTEM IN ACCORDANCE TO SECTION 903.3.1.1 (NFPA 13 SPRINKLER SYSTEM)

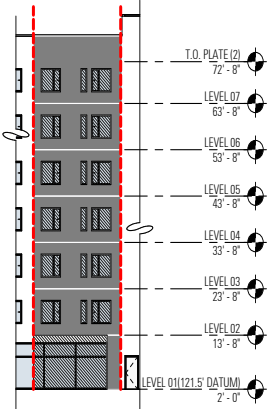
BUILDING AREAS - E			BUILDING AREAS - C			BUILDING AREAS - A		
Level	AREA	BUILDING AREA	Level	AREA	BUILDING AREA	Level	AREA	BUILDING AREA
LEVEL 02	33,995 SF	BLDG E	LEVEL 07	8,753 SF	BLDG C	LEVEL 07	8,257 SF	BLDG A
LEVEL 01(121.5' DATUM)	33,718 SF	BLDG E	LEVEL 06	8,790 SF	BLDG C	LEVEL 06	10,922 SF	BLDG A
TOTAL	67,713 SF		LEVEL 05	8,790 SF	BLDG C	LEVEL 05	10,969 SF	BLDG A
			LEVEL 04	8,790 SF	BLDG C	LEVEL 04	10,969 SF	BLDG A
			LEVEL 03	8,790 SF	BLDG C	LEVEL 03	10,969 SF	BLDG A
			TOTAL	43,913 SF		TOTAL	52,087 SF	

BUILDING AREAS - D			BUILDING AREAS - B		
Level	AREA	BUILDING AREA	Level	AREA	BUILDING AREA
LEVEL 07	6,030 SF	BLDG D	LEVEL 07	8,778 SF	BLDG B
LEVEL 06	6,047 SF	BLDG D	LEVEL 06	8,512 SF	BLDG B
LEVEL 05	6,047 SF	BLDG D	LEVEL 05	9,386 SF	BLDG B
LEVEL 04	6,047 SF	BLDG D	LEVEL 04	9,386 SF	BLDG B
LEVEL 03	6,047 SF	BLDG D	LEVEL 03	9,386 SF	BLDG B
TOTAL	30,218 SF		TOTAL	45,479 SF	

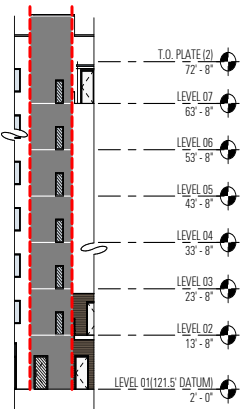




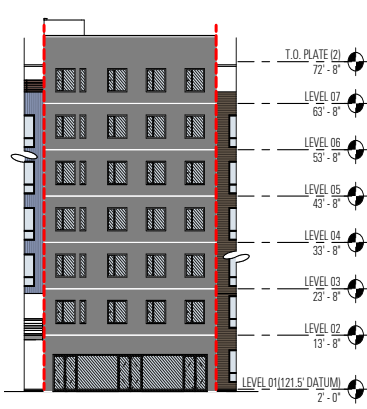
EXTERIOR OPENING ANALYSIS 05:					
		LEVEL 04:	<div><div></div>58 SF</div> <div><div></div>168 SF</div>	= 35%	
LEVEL 07:	<div><div></div>58 SF</div> <div><div></div>274 SF</div>	= 21%	LEVEL 03:	<div><div></div>58 SF</div> <div><div></div>168 SF</div>	= 35%
LEVEL 06:	<div><div></div>58 SF</div> <div><div></div>168 SF</div>	= 35%	LEVEL 02:	<div><div></div>58 SF</div> <div><div></div>168 SF</div>	= 35%
LEVEL 05:	<div><div></div>58 SF</div> <div><div></div>168 SF</div>	= 35%	LEVEL 01:	<div><div></div>222 SF</div> <div><div></div>41 SF</div>	= 541%



EXTERIOR OPENING ANALYSIS 01:			
		LEVEL 04:	<div><div></div>108 SF</div> <div><div></div>396 SF</div> <div>= 28%</div>
LEVEL 07:	<div><div></div>108 SF</div> <div><div></div>622 SF</div> <div>= 18%</div>	LEVEL 03:	<div><div></div>108 SF</div> <div><div></div>396 SF</div> <div>= 28%</div>
LEVEL 06:	<div><div></div>108 SF</div> <div><div></div>396 SF</div> <div>= 28%</div>	LEVEL 02:	<div><div></div>108 SF</div> <div><div></div>396 SF</div> <div>= 28%</div>
LEVEL 05:	<div><div></div>108 SF</div> <div><div></div>396 SF</div> <div>= 28%</div>	LEVEL 01:	<div><div></div>108 SF</div> <div><div></div>480 SF</div> <div>= 23%</div>



EXTERIOR OPENING ANALYSIS 02:					
		LEVEL 04:	<div><div></div>108 SF</div> <div><div></div>336 SF</div>	= 33%	
LEVEL 07:	<div><div></div>108 SF</div> <div><div></div>528 SF</div>	= 21%	LEVEL 03:	<div><div></div>108 SF</div> <div><div></div>336 SF</div>	= 33%
LEVEL 06:	<div><div></div>108 SF</div> <div><div></div>336 SF</div>	= 33%	LEVEL 02:	<div><div></div>108 SF</div> <div><div></div>336 SF</div>	= 33%
LEVEL 05:	<div><div></div>108 SF</div> <div><div></div>336 SF</div>	= 33%	LEVEL 01:	<div><div></div>299 SF</div> <div><div></div>218 SF</div>	= 137%



KEY:

OPENING AREA

WALL AREA

 = % OF OPEN AREA
 *ALLOWABLE OPEN AREA PER CBC 705.8

FIRE RESISTANCE RATING REQUIREMENTS (TABLE 601 AND 602)

FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (TABLES 601)

BUILDING ELEMENT	TYPE IA	TYPE IIIA*
STRUCTURAL FRAME	3 HR	1 HR
EXTERIOR BEARING WALL	3 HR	2 HR
INTERIOR BEARING WALL	3 HR	1 HR
EXTERIOR NON-BEARING WALL	SEE BELOW FOR REQUIREMENTS FOR EXTERIOR WALLS BASED ON SEPARATION	
INTERIOR NON-BEARING WALL	0 HR	0 HR
FLOOR	2 HR	1 HR
ROOF	1.5 HR	1 HR

*NOTE: ALL EXTERIOR WALLS IN THE TYPE IIIA CONSTRUCTION TO BE 2 HR RATED ALL EXTERIOR WALL FRAMING AND PLYWOOD SHEATHING IN THE TYPE IIIA CONSTRUCTION TO BE FIRE RETARDANT TREATED (FRT)

FIRE RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON SEPARATION (TABLE 602)

FIRE SEPARATION DISTANCE (FT)	TYPE IA	TYPE IIIA
X < 5'	1 HR*	1 HR*
5' TO 10'	1 HR*	1 HR*
10' TO 30'	1 HR	1 HR
30' < X	NONE	NONE

SEE DIAGRAMS ON SHEET G005 FOR FIRE SEPARATION DISTANCES AND FIRE RATING, WHERE APPLICABLE

FIRE RESISTANCE RATING BASED ON WALL TYPES:

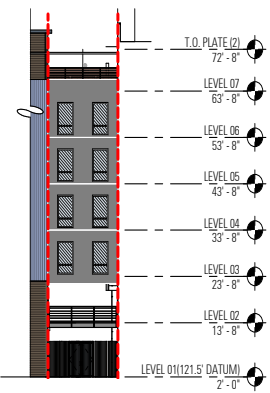
WALL TYPE	TYPE IA	TYPE IIIA
SHAFT ENCLOSURES	2 HR	2 HR
EXIT ENCLOSURES	2 HR	2 HR
CORRIDOR WALLS, AND WALLS SEPARATING DWELLING UNITS	1 HR	1 HR

EXTERIOR WALL OPENING PROTECTION

MAXIMUM AREA OF EXTERIOR WALL OPENING BASED ON FIRE SEPARATION DISTANCE PER TABLE 705.8		
FIRE SEPARATION DIST. (FT)	OPENING PROTECTION	ALLOWABLE AREA OF OPENINGS PER STORY
X < 3'	UP, S	NOT PERMITTED
3' TO 5'	UP, S	15%
5' TO 10'	UP, S	25%
10' TO 15'	UP, S	45%
15' TO 20'	UP, S	75%
20' TO 25'	UP, S	NO LIMIT

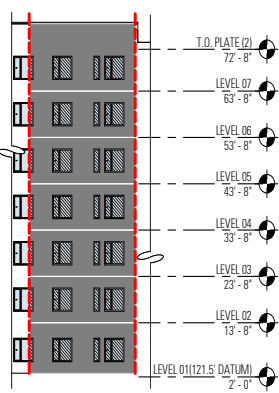
EXTERIOR OPENING DIAGRAM - 05

EXTERIOR OPENING ANALYSIS 04:					
		LEVEL 04:	<div><div></div>58 SF</div> <div><div></div>168 SF</div>	= 35%	
LEVEL 07:	<div><div></div>NA</div> <div><div></div>NA</div>	= NA	LEVEL 03:	<div><div></div>58 SF</div> <div><div></div>168 SF</div>	= 35%
LEVEL 06:	<div><div></div>58 SF</div> <div><div></div>168 SF</div>	= 35%	LEVEL 02:	<div><div></div>NA</div> <div><div></div>NA</div>	= NA
LEVEL 05:	<div><div></div>58 SF</div> <div><div></div>168 SF</div>	= 35%	LEVEL 01:	<div><div></div>NA</div> <div><div></div>NA</div>	= NA



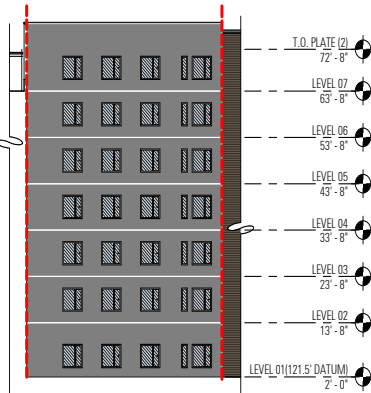
EXTERIOR OPENING DIAGRAM - 04

EXTERIOR OPENING ANALYSIS 03:			
		LEVEL 04:	<div><div></div>63 SF</div> <div><div></div>211 SF</div> <div>= 30%</div>
LEVEL 07:	<div><div></div>63 SF</div> <div><div></div>334 SF</div> <div>= 19%</div>	LEVEL 03:	<div><div></div>63 SF</div> <div><div></div>211 SF</div> <div>= 30%</div>
LEVEL 06:	<div><div></div>63 SF</div> <div><div></div>211 SF</div> <div>= 30%</div>	LEVEL 02:	<div><div></div>63 SF</div> <div><div></div>211 SF</div> <div>= 30%</div>
LEVEL 05:	<div><div></div>63 SF</div> <div><div></div>211 SF</div> <div>= 30%</div>	LEVEL 01:	<div><div></div>63 SF</div> <div><div></div>235 SF</div> <div>= 27%</div>



EXTERIOR OPENING DIAGRAM - 02

EXTERIOR OPENING ANALYSIS 04:					
		LEVEL 04:	<div><div></div>10 SF</div> <div><div></div>98 SF</div>	= 10%	
LEVEL 07:	<div><div></div>10 SF</div> <div><div></div>194 SF</div>	= 5%	LEVEL 03:	<div><div></div>10 SF</div> <div><div></div>98 SF</div>	= 10%
LEVEL 06:	<div><div></div>10 SF</div> <div><div></div>98 SF</div>	= 10%	LEVEL 02:	<div><div></div>10 SF</div> <div><div></div>98 SF</div>	= 10%
LEVEL 05:	<div><div></div>10 SF</div> <div><div></div>98 SF</div>	= 10%	LEVEL 01:	<div><div></div>25 SF</div> <div><div></div>101 SF</div>	= 25%



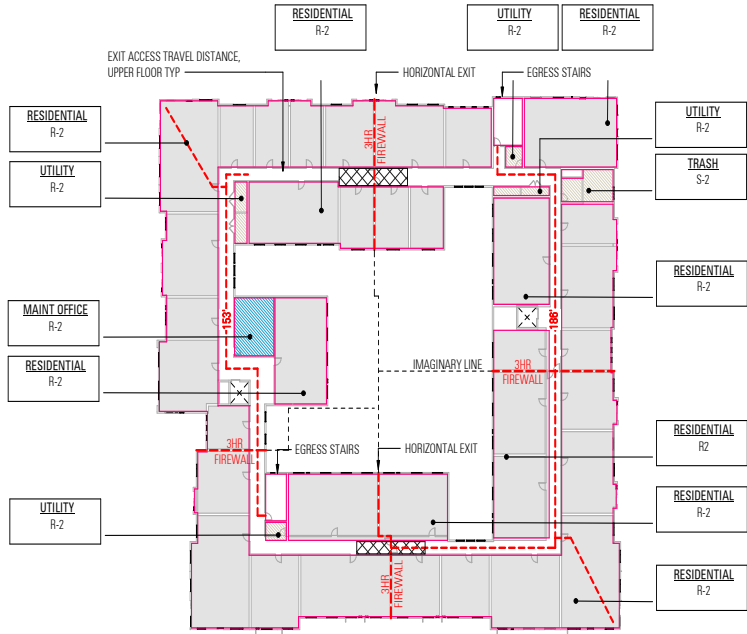
EXTERIOR OPENING DIAGRAM - 06

EXTERIOR OPENING DIAGRAM - 03

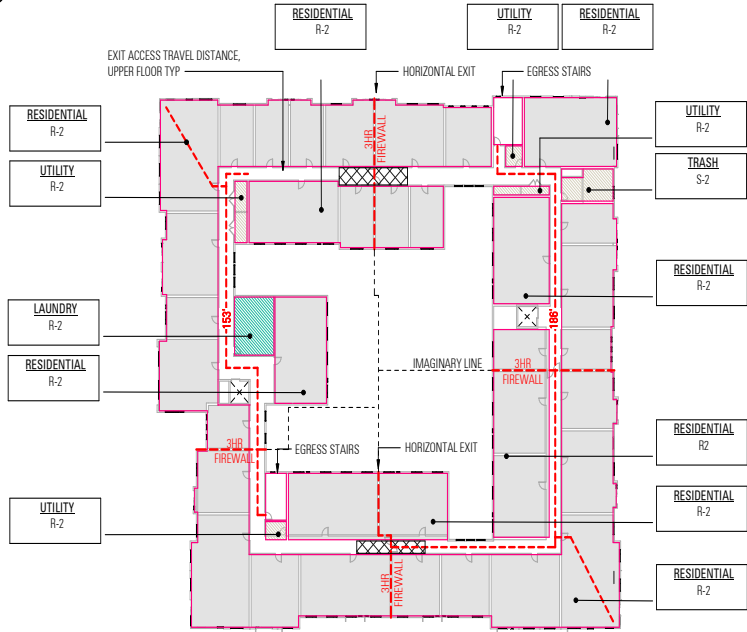
EXTERIOR OPENING DIAGRAM - 01

FIRE SEPERATION DISTANCE (FSD) DIAGRAM

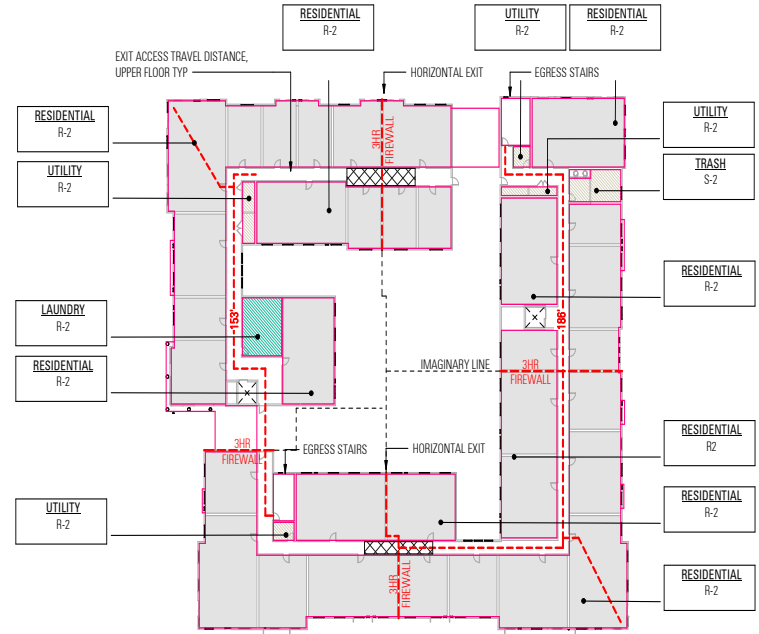




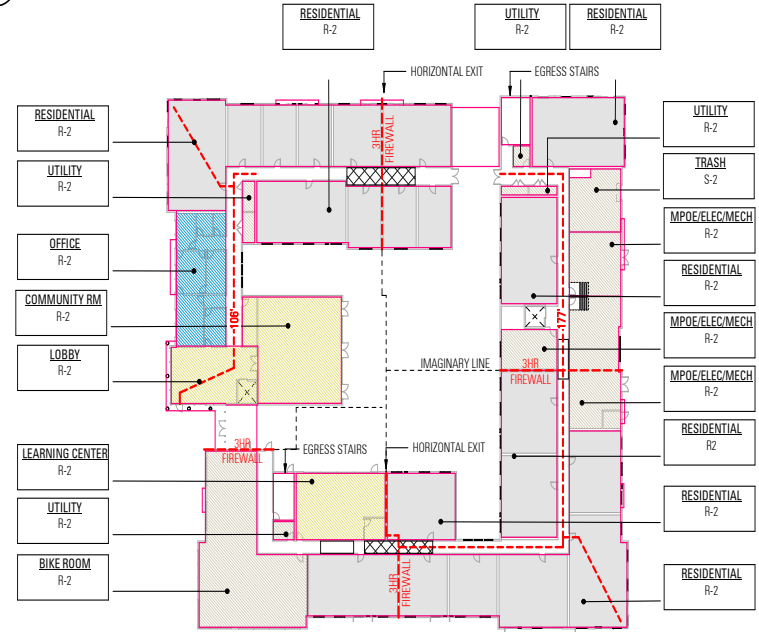
4
 G006
 LEVEL 04
 1" = 30'-0"



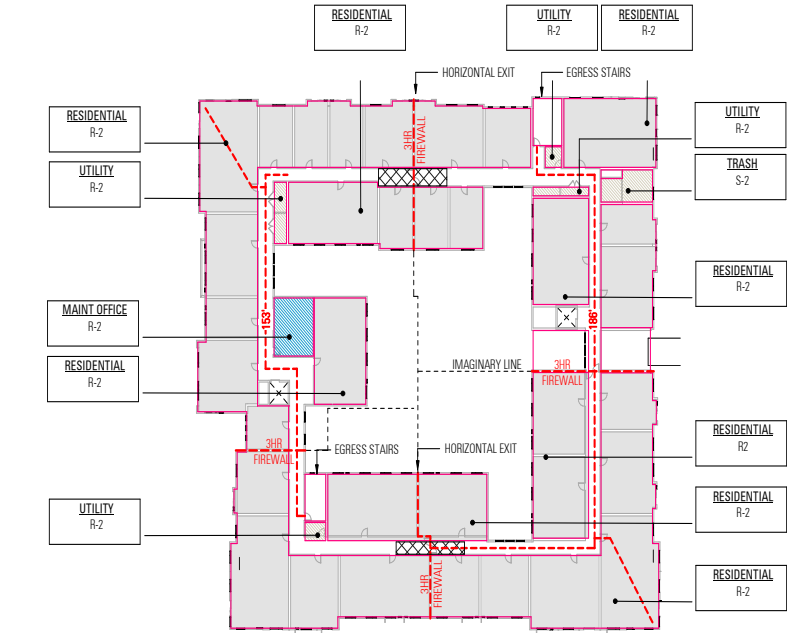
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 G006
 LEVEL 03
 1" = 30'-0"



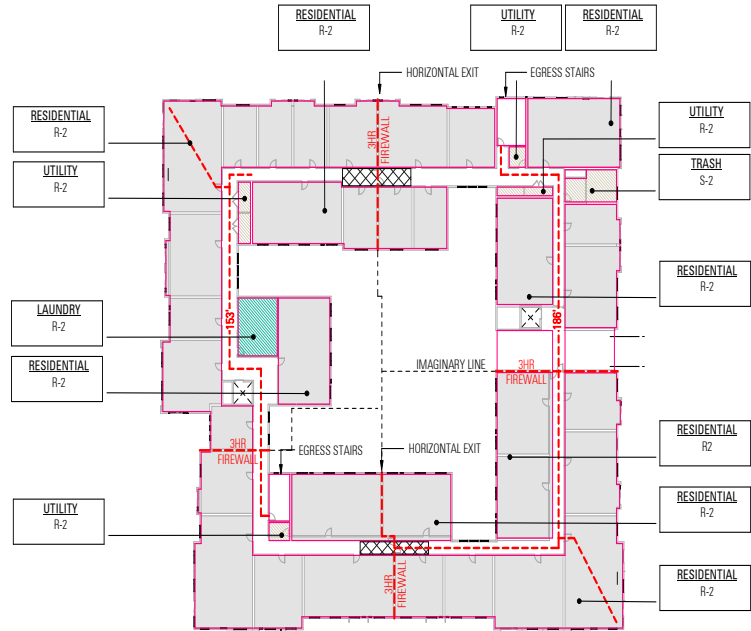
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 G006
 LEVEL 02
 1" = 30'-0"



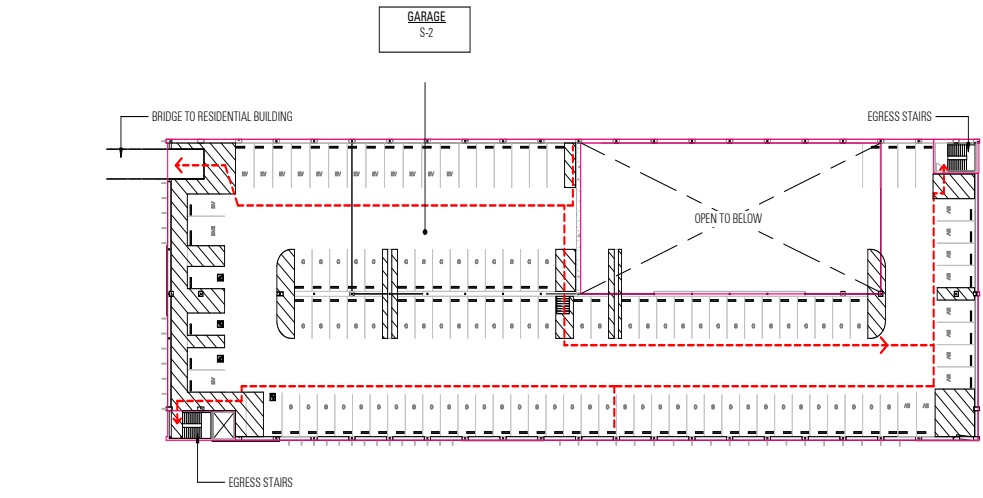
1
 G006
 LEVEL 01(121.5' DATUM)
 1" = 30'-0"



2
G007
LEVEL 06
1" = 30'-0"

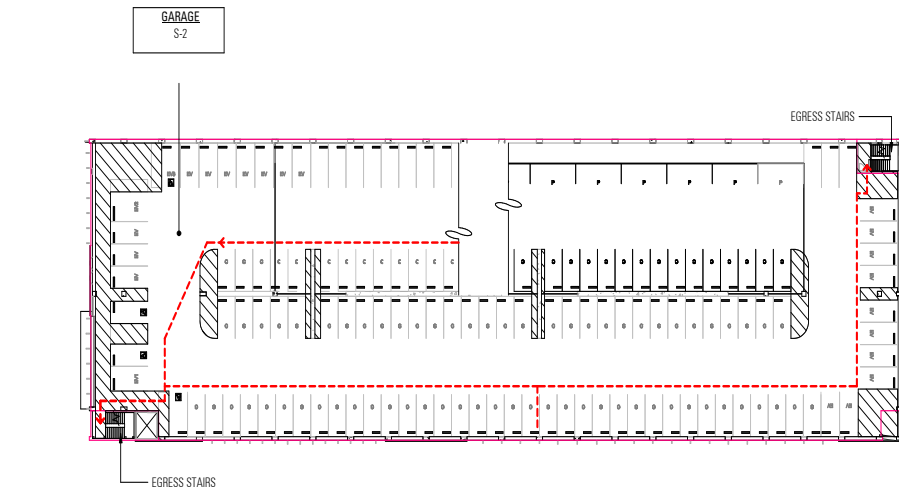


1
G007
LEVEL 05
1" = 30'-0"



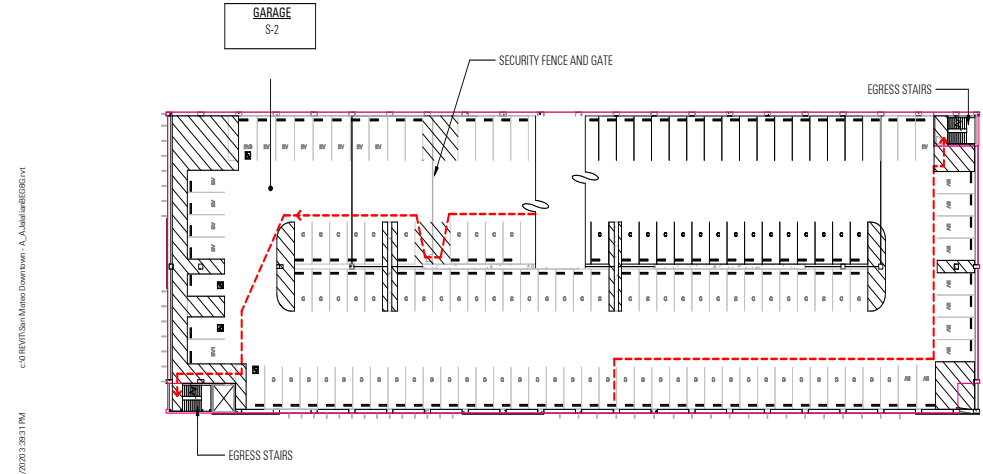
LEVEL 05-G

1" = 30'-0"



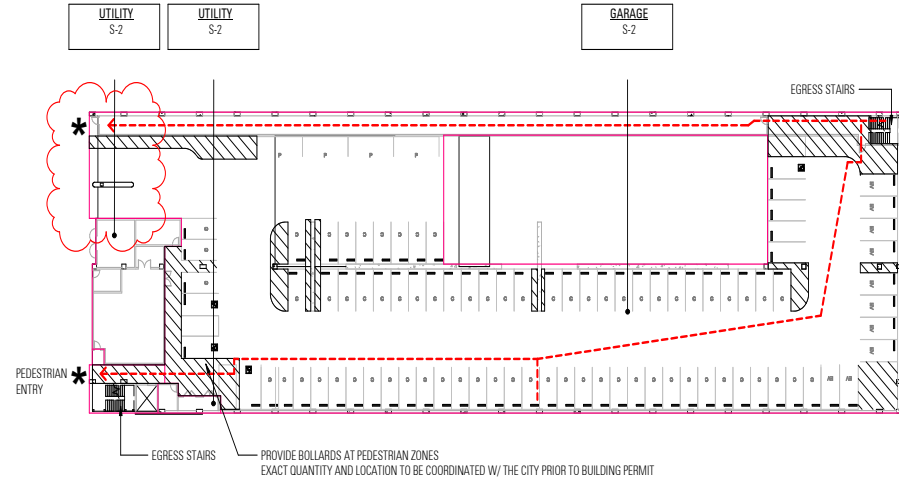
LEVEL 02-G - 03

1" = 30'-0"



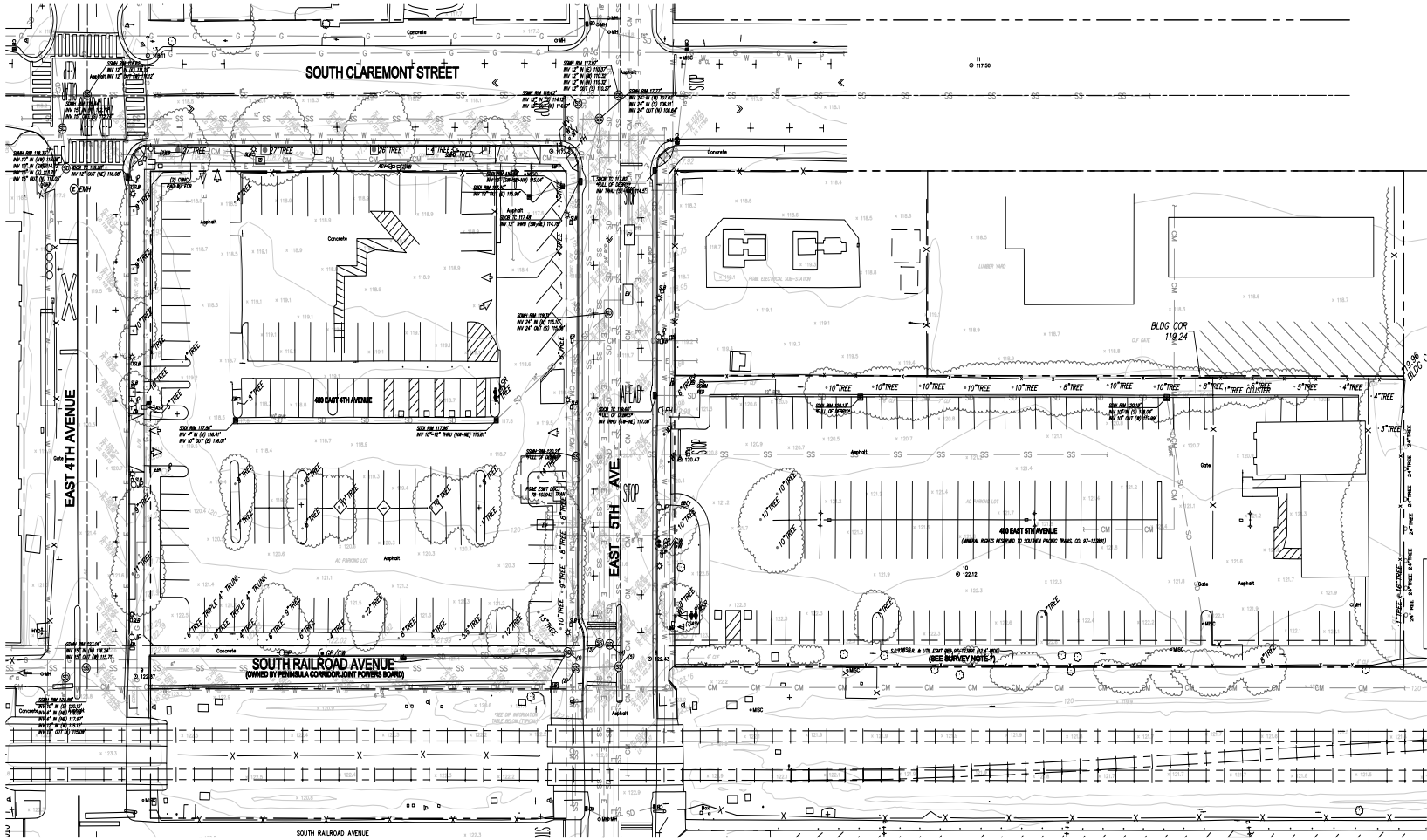
LEVEL 04-G

1" = 30'-0"



LEVEL 01-G

1" = 30'-0"



LEGEND

---	PROPERTY LINE
---	ADJACENT LOT LINE
---	EASEMENT
---	CENTERLINE
SD	EXISTING STORM DRAIN
SS	EXISTING SANITARY SEWER
W	EXISTING WATER
CM	EXISTING COMMUNICATIONS
E	EXISTING ELECTRICAL
G	EXISTING GAS
---	EXISTING FENCE
+ TREE	EXISTING TREE
⊙	EXISTING STORM DRAIN MANHOLE
⊙	EXISTING STORM DRAIN CATCH BASIN
⊙	EXISTING STORM DRAIN INLET
⊙	EXISTING SANITARY SEWER MANHOLE
⊙	EXISTING ELECTROLYTIC
---	EXISTING SIGN

ABBREVIATIONS

AC	ASPHALTIC CONCRETE
ASR	AUTO-SPRINKLER
ASV	ANTI-SIPHON VALVE
BLDG COR	BUILDING CORNER
CLF	CHAIN LINK FENCE
COMM PED	COMMUNICATIONS PEDESTAL
CONC	CONCRETE
D/W	DRIVEWAY
EB	ELECTRIC PULLBOX
ECB	ELECTRIC CABINET
EMH	ELECTRIC MANHOLE
EV	ELECTRIC VAULT
FL	FIRE HYDRANT
FL	FLOWLINE
GP/GW	GUY POLE/GUY WIRE
INV	INVERT
JP	JOINT POLE
LG	UP OF GUTTER
PIV	PRESSURE INTAKE VALVE
RMP	RAILROAD MANHOLE
S/W	SIDEWALK
SDCB	STORM DRAIN CATCH BASIN
SDDI	STORM DRAIN DRAIN INLET
SDMH	STORM DRAIN MANHOLE
SLB	STREET LIGHT BOX
SSMH	SANITARY SEWER MANHOLE
TB	COMMUNICATIONS PULLBOX
TC	TOP OF CURB
TRAN	TRANSFORMER
UB	UTILITY PULLBOX
WB	WATER PULLBOX
WM	WATER METER
WV	WATER VALVE

DIP INFORMATION

NO.	TYPE	RIM (ELV.)	INV NOTES
1	SD MH	122.54'	INV 12" IN (SW) 119.04' INV 12" IN (W) 118.60' INV 15" OUT (E) 118.47'
2	SS MH	122.71'	INV 15" IN (N) 115.79' INV 15" OUT (S) 115.71'
3	SS MH	122.25'	INV 12" IN (S) 107.99' INV 12" OUT (N) 107.95'
4	SD MH	122.38'	INV 15" IN (SW) 116.78' INV 24" IN (S) 115.68' INV 24" OUT (N) 115.56'
5	SS MH	122.75'	INV IN (N) 113.15' INV OUT (S) 112.93'

SURVEY NOTES

- ALL DISTANCES AND DIMENSIONS ARE SHOWN IN FEET AND DECIMALS THEREOF.
- DATES OF FIELD SURVEY: SEPTEMBER 28, 2018
- BENCHMARK: THE BENCHMARK USED FOR THIS SURVEY IS A CITY OF SAN MATEO BENCHMARK, BM 033-004, A RAIL SET NAIL AND WASHER ON THE TOP OF CURB AT THE EASTERLY END OF NORTHEASTERLY RETURN AT THE INTERSECTION OF B STREET AND 5TH AVENUE, CITY OF SAN MATEO.

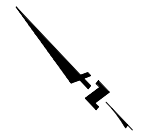
ELEV = 125.28 FEET (SAN MATEO DATUM +100 FEET)
- BASIS OF BEARINGS: THE BEARING OF N41°28'00"W ALONG THE CENTERLINE OF SOUTH DELAWARE STREET AS SHOWN ON THAT CERTAIN RECORD OF SURVEY MAP RECORDED ON JULY 6, 1991 IN BOOK 19 OF LICENSED LAND SURVEYS AT PAGE 82, SAN MATEO COUNTY RECORDS, AND AS SHOWN HEREON, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.
- AERIAL BASED TOPOGRAPHIC MAP SHOWN AS BACKGROUND TO THIS SURVEY PROVIDED BY 360 AERIAL SURVEYS DATED 08/31/18.
- BEARINGS AND DISTANCES ARE SHOWN AS PER THE RECORD; PM 324 VOLUME 64, PG. 53 AND PM 356 VOLUME 70, PG. 4.
- UNION PACIFIC HAS THE RIGHT TO OWN, CONSTRUCT, RECONSTRUCT, MAINTAIN, OPERATE, USE AND/OR REMOVE EXISTING AND/OR FUTURE RAILROAD, RAIL AND RAILROAD-RELATED EQUIPMENT, FACILITIES, TRANSPORTATION SYSTEMS, PIPELINES, COMMUNICATION SYSTEMS, LINES AND FACILITIES OF EVERY KIND AND NATURE.

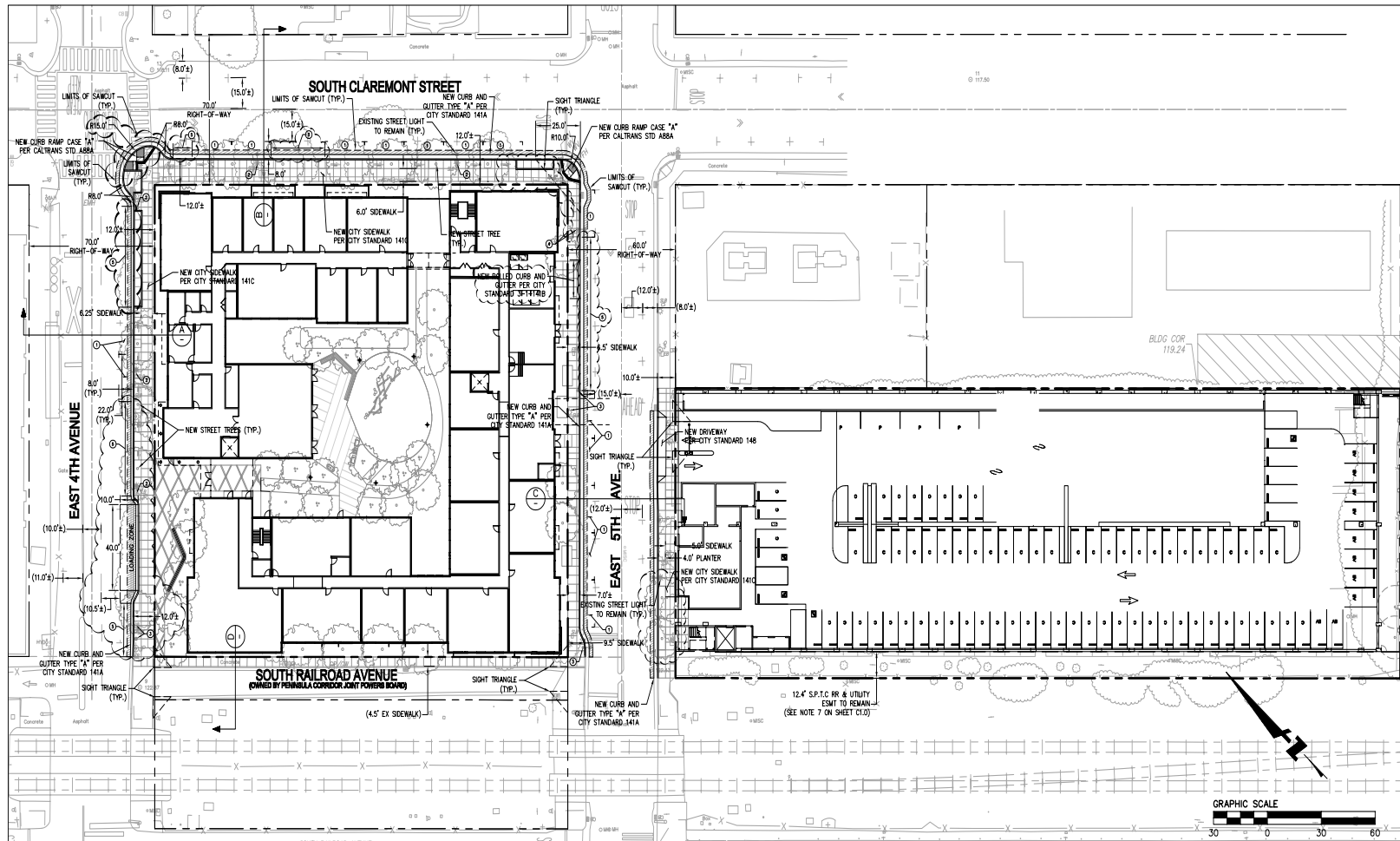
SURVEYOR STATEMENT

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE CALIFORNIA LAND SURVEYORS' ACT AT THE REQUEST OF MIDPEN HOUSING, INC. ON 11/08/2018.

David Darling
SIGNATURE
NOVEMBER 8, 2018
DATE

SURVEYOR
TITLE
L.S. 7625
LICENSE #





LEGEND

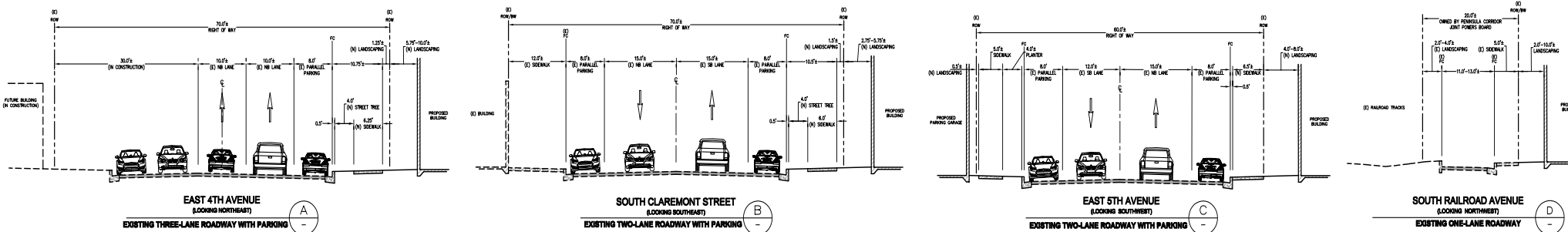
PROPERTY LINE	---
ADJACENT LOT LINE	---
STREET CENTER LINE	---
VERTICAL CURB AND GUTTER	---
ROLLED CURB AND GUTTER	---
AC DEEP LIFT	---
SAWOUT LINE	---
NEW CONCRETE PAVING	---

KEYNOTES

- STANDARD 8' x 22' PARALLEL PARKING STALL
- EXISTING STREET LIGHT TO REMAIN
- RELOCATED EXISTING STREET LIGHT
- EXISTING MEMORIAL STREET LIGHT TO BE PROTECTED, SALVAGED, AND RELOCATED IN SIMILAR LOCATION OUTSIDE PATH OF TRAVEL
- PAINTED RED CURB - NO PARKING

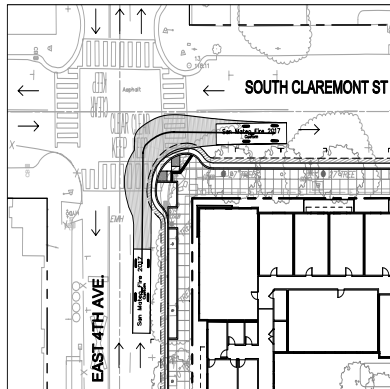
NOTES

- PEDESTRIAN AND BICYCLIST IMPROVEMENTS SHALL BE CLARIFIED DURING CONDITIONS OF APPROVAL.
- POTENTIAL PEDESTRIAN AND BICYCLIST IMPROVEMENTS INCLUDE IMPLEMENTATION OF SIGNAGE AND STREET MARKINGS FOR A BICYCLE BOULEVARD ON S. CLAREMONT STREET, PEDESTRIAN CROSSING IMPROVEMENTS ON E. 5TH AVENUE/S. CLAREMONT STREET, AND AN ADDITIONAL BIKE LANE ON E. 5TH AVENUE, PENDING RESULTS OF THE TRAFFIC IMPACT ANALYSIS.
- SEE FIRE TRUCK TURNING AND LOADING ZONE PARKING MOVEMENTS ON SHEET C2.1.



PROPOSED SECTIONS

NOT TO SCALE

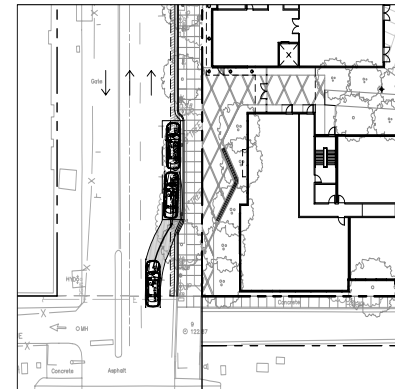
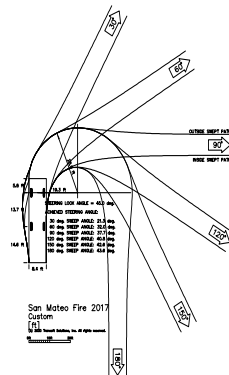


**FIRETRUCK TURNING MOVEMENT -
EAST 4TH AVE. & SOUTH CLAREMONT ST.**

SCALE: 1"=30'



San Mateo Fire 2017
Custom
1/16" Firetruck Symbol, Inc. is a registered trademark of the Firetruck Symbol, Inc.

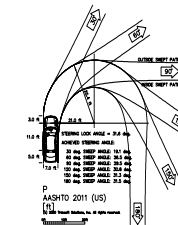


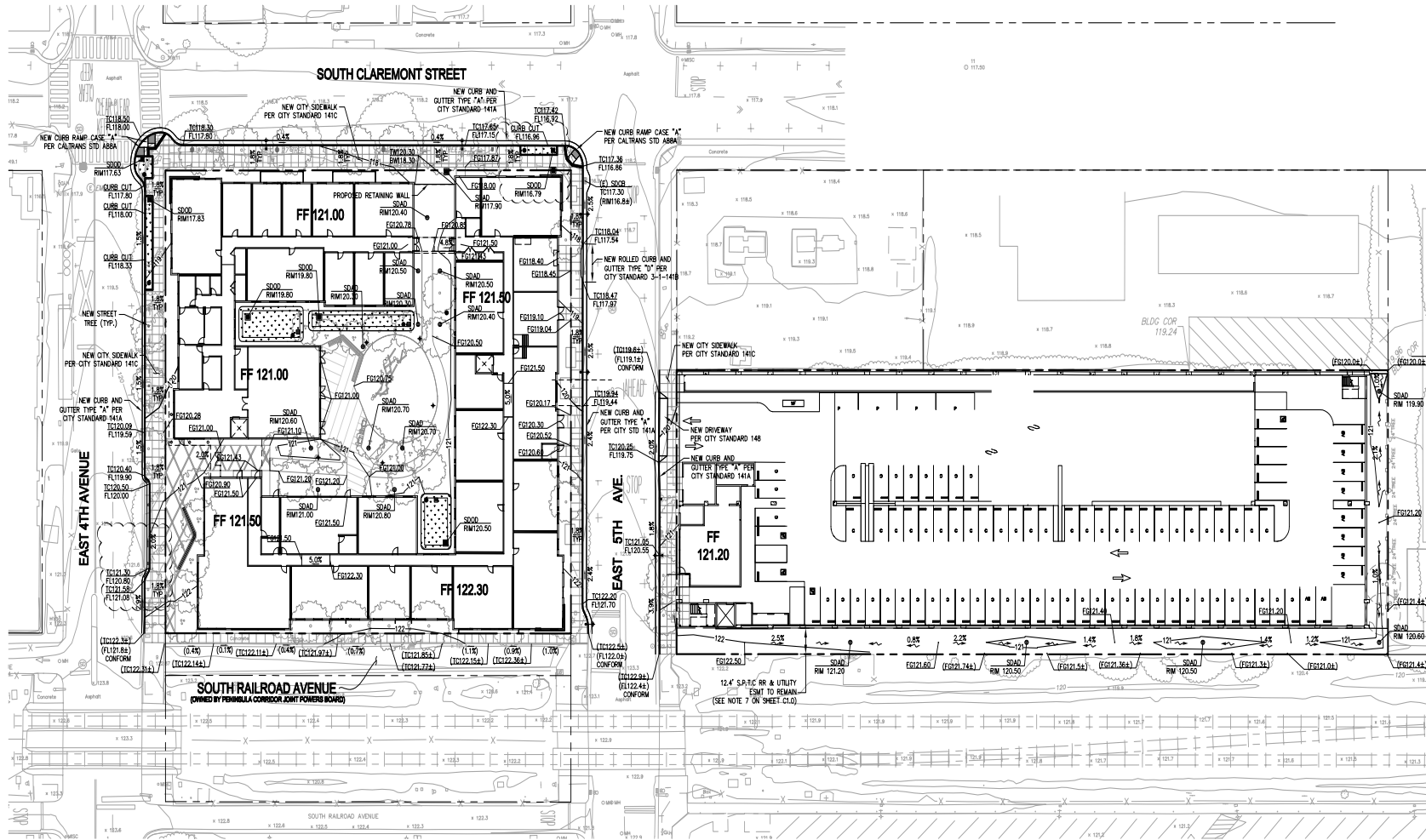
**PASSENGER CAR PARKING MOVEMENT -
EAST 4TH AVE. LOADING ZONE**

SCALE: 1"=30'



San Mateo Fire 2017
Custom
1/16" Firetruck Symbol, Inc. is a registered trademark of the Firetruck Symbol, Inc.



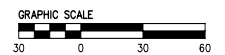


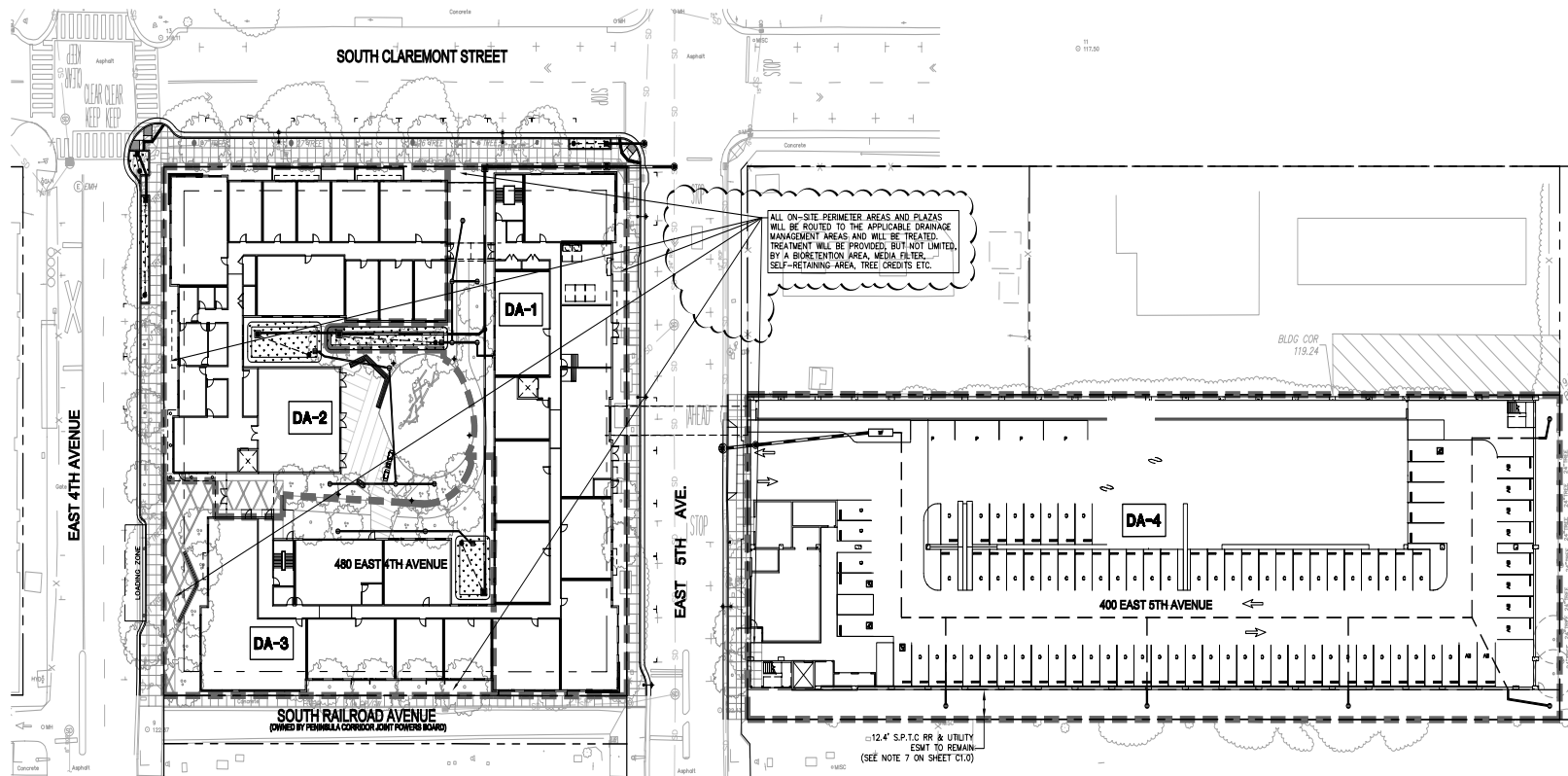
LEGEND

SOFTSCAPE	HARDSCAPE	SLOPE DIRECTION

GRADING ESTIMATE

CUT: 7,650 CY
FILL: 600 CY





LEGEND



DRAINAGE AREA BOUNDARY



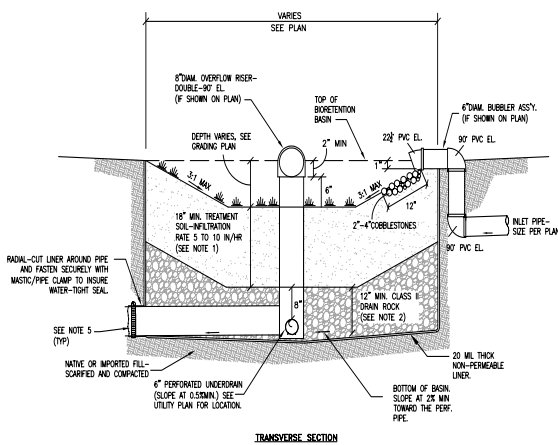
MEDIA FILTER



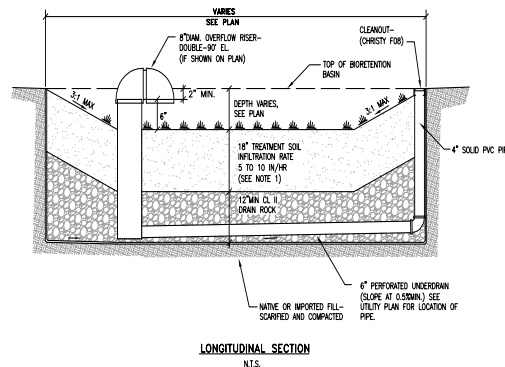
BIORETENTION TREATMENT AREA

NOTES

1. TREATMENT SOIL MIX SHALL MEET REQUIREMENTS AS SPECIFIED IN THE SAN MATEO COUNTYWIDE WATER POLLUTION PREVENTION PROGRAM C.3 STORMWATER HANDBOOK DATED 2014 IN APPENDIX K.
2. THE BIOTREATMENT SOIL MIX USED IN ALL BIORETENTION AREAS SHALL COMPLY WITH THE SPECIFICATIONS IN ATTACHMENT L OF THE RWQCB MUNICIPAL REGIONAL PERMIT. IF THE BIOTREATMENT SOIL MIX SUPPLIER IS INCLUDED ON SCHWURPP'S "BIOTREATMENT SOIL MIX SUPPLIER LIST" (SUPPLIER LIST), A BIOTREATMENT SOIL MIX SUPPLIER CERTIFICATION STATEMENT (CERTIFICATION STATEMENT) SHALL BE COMPLETED BY THE SUPPLIER AND SUBMITTED TO THE CITY/PROJECT ENGINEER A MINIMUM OF 14 DAYS PRIOR TO DELIVERY OF THE MATERIAL TO THE JOB SITE. IF THE BIOTREATMENT SOIL MIX SUPPLIER IS NOT INCLUDED ON THE SUPPLIER LIST, A BIOTREATMENT SOIL MIX VERIFICATION CHECKLIST (VERIFICATION CHECKLIST) SHALL BE COMPLETED BY THE SUPPLIER AND SUBMITTED TO THE CITY/PROJECT ENGINEER A MINIMUM OF 14 DAYS PRIOR TO DELIVERY OF THE MATERIAL TO THE JOB SITE. COPIES OF THE SUPPLIER LIST, CERTIFICATION STATEMENT AND VERIFICATION CHECKLIST CAN BE DOWNLOADED FROM THE COUNTYWIDE PROGRAM'S WEBSITE AT: [HTTP://WWW.FLOWSTORAY.ORG/NWDEVELOPMENT](http://www.flowstoray.org/nwdevelopment)
3. PERMEABLE DRAIN ROCK SHALL BE CLASS II, PER CALTRANS STANDARD SECTION 68-1.025. THE MATERIAL SHALL BE WASHED AND FREE FROM CLAY OR ORGANIC MATERIAL.
4. PERFORATED PIPE SHALL BE SOLVENT WELD PVC SDR 35 (OR APPROVED EQUAL) WITH PERFORATIONS FACED DOWN. LOCATION OF THE PIPE VARIES, SEE PLAN.
5. FOR ANY LINER PENETRATIONS, RADIAL-CUT THE LINER FOR PIPE. MASTIC AND SEAL WITH PIPE CLAMP TO INSURE WATER-TIGHT SEAL.

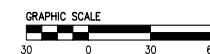
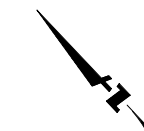


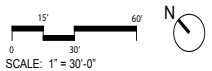
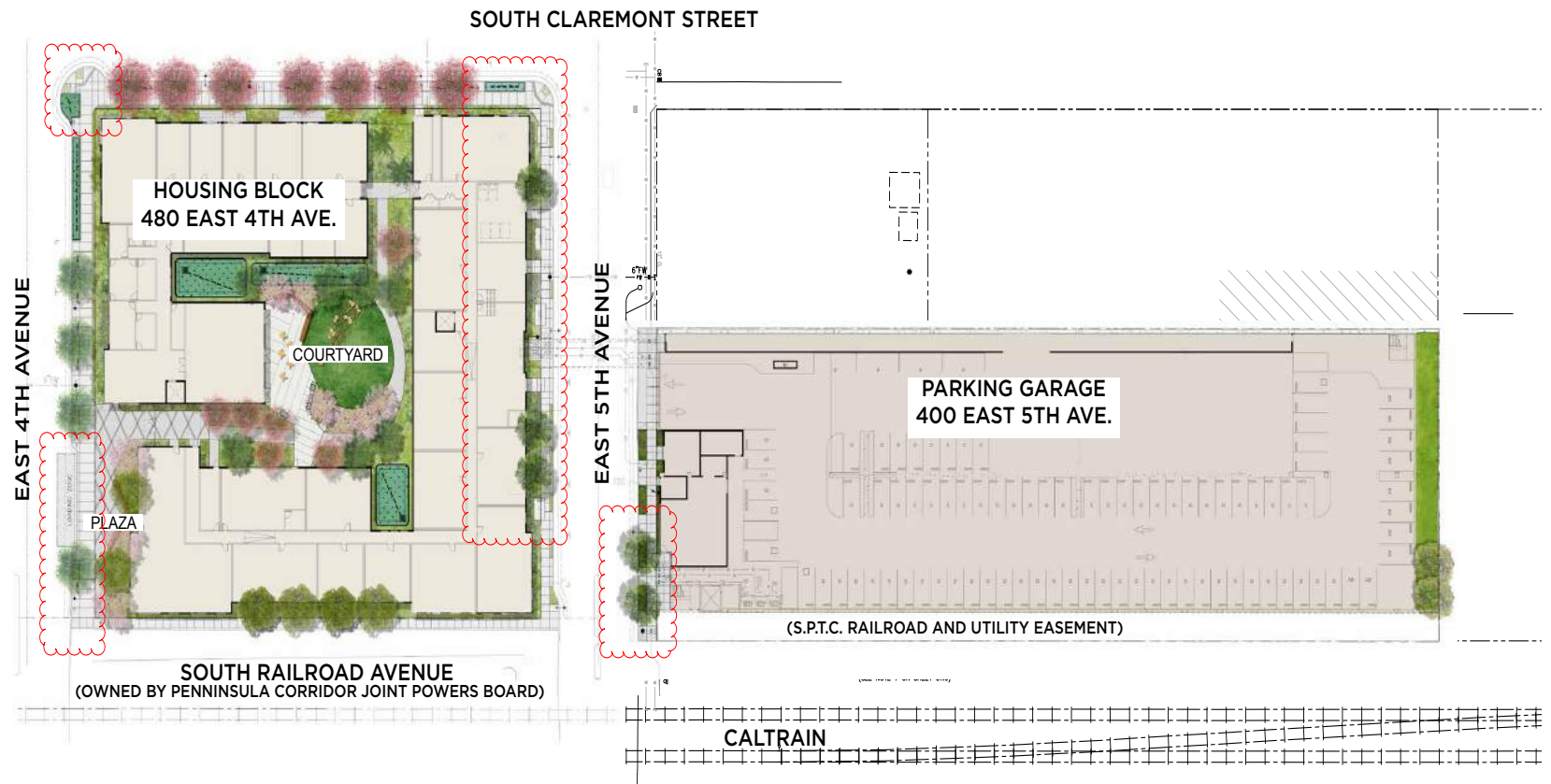
TYPICAL BIORETENTION AREA
N.T.S.



TREATMENT CONTROL MEASURE SUMMARY										
DRAINAGE AREA	DRAINAGE AREA SIZE (SQ. FT.)	PERVIOUS SURFACE (SQ. FT.)	PERVIOUS SURFACE + D.C. (SQ. FT.)	TYPE OF PERVIOUS SURFACE	IMPERVIOUS AREA (SQ. FT.)	EFFECTIVE IMPERVIOUS AREA (SQ. FT.)	TYPE OF IMPERVIOUS SURFACE	WATER QUANTITY (FLOW AND/OR VOLUME GENERATED)		PROPOSED TREATMENT CONTROLS
								REQUIRED (SQ. FT.)	PROVIDED (SQ. FT.)	
DA-1	17,525	3,809	381	LANDSCAPE	13,726	14,107	ROOF CONCRETE	564	565	BIORETENTION AREA
DA-2	19,410	4,933	483	LANDSCAPE	14,476	15,113	ROOF CONCRETE	605	605	BIORETENTION AREA
DA-3	16,587	3,702	358	LANDSCAPE	12,885	13,380	ROOF CONCRETE	131	443	BIORETENTION AREA
DA-4	54,479	6,646	655	LANDSCAPE	47,832	48,490	CONCRETE	11.10 CFS	0.791 CFS	MEDIA FILTER (MEDIA FILTER) DEVICE FLOW RATE: 0.20 CFS

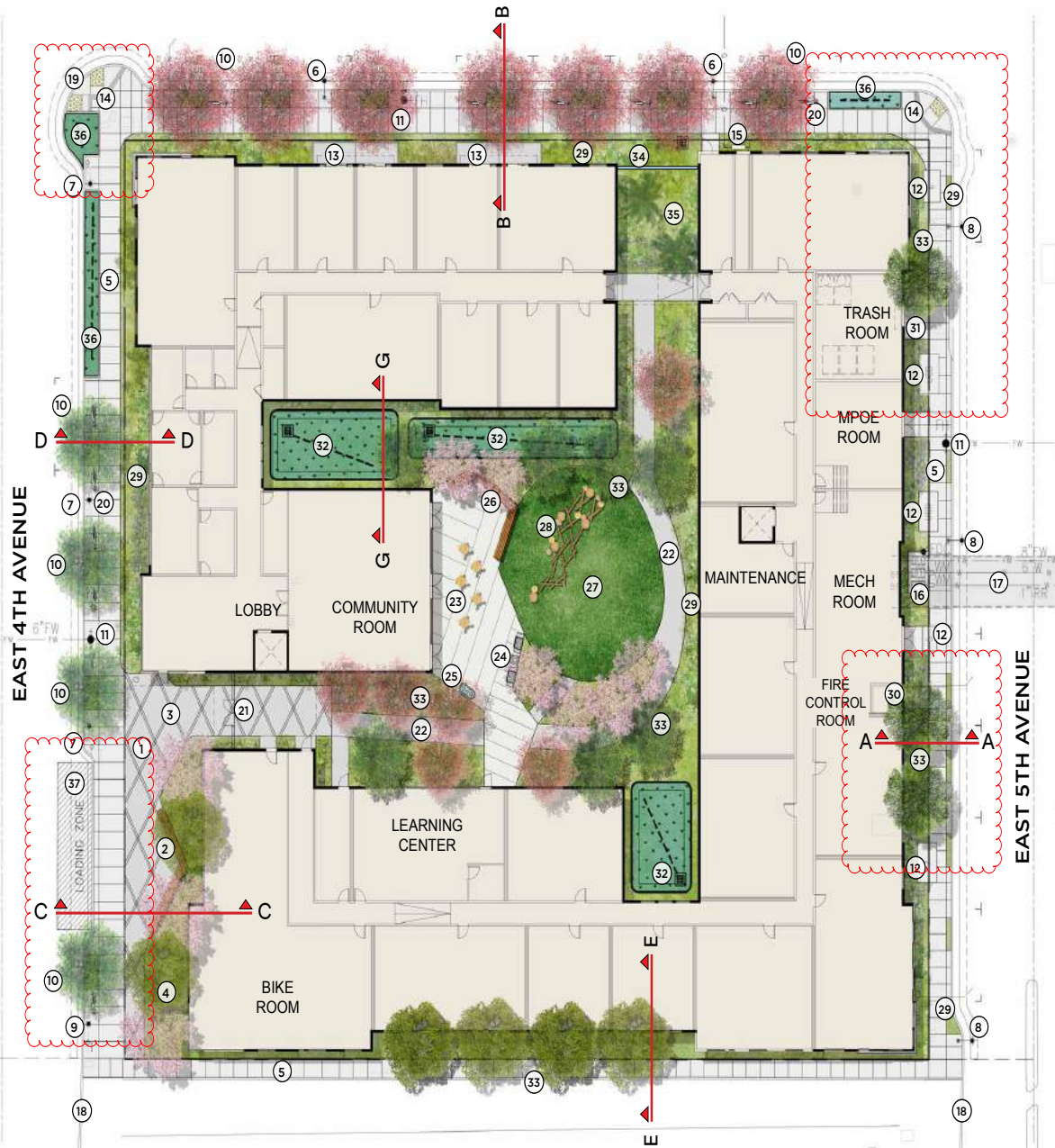
LID TREATMENT AREA SUMMARY			
W/OUT LID TREATMENT AREA	47,832 SF	PERCENTAGE (66% ALLOWED)	95%
LID TREATMENT AREA	38,913 SF	PERCENTAGE	45%





LANDSCAPE ARCHITECT:
 MILLER COMPANY LANDSCAPE ARCHITECTS
 PROJECT MANAGER: MAYA NAGASAKA
 ADDRESS: 1585 FOLSOM STREET, SAN FRANCISCO, CA 94131
 PHONE: (415) 252-7299

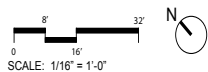
SOUTH CLAREMONT STREET

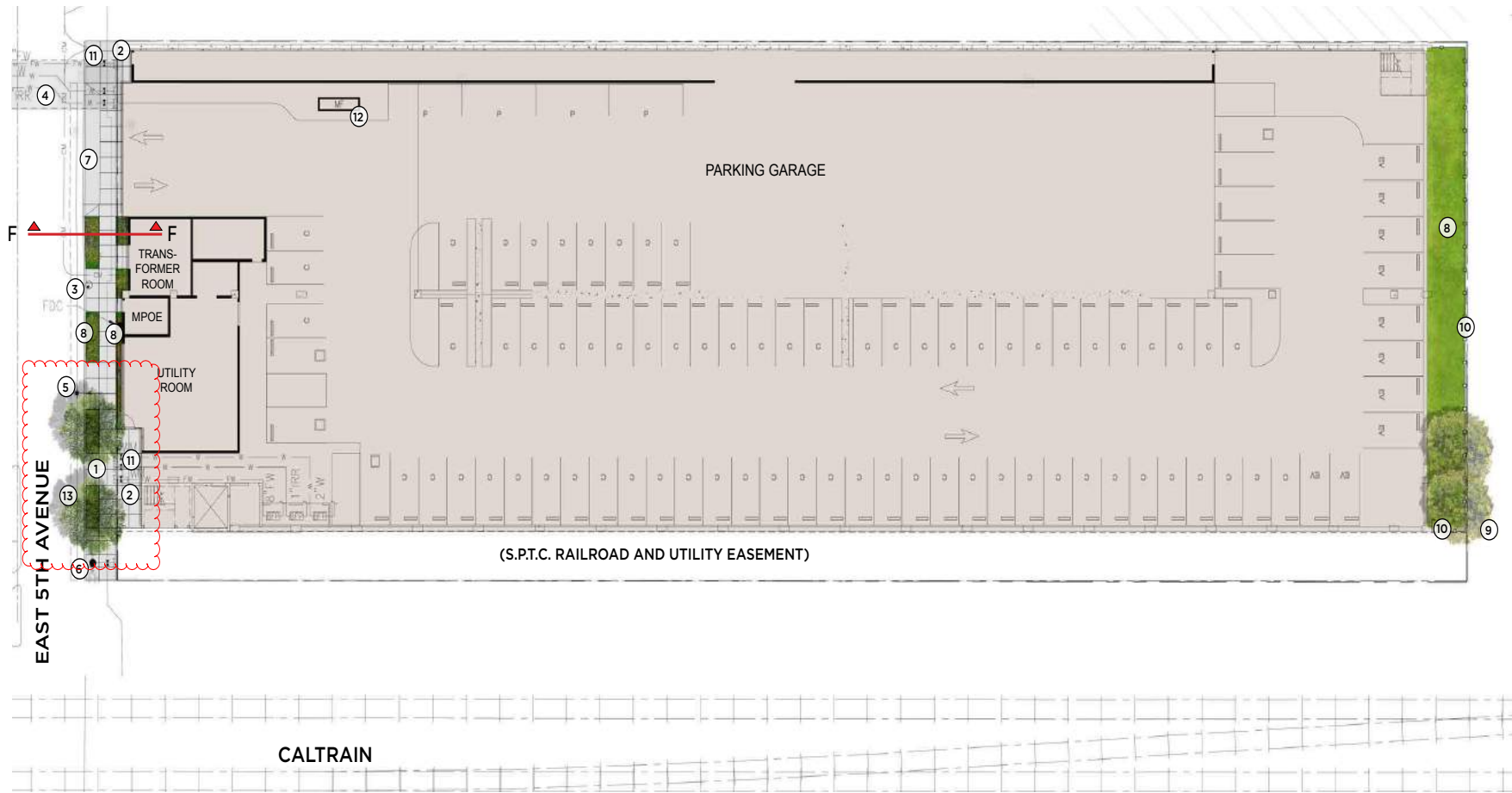


LEGEND

1. PUBLIC PLAZA
2. PUBLIC SEATING AREA AT PLAZA
3. CONCRETE PAVING WITH SCORE PATTERN
4. NATIVE PLANTING GARDEN W/ FLOWERING TREES
5. CONCRETE SIDEWALK PAVING
6. EXISTING STREET LIGHT POLE
7. EXISTING PEDESTRIAN LIGHT POLE
8. RELOCATED EXISTING STREET LIGHT POLE
9. RELOCATED EXISTING PEDESTRIAN LIGHT POLE
10. STREET TREE
11. FIRE HYDRANT
12. TRANSFORMER / PG&E VAULT
13. PATIO
14. CURB RAMP
15. GAS METER
16. BACKFLOW PREVENTORS
17. PEDESTRIAN BRIDGE ABOVE
18. EMERGENCY VEHICLE ACCESS
19. SIDEWALK BULBOUT
20. CLASS II SHORT TERM BIKE PARKING (TOTAL 12 BIKE RACKS)
21. ENTRY GATE
22. CONCRETE WALKWAY IN COURTYARD
23. COURTYARD OUTDOOR SPACE WITH MOVABLE FURNITURE
24. CHARCOAL BBQ GRILL AND COAL COLLECTOR
25. TRASH RECEPTACLE
26. COURTYARD SEATING AREA WITH WOOD BENCH
27. LAWN AREA WITH SYNTHETIC GRASS
28. NATURE BASED PLAY AREA
29. PLANTING AREA W/ NATIVE AND DROUGHT TOLERANT PLANTS
30. ACCESS TO FIRE CONTROL ROOM
31. TRASH STAGING AREA
32. BIOSWALE
33. TREES IN COURTYARD AND ONSITE PERIMETER
34. GLASS WALL
35. COVERED PLANTING AREA
36. BIORETENTION PLANTER
37. 10' x 40' LOADING ZONE

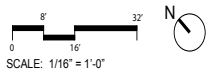
SOUTH RAILROAD AVENUE
(OWNED BY PENINSULA CORRIDOR JOINT POWERS BOARD)





LEGEND

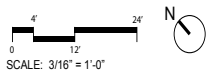
1. CONCRETE SIDEWALK PAVING
2. PEDESTRIAN GARAGE ENTRY
3. EXISTING JOINT POLE
4. PEDESTRIAN BRIDGE ABOVE
5. EXISTING STREET LIGHT POLE
6. FIRE HYDRANT
7. DRIVEWAY
8. PLANTING AREA
9. EXISTING OAK TREES W/ GRAVEL MULCH
10. 8'-0" HIGH WELDED WIRE PANEL SECURITY FENCE AND ACCESS GATE
11. WATER METERS
12. MECHANICAL FILTER FOR STORMWATER TREATMENT
13. STREET TREES

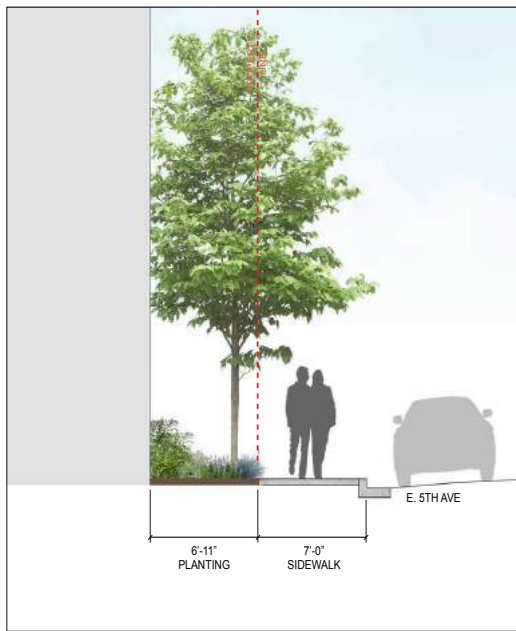




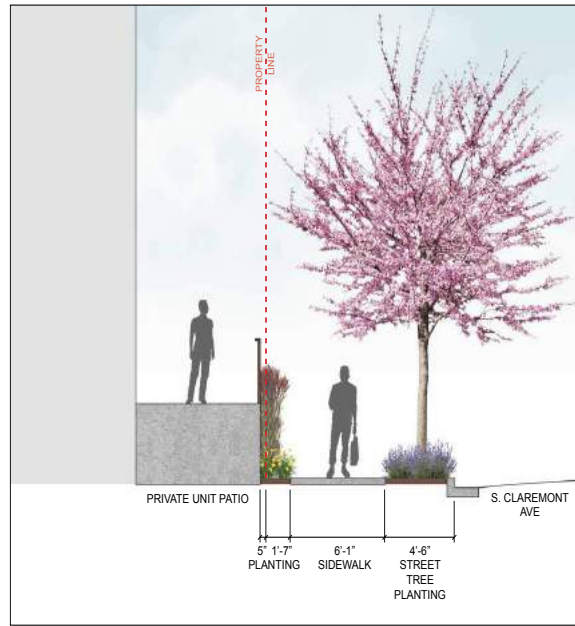
LEGEND

1. OUTDOOR BREEZE WAY
2. 42" HIGH PERFORATED METAL FENCE
3. DOUBLE GATE
4. RAISED PLANTERS
5. LOUNGE SEATING AREA
6. CAFE TABLES AND CHAIRS
7. OVERHEAD TRELLIS AT GATHERING SPACE

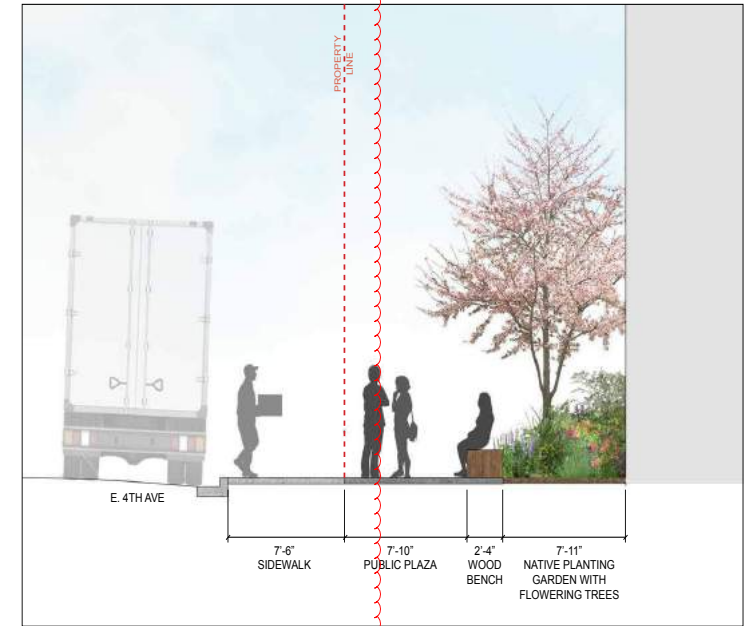




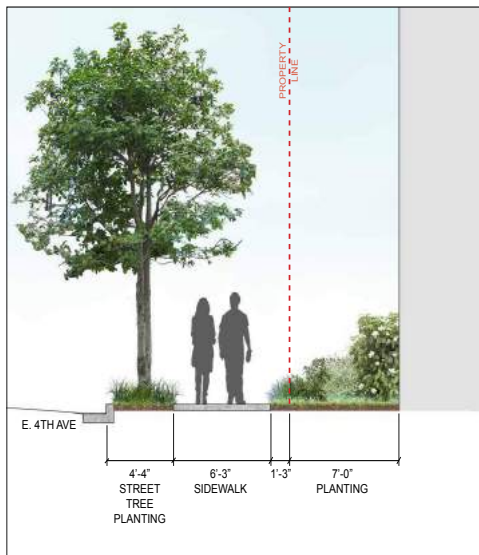
SECTION A-A: EAST 5TH AVENUE AT HOUSING LOT



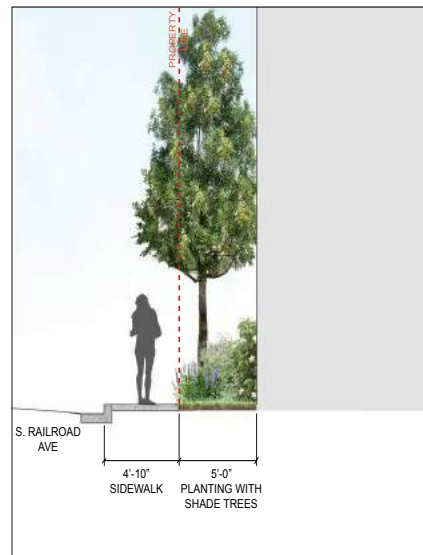
SECTION B-B: SOUTH CLAREMONT STREET



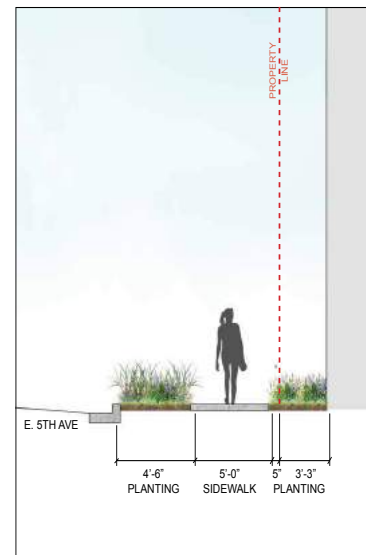
SECTION C-C: EAST 4TH AVENUE AT PLAZA



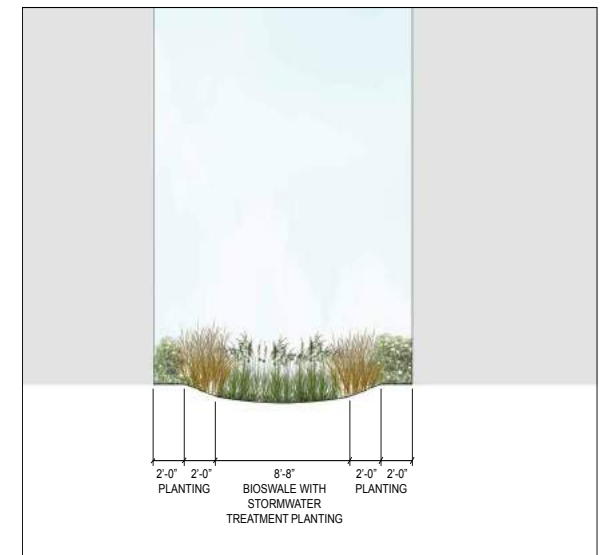
SECTION D-D: EAST 4TH AVENUE



SECTION E-E: SOUTH RAILROAD AVENUE



















SECTION F-F: EAST 5TH AVENUE AT PARKING GARAGE



SECTION G-G: BIOSWALE AT HOUSING LOT




SCHEDULE OF MATERIALS AND FURNISHINGS

SYMBOL	TYPE	MANUFACTURER	MODEL	MATERIAL	COLOR	FINISH	NOTES	SQUARE FOOTAGE
HARDSCAPE AND LANDSCAPE								
	CONCRETE SIDEWALK PAVING PER CITY STANDARDS		CAST-IN-PLACE CONCRETE	PORTLAND CEMENT	NATURAL	MEDIUM BROOM	BROOM STRIKE PERPENDICULAR TO DIRECTION OF TRAVEL	1,607 sq. ft.
	CONCRETE PAVING AT PLAZA		CAST-IN-PLACE CONCRETE W/ SCORED PATTERN	PORTLAND CEMENT	NATURAL	LIGHT SANDBLAST		2,868 sq. ft.
	CONCRETE PAVING AT COURTYARD		CAST-IN-PLACE CONCRETE W/ SCORED PATTERN	PORTLAND CEMENT	NATURAL	LIGHT SANDBLAST		1,841 sq. ft.
	SYNTHETIC TURF	TOT TURF 510.433.0655	PRO PLAY ELITE	NYLON FIBERS	FIELD/FORES	STANDARD T/ OLIVE		10,174 sq. ft.
	PLANTING ON SITE							1,031 sq. ft.
	PLANTING AT ROW							1,614 sq. ft.
	BIOSWALE ON SITE							343 sq. ft.
	BIORETENTION PLANTER AT ROW							

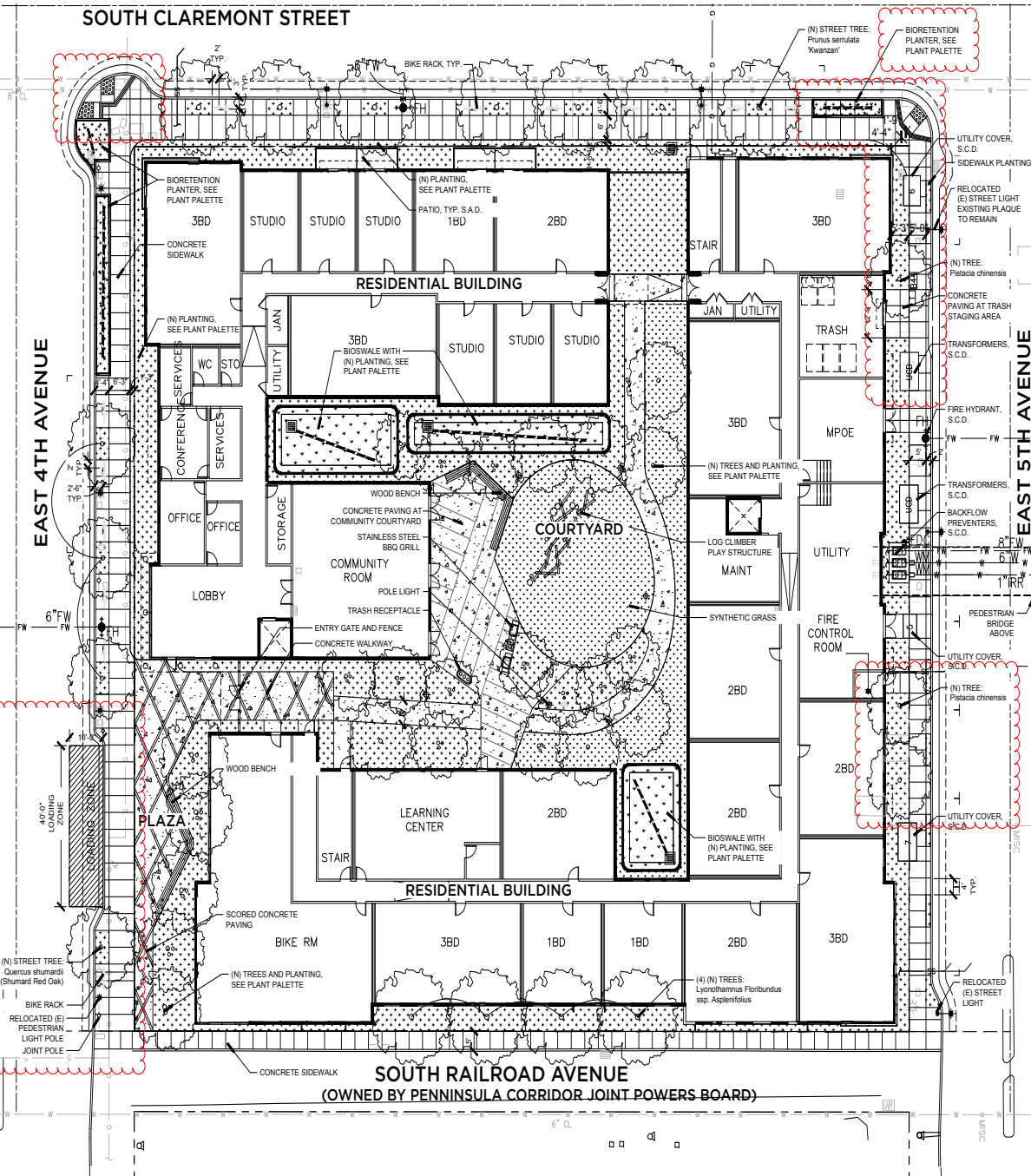
SITE FURNISHING								
	BENCH AT COURTYARD AND PLAZA	DM BRAUN OR APPROVED EQUAL	PREFABRICATED TO FIT AT SITE	WOOD SLATS				
	BIKE RACK	BIKEPARKING.COM 415.333.6428	WELLE CIRCULAR RACK WCR02-1G-SS	STAINLESS STEEL		STAINLESS STEEL #4 FINISH	IN-GROUND	
	BBQ	T.B.D.	FREE STANDING CHARCOAL GRILL WITH SIDE TABLE	STAINLESS STEEL				
	TRASH RECEPTACLE	LANDSCAPE FORMS 800.430.6206	SELECT RECYCLING SYSTEM	POWDER COATED METAL	GREEN			
	HOT COAL RECEPTACLE	OUTDOOR CREATIONS INC.	300 CR					
	GATE AND FENCE AT RESIDENTIAL ENTRY	T.B.D.	8' HIGH POWDER COATED STEEL FENCE AND GATE	PAINTED OR POWDER COATED STEEL	T.B.D.			
	PLAY STRUCTURE	NORLEG BY MIRACLE PLAYSYSTEM OR EQUAL	LOG CLIMBER WITH NET	ROBINIA	NATURAL			
	FENCE ALONG SOUTH SIDE OF GARAGE BUILDING	OMEGA II FENCING SYSTEM	OMEGA ARCHITECTURAL FENCE	WELDED WIRE MESH PANEL WITH STEEL POST	STANDARD BLACK	POWDER COATED		

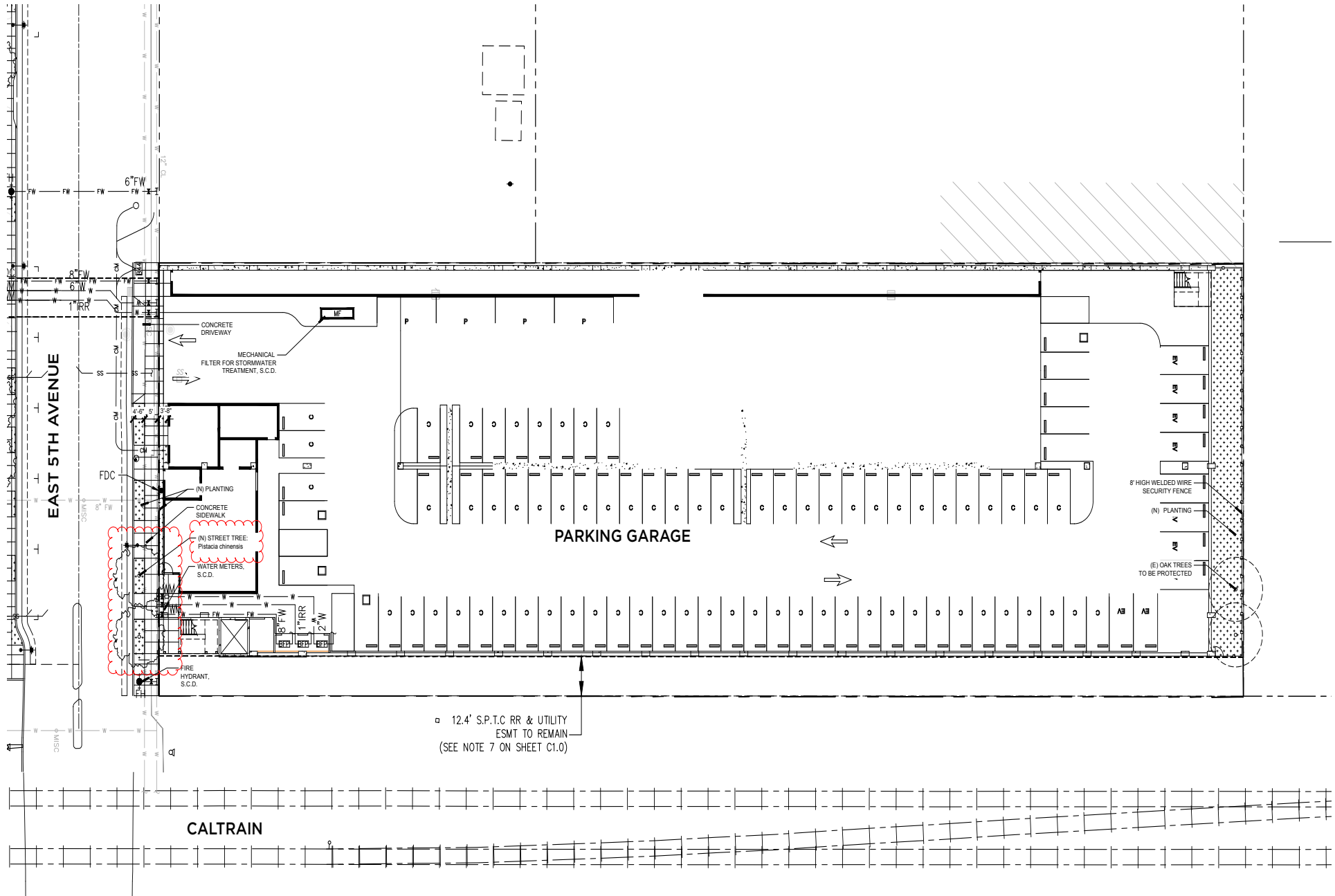
GENERAL LEGEND								
S.A.D.	SEE ARCHITECTURAL DRAWINGS							
S.C.D.	SEE CIVIL ENGINEER'S DRAWINGS							

SCHEDULE OF LIGHT FIXTURES

SYMBOL	TYPE	MANUFACTURER	MODEL	MATERIAL	COLOR	FINISH	NOTES
	EXISTING PEDESTRIAN STREETLIGHT						
	EXISTING STREETLIGHT						
	POLE LIGHT IN COURTYARD	LANDSCAPE FORMS OR EQUAL	LED PEDESTRIAN LIGHT: 12' HIGH FGP AREA LIGHT POLE	CAST ALUMINUM WITH LED LIGHT SOURCE	TITANIUM	POWDER COATED	EXISTING STREET LIGHTS ON EAST 5TH STREET ON HOUSING LOT SIDE TO BE RELOCATED AS SHOWN.

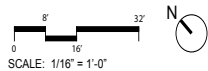
NOTE:
1. REFER TO PLANTING SCHEDULE ON SHEET L300 AND PLANTING PALETTE FOR NEW PLANTING ON SHEET L301.
2. REFER TO TREE REMOVAL AND PROTECTION PLAN L400 AND L401, ARBORIST REPORT ON SHEET L402 AND L403, AND TREE EVALUATION ON SHEET L404.

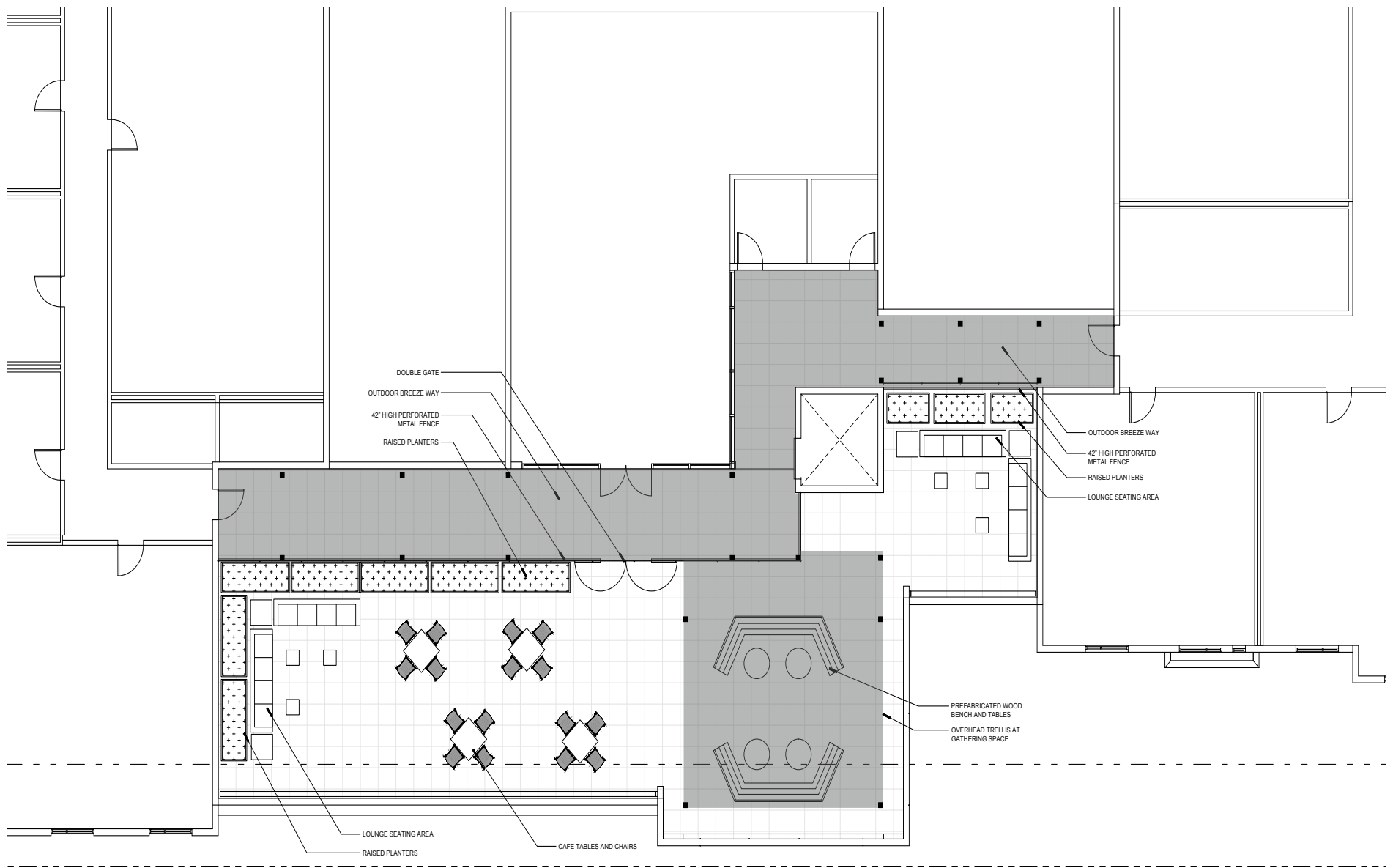




NOTE:

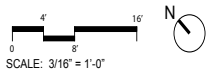
1. REFER TO SCHEDULE OF MATERIALS AND FURNISHING ON SHEET L200.
2. REFER TO PLANTING SCHEDULE ON SHEET L300 AND PLANTING PALETTE FOR NEW PLANTING ON SHEET L301.
3. REFER TO TREE REMOVAL AND PROTECTION PLAN L400 AND L401, ARBORIST REPORT ON SHEET L402 AND L403, AND TREE EVALUATION ON SHEET L404.





NOTE:

1. REFER TO SCHEDULE OF MATERIALS AND FURNISHING ON SHEET L200.
2. REFER TO PLANTING SCHEDULE ON SHEET L300 AND PLANTING PALETTE FOR NEW PLANTING ON SHEET L301.



HARDSCAPE



Concrete Paving with Scored Pattern



Synthetic Turf

FURNISHINGS



Wood Benches



Natural playground - Log Climber Play Structure

LIGHTING



LED Pedestrian Light at Courtyard



Bike Rack



Free standing Charcoal BBQ Grill

FENCING



Welded Wire Security Fence, Back of Parking Garage



Trash Receptacle



Hot Coal Receptacle



FRP Planters

STREET							
SYMBOL	ABBREV.	SCIENTIFIC NAME	COMMON NAME	SIZE	QTY	WATER	NOTES
TREES							
	QUE SHU	QUERCUS SHUMARDII	SHUMARD OAK	24" BOX	4	LOW	STREET TREE ALONG EAST 4TH AVE.
	PIS CHI	PISTACIA CHINENSIS	CHINESE PISTACHE	24" BOX	2	LOW	STREET TREE ALONG EAST 5TH AVE. IN FRONT OF GARAGE BUILDING.
	PRU SER	PRUNUS SERRULATA 'KWANZAN'	KWANZAN CHERRY	24" BOX	7	LOW	STREET TREE ALONG SOUTH CLAREMONT ST.

SHRUBS, PERENNIALS, GRASSES AND VINES							
	DIE BIC	DIETES BICOLOR	FORTNIGHT LILY	5 GAL		LOW	
	LOM LON	LOMONDRA LONGIFOLIA BREEZE	BASKET GRASS	5 GAL		LOW	
	WES FRU	WESTRINGIA FRUITICOSA 'GREY BOX'	COAST ROSEMARY	5 GAL		LOW	

BIOSWALE							
SYMBOL	ABBREV.	SCIENTIFIC NAME	COMMON NAME	SIZE	QTY	WATER	NOTES
SHRUBS, PERENNIALS, GRASSES AND VINES							
	CAR TUM	CAREX TUMULICOLA	BERKELEY SEDGE			LOW	
	CHO TEC	CHONDROPETALUM TECTORUM	CAPE REED			LOW	
	EPI CAN	EPILOBIUM CANUM	CALIFORNIA FUCHSIA			LOW	
	LEY CON	LEYMUS CONDENSATUS 'CANYON PRINCE'	CANYON PRINCE WILD RYE			LOW	
	MIM AUR	MIMULUS AURANTIACUS	STICKY MONKEYFLOWER			VERY LOW	
	RHA CAL	RHAMNUS CALIFORNICA 'MOUND SAN BRUNO'	COFFEEBERRY			LOW	
	RUB PAR	RUBUS PARVIFLORUS	WESTERN THIMBLEBERRY			LOW	
	SOL SPP	SOLIDAGO SPP. 'CROWN OF RAYS'	CROWN OF RAYS GOLDENROD			MOD	

ONSITE PLANTING							
SYMBOL	ABBREV.	SCIENTIFIC NAME	COMMON NAME	SIZE	QTY	WATER	NOTES
TREES							
	ACE CIR	ACER CIRCINATUM	VINE MAPLE	36"BOX	6	MOD	
	AFR GRA	AFROCARPUS GRACILIOR	AFRICAN FERN PINE	36" BOX	3	MEDIUM	
	LYO FLO	LYONOTHAMNUS FLORIBUNDUS SSP. ASPLENIIFOLIUS	SANTA CRUZ ISLAND IRONWOOD	36" BOX	4	LOW	ON SITE ALONG SOUTH RAILROAD AVE.
	ARC MAN	ARCTOSTAPHYLOS MANZANITA 'DR. HURD'	DR. HURD MANZANITA	36" BOX	2	VERY LOW	
	COR NUT	CORNUS NUTTALLII	PACIFIC DOGWOOD	36" BOX	6	MEDIUM	
	CYA COO	CYATHEA COOPERI	AUSTRALIAN TREE FERN	36" BOX	4	HIGH	
	CER OCC	CERCIS OCCIDENTALIS	WESTERN REDBUD	36" BOX	3	VERY LOW	
	PIS CHI	PISTACIA CHINENSIS	CHINESE PISTACHE	24" BOX	3	LOW	ON SITE ALONG EAST 5TH AVENUE.

SHRUBS, PERENNIALS, GRASSES AND VINES							
	ACA COG	ACACIA COGNATA COUSIN ITT	LITTLE RIVER WATTLE			LOW	
	ACA MOL	ACANTHUS MOLLIS	BEAR'S BREECHES			MED	
	AGA ATT	AGAVE ATTENUATA	FOXTAIL AGAVE			LOW	
	ANE HYB	ANEMONE X HYBRIDA	JAPANESE ANEMONE			MOD	
	ARC SPP	ARCTOSTAPHYLOS SPP.	MANZANITA			LOW	
	CAR MOR	CAREX MORROWII 'ICE DANCE'	ICE DANCE SEDGE			MED	
	CAR TES	CAREX TESTACEA	ORANGE SEDGE			LOW	
	CEA SPP	CEANOTHUS SPP.	CEANOTHUS			LOW	
	ERI FAS	ERIOGONUM FASCICULATUM	CALIFORNIA BUCKWHEAT			LOW	
	FRA RAM	FRANCOA RAMOSA	BRIDAL WREATH			MED	
	FES CAL	FESTUCA CALIFORNICA	CALIFORNIA FESCUE			LOW	
	LEP CAL	LEPECHINIA CALYCINA	PITCHER SAGE			LOW	
	LOR CHI	LOROPETALUM CHINENSE 'EMERALD SNOW'	EMERALD SNOW FRINGE FLOWER			LOW	
	PIT TOB	PITTOSPORUM TOBIRA	MOCK ORANGE			LOW	
	SAR RUS	SARCOCOCCA RUSCIFOLIA	FRAGRANT SWEET BOX			LOW	
	SAT DOU	SATUREJA DOUGLASII	YERBA BUENA			LOW	
	WOO FIM	WOODWARDIA FIMBRIATA	GIANT CHAIN FERN			MED	

GROUND COVERS							
	ARM BLO	ARMERIA MARITIMA 'BLOODSTONE'	SEA PINK			MOD	
	LAM MAC	LAMIUM MACULATUM	SPOTTED DEADNETTLE			LOW	

STREET TREES



Shumard Oak
Quercus shumardii



Kwanzan Cherry
Prunus serrulata 'Kwanzan'

ONSITE TREES



Chinese Pistache
Pistacia chinensis



Santa Cruz Island Ironwood
Lyonothamnus floribundus ssp. asplenifolius



Western Redbud
Cercis occidentalis



Dr. Hurd Manzanita
Arctostaphylos 'Dr. Hurd'



Vine Maple
Acer circinatum



Australian Tree Fern
Cyathea cooperi



Pacific Dogwood
Cornus nuttallii

BIOSWALE



Cape Rush
Chondropetalum tectorum



Canyon Prince Wild Rye
Leymus condensatus 'Canyon Prince'



California Fuchsia
Epilobium canum



Sticky Monkeyflower
Mimulus aurantiacus



Crown of Rays Goldenrod
Solidago crown of rays



Mound San Bruno Coffeeberry
Rhamnus californica 'Mound San Bruno'



Western Thimbleberry
Rubus parviflorus

ONSITE PLANTING



Sedge
Carex spp.



California buckwheat
Eriogonum spp.



Cousin Ilt Acacia
Acacia cognata 'Cousin Ilt'



Foxtail Agave
Agave attenuata



Island Alum Root
Heuchera maxima



Pitcher Sage
Lepechinia calycina



Flowering Currant
Ribes sanguineum



Bridal Wreath
Francoa ramosa



Spotted Deadnettle
Lamium maculatum



Giant Chain Fern
Woodwardia fimbriata

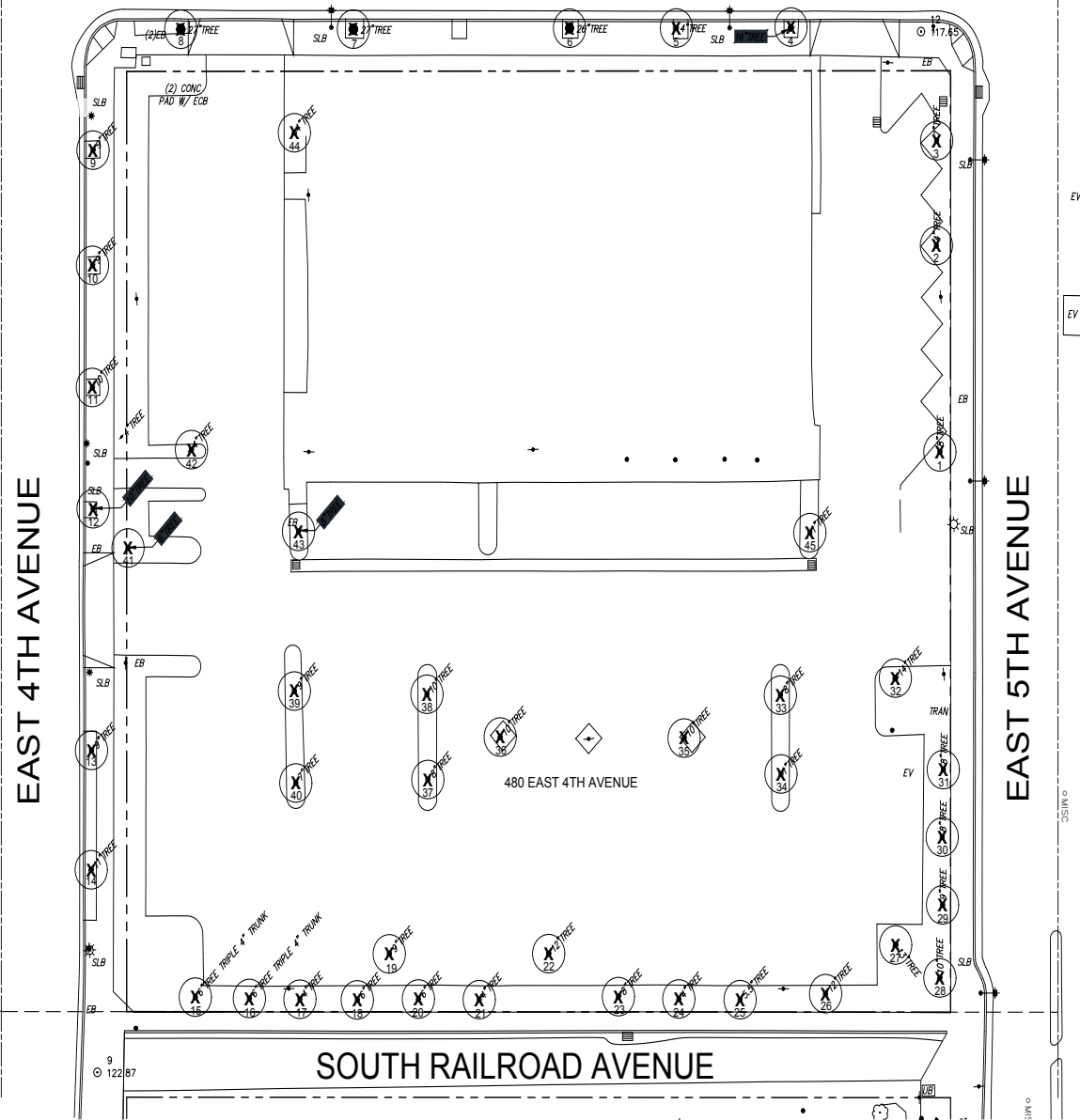
TREE PROTECTION AND REMOVAL NOTES

1. CONTRACTOR SHALL MEET WITH THE CONSULTANT ARBORIST AND LANDSCAPE ARCHITECT PRIOR TO BEGINNING OF WORK TO REVIEW PROCEDURES, ACCESS ROUTES, STORAGE AREAS AND TREE PROTECTION MEASURES.
2. DESIGNATE TREE ROOT PROTECTION ZONE - THE TREE ROOT PROTECTION ZONE (RPZ) DESIGNATES AN AREA SURROUNDING A TREE OR GROUPING OF TREES THAT IS TO BE FENCED OFF FROM ALL ACCESS UNTIL DESIGNATED BY A CERTIFIED ARBORIST. THE RPZ IS COMMONLY DEFINED AS ONE (1) FOOT RADIAL DISTANCE FOR EVERY ONE (1) INCH IN TREE DIAMETER (DBH). THIS IS ROUGHLY EQUIVALENT TO THE AREA COMMONLY REFERRED TO AS THE "DRIP ZONE." ARBORIST CAN MODIFY THE RPZ DISTANCE FROM THE BASE OF THE TREE BASED UPON SITE CONDITIONS AND THE LEVEL OF ROOT PRESENCE. THE LARGER THE PROTECTION ZONE THAT IS PROVIDED, THE GREATER THE LIKELIHOOD OF LONG-TERM TREE SURVIVAL.
3. ANY GRADING, CONSTRUCTION, DEMOLITION OR OTHER WORK THAT IS WITHIN THE TREE ROOT PROTECTION ZONE (RPZ) SHALL BE MONITORED BY THE CONSULTING ARBORIST.
4. REQUIRED METHOD OF EXCAVATION WITHIN RPZ - CAREFULLY HAND EXCAVATION WITHIN RPZ - CAREFUL HAND EXCAVATION SHALL BE THE ACCEPTED METHOD OF EXCAVATION. THE AIR SPADE AND DITCHWITCH ARE BOTH ALTERNATIVE TOOLS THAT CAN BE USED IN THE EXCAVATION. ARBORIST IS TO SUPERVISE ANY SUCH ACTIVITY.
5. IF INJURY SHOULD OCCUR TO ANY TREE DURING CONSTRUCTION, IT SHALL BE EVALUATED AS SOON AS POSSIBLE BY THE CONSULTING ARBORIST SO THAT APPROPRIATE TREATMENTS CAN BE APPLIED.
6. TREE ROOT PROTECTION ZONE FENCING - FENCING MUST PROTECT ALL AREAS WITHIN THE DESIGNATED RPZ. FENCING IS TO BE SIX-FEET HIGH CHAIN-LINK TYPE METAL FENCING WITH EIGHT-FOOT-LONG METAL POSTS, 2 INCHES IN DIAMETER, DRIVEN TWO-FOOT INTO THE GROUND AND SPACED NOT MORE THAN 10 FEET APART. WARNING SIGNS SHALL BE ATTACHED TO TREE PROTECTION FENCING EVERY 20' WHICH READ "TREE PROTECTION ZONE DO NOT ENTER. PROJECT ARBORIST'S CONTACT INFORMATION: SBCA TREE CONSULTING PH. 510-878-3075". TREE PROTECTION FENCES SHALL BE ERECTED TO PROTECT TREES THAT ARE TO REMAIN / BE PRESERVED. FENCES ARE TO REMAIN UNTIL ALL SITE WORK IS COMPLETED. FENCES MAY NOT BE RELOCATED OR REMOVED WITHOUT PERMISSION OF ARBORIST.
STREET TREES SHALL BE PROTECTED BY CHAIN LINK FENCING THAT SHALL BE INSTALLED WITHIN THE PLANTING STRIP FOLLOWING THE EDGE OF SIDEWALK IN THE SAME MANNER DESCRIBED FOR PROTECTED ON-SITE TREES.
7. ROOT PROTECTION AREAS WHERE ROOTS CANNOT BE FENCED, OR WHEN CONSTRUCTION ACTIVITIES ARE CONDUCTED INSIDE THE RPZ, OPEN SOIL AREAS REQUIRE PROTECTION FROM CONTAMINANTS AND COMPACTION. THE EFFECTS OF FOOT TRAFFIC CAN BE MITIGATED THROUGH THE USE OF SIX (6) INCHES OF WOOD CHIP MULCH AND 3/4 INCH PLYWOOD PLACED ON TOP. SOIL PROTECTIONS FOR EQUIPMENT OPERATING WITHIN THE DESIGNATED RPZ REQUIRES 12 INCHES OF MULCH WITH EITHER METAL TRENCHING PLATES OR 1 1/8 INCH PLYWOOD PLACED ON TOP.
8. TRUNK AND SCAFFOLD PROTECTION - WHENEVER CONSTRUCTION ACTIVITY MUST OCCUR INSIDE THE TREE PROTECTION ZONE, THE GENERAL CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE PROJECT ARBORIST IN A TIMELY MANNER TO HAVE THE PROJECT ARBORIST PRESENT FOR ALL WORK PERFORMED WITHIN THE TREE PROTECTION ZONE OF PROTECTED TREES. TREE TRUNK AND AND SCAFFOLD PROTECTION MUST BE INSTALLED AS THE FOLLOWING:
 - THE BASE OF THE TREE AND THE FIRST EIGHT-FOET OF THE TRUNK MUST BE PROTECTED. THE TRUNK WRAP CONSISTS OF STRAW WATTLE COILED AROUND THE TRUNK FROM THE BASE UP TO MINIMUM HEIGHT OF EIGHT (8) FEET FROM GRADE.
 - A DOUBLE LAYER OF ORANGE PLASTIC CONSTRUCTION FENCING SHALL BE WRAPPED AND SECURED AROUND THE STRAW WATTLES.
 - MAJOR SCAFFOLD LIMBS MAY REQUIRE PROTECTION AS DETERMINED BY THE PROJECT ARBORIST SUCH AS 2 X 4 BOARDS STRAPPED TO THE BOTTOM SIDE OF THE EXPOSED SCAFFOLD LATERAL BRANCH AND THEN WRAPPED WITH ORANGE SNOW FENCING.
 - ADDITIONAL PROTECTION CAN BE PROVIDED BY EITHER STRAW BALES OF USE OF VERTICAL 2X4 BOARDS STRAPPED TO THE TREE. ARBORIST MAY REQUIRE ANY OR ALL OF THE TRUNK PROTECTION MEASURES DEPENDING UPON THE SITUATION.
 - DAMAGED STRAW WATTLE SHALL BE IMMEDIATELY REPLACED.
9. CONSTRUCTION TRAILERS, TRAFFIC AND STORAGE AREAS MUST REMAIN OUTSIDE TREE PROTECTION ZONES / AREAS, AS DEFINED BY FENCING AT ALL TIMES.
10. NO MATERIALS, EQUIPMENT, SPOIL, WASTE OR WASH-OUT WATER MAY BE DEPOSITED, STORED, OR PARKED WITHIN THE TREE PROTECTION ZONE (FENCED AREA).
11. ANY ADDITIONAL PRUNING NEEDED FOR CLEARANCE DURING CONSTRUCTION SHALL BE PERFORMED BY A COMPANY SPECIALIZING IN ARBORICULTURE AND UNDER THE SUPERVISION OF A CERTIFIED ARBORIST. ANY PRUNING MUST COMPLY WITH ANSI A300 PRUNING STANDARDS. PRUNING MUST BE MINIMIZED, PARTICULARLY WHEN ROOT LOSS OCCURS. PRUNING PRIOR TO CONSTRUCTION SHOULD INCLUDE: NECESSARY CLEARANCE PRUNING, DEADWOOD REMOVAL AND SAFETY PRUNING.
12. ALL TREES SHALL BE IRRIGATED ON SCHEDULE DETERMINED BY THE CONSULTING ARBORIST. EACH IRRIGATION CYCLE SHALL WET THE SOIL WITHIN THE TREE PROTECTION ZONE TO A DEPTH OF 30".
13. ROOTS ONE INCH OR GREATER IN DIAMETER SHALL BE PRUNED BY PROJECT ARBORIST OR DESIGNEE.
14. TREATMENT OF EXPOSED ROOTS - OPEN TRENCHES WITH EXPOSED ROOTS REQUIRE MINIMUM TWO LAYERS OF DAMP BURLAP OR OTHER ACCEPTABLE COVERING AT ALL TIMES. AN ARBORIST WILL DETERMINE THE AMOUNT OF SUPPLEMENTAL WATERING REQUIRED BASED UPON SOIL MOISTURE INVESTIGATION AND WEATHER CONDITIONS. SEVERED ROOTS ARE TREATED WITH A SUGAR SOLUTION (30 GRAMS OF SUGAR TO 1 LITER OF WATER FOR A 1 SQUARE METER OF SOIL SURFACE).
15. TREES TO BE REMOVED SHALL BE FELLED SO AS TO FALL AWAY FROM ANY TREE PROTECTION ZONE AND AVOID PULLING AND BREAKING OF ROOTS OF TREE(S) TO REMAIN. IF ROOTS ARE ENTWINED, IT MAY REQUIRE SEVERING THE WOODY ROOT MASS BEFORE EXTRACTING TREE, OR GRINDING STUMP BELOW GRADE. CONTRACTOR TO CONSULT WITH CONSULTING ARBORIST.

NOTE:

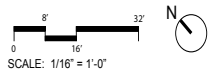
1. REFER TO TREE PROTECTION DETAIL ON SHEET L401.

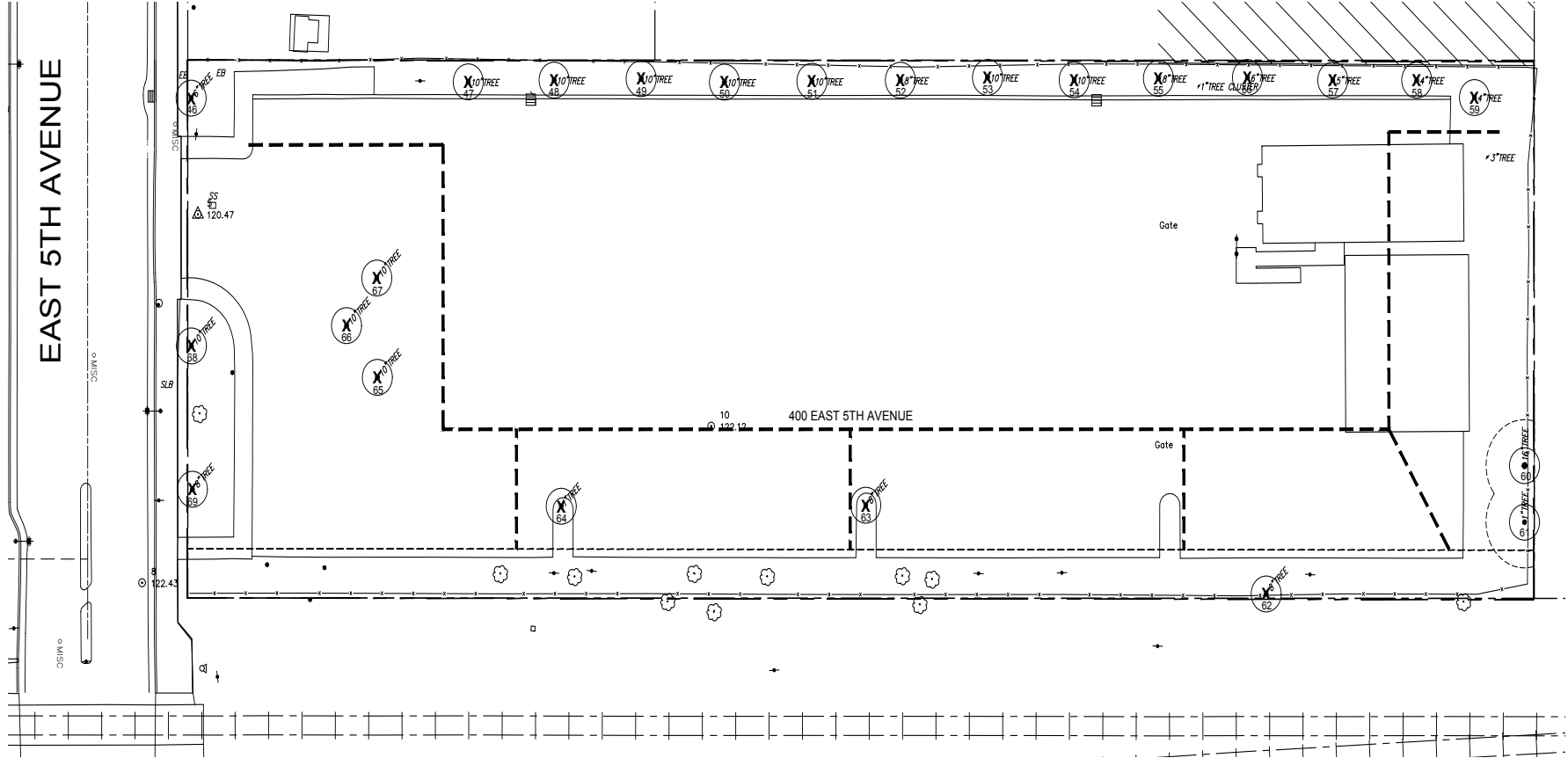
SOUTH CLAREMONT STREET



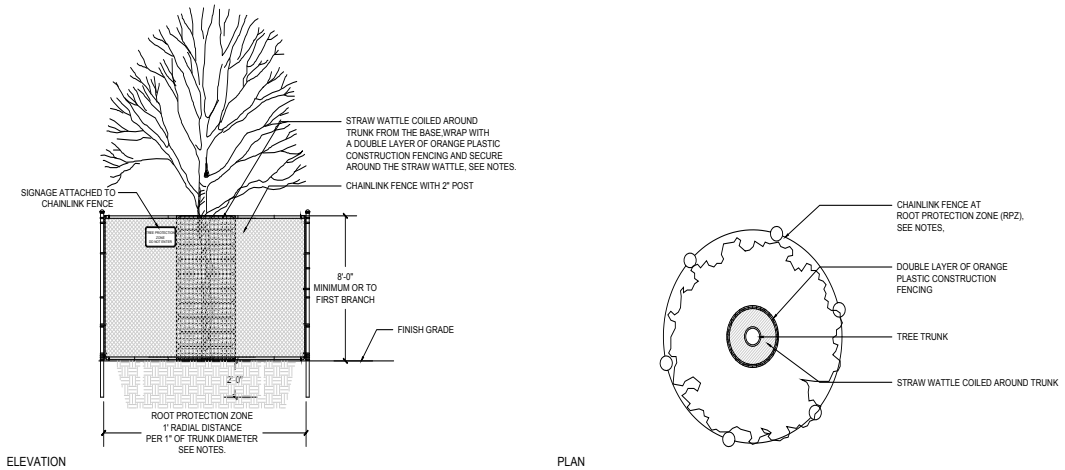
LEGEND

- (X) REMOVE (E) TREE, GRIND STUMP 24" BELOW GRADE
- (E) TREE TO BE PROTECTED. SEE NOTES FOR TREE PROTECTION ZONE AND TREE PROTECTION METHOD.

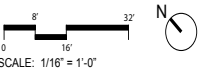




NOTE:
1. REFER TO TREE PROTECTION AND REMOVAL NOTES ON SHEET L400.



TREE PROTECTION DETAIL



SBCA TREE CONSULTING

1834 Rose Street, Crockett, CA 94525
Phone: (510) 787-3075
Fax: (510) 787-3065
Website: www.sbcatree.com

Steve Batchelder, Consulting Arborist

WC ISA Certified Arborist #228
CUFC Certified Urban Forester #134
CA Contractor License # (C-27) 53367
E-mail: steve@sbcatree.com

Molly Batchelder, Consulting Arborist

WC ISA Certified Arborist #9613A
ISA Tree Risk Assessment Qualified
E-mail: molly@sbcatree.com

Date: Amended 4-9-20

To: Maya Nagasaka
Miller Company Landscape Architects
1585 Folsom Street
San Francisco, CA 94103

Project: 480 E 4th and 400 E 5th, San Mateo

Subject: Tree Survey Summary Report

Assignment: SBCA Tree Consulting was requested to survey all protected trees within the designated area and to prepare LU Values for all trees.

Appendices:

1. Tree Survey Data for 69 trees
2. Tree Location Plan
3. Table of LU Value

City of San Mateo Tree Ordinance

13.52.020 DEFINITION. Terms used in this chapter shall be defined as follows:

(a) Heritage tree is any of the following:

- (1) Any bay (Umbellularia californica), buckeye (Aesculus spp.), oak (Quercus spp.), cedar (Cedrus) or redwood (Sequoia) tree that has a diameter of ten (10) inches or more measured at forty-eight (48) inches above natural grade;
- (2) Any tree or stand of trees designated by resolution of the City Council to be of special historical value or of significant community benefit;
- (3) A stand of trees, the nature of which makes each dependent on the others for survival;
- (4) Any other tree with a trunk diameter of sixteen (16) inches or more, measured at forty-eight (48) inches above natural grade.

27.71.150 PRESERVATION OF EXISTING TREES.

- (a) Evaluation of Existing Trees. Trees over six inches in caliper shall be evaluated on the basis of species, size, condition, location and classification as a heritage tree.
- (b) Required Submittals. To evaluate the existing trees the landscape plan and a tree evaluation schedule shall be submitted with the planning application showing:

480 E 4th and 400 E 5th, San Mateo
Miller Company

Amended 4-9-20
2 of 4

- (1) The location of all existing trees six inches or greater in caliper, noting which are to be removed and which are located within the allowable building area;
- (2) Caliper size in inches measured 48 inches above grade;
- (3) Species name and species value as determined by utilizing the most recent edition of the Guide for Plant Appraisal, published by the Council of Tree and Landscape Appraisers;
- (4) Condition and location value of trees as determined by an arborist or landscape architect;
- (5) The total LU value of trees to be removed; and
- (6) The total LU value of replacement trees.

The LU value of the replacement trees is not provided with this report.

Summary

The tree survey tagged and collected data on 69 trees located on two parcels. Two trees designated for retention qualify as "heritage trees". Sixty-seven of the trees are designated for removal due to project design or poor condition.

LU Values for all surveyed trees:

67 removed	LU VALUE IS:	533.28
2 preserved	LU VALUE IS:	32.14
69 trees total	LU VALUE IS:	565.42

Species representation

Thirteen species were identified in the survey:

	Species	Common Name	Total Amount	Heritage Tree Amount	Overall Retention Suitability	Total # to be retained	Comments
1	Albizia julibrissin	Silk Tree	2	0	G	0	Nice trees, Poor pruning
2	Celtis sinensis	Chinese Hackberry	6	0	F-P	0	Conflict with wires, Poor pruning, Some buttresses in contact with tree grate, Some buttresses shaved to fit in tree grate, Aphids
3	Eucalyptus nicholii	Narrow-Leaved Black Peppermint	5	4	G	0	Nice mature large trees, Require pruning to mitigate risk of branch failure, #5 is small and should be replaced due to poor root system

SBCA Tree Consulting
1534 Rose St. Crockett, CA 94525
steve@sbcatree.com



Phone (510) 787-3075
Fax (510) 787-3065
www.sbcatree.com

480 E 4th and 400 E 5th, San Mateo
Miller Company

Amended 4-9-20
3 of 4

	Species	Common Name	Total Amount	Heritage Tree Amount	Overall Retention Suitability	Total # to be retained	Comments
4	Fraxinus oxycarpa 'Raywood'	Raywood Ash	5	0	P	0	Species not suitable for retention due to poor performance as a street tree
5	Nerium oleander	Oleander	2	0	P	0	Not suitable due to species and condition
6	Pinus pinea	Italian Stone Pine	1	0	P	0	Poor structure, not suitable
7	Pistacia chinensis	Chinese Pistache	10	0	G	0	Doing well in area
8	Platanus x hispanica	London Plane	12	0	G	0	Good health and structures, Recommend preservation if possible, 3 trees at end of row (north) are in poor condition due to shading of adjacent trees- replacement not recommended
9	Prunus caroliniana	Carolina Cherry Laurel	9	0	P	0	Not suitable due to species and condition
10	Quercus agrifolia	Coast Live Oak	2	2	F	2	Growing on fence line, Likely volunteers, Not ideal structure-location-form
11	Rhus lancea	African Sumac	13	0	G	0	Good species choice for area
12	Tristania laurina	Water Gum	1	0	P	0	Circling root
13	Ulmus parvifolia	Chinese Elm	1	0	P	0	Volunteer? Growing in fence
			69	6		2	

Care of Trees Designated for Retention

Quercus agrifolia – The two Coast Live Oak trees are located at the south-west end of 400 E 4th. The trees are located on the property line and belong to both property owners. The larger oak was given a fair-poor structural condition rating due to 3 included bark attachments¹. The smaller oak is growing at an angle under the canopy of the larger oak. Regular pruning will be required over the next 20 years to provide both trees with better structures.

¹ Included bark is a structural defect where bark is included between the branch attachment so that the wood cannot join. Such defects have a higher propensity for failure.

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480 E 4th and 400 E 5th, San Mateo
Miller Company

Amended 4-9-20
4 of 4

End Report

Report submitted by:

Steve Batchelder

Steve Batchelder, Consulting Arborist
ISA Certified Arborist WE 228A
CaUFC Certified Urban Forester #138
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COLUMN HEADING DESCRIPTIONS
Tag# - Indicates the number tag attached to tree
Species - Scientific name
Common Name - Vernacular name
DBH - Diameter measured in inches at 4.5 feet above soil grade, unless otherwise indicated
Spread - In feet
Health - Tree Health: E is Excellent, G is Good, F is Fair, P is Poor, D is Dead or Dying
Structure - Tree Structural Safety: E is Excellent, G is Good, F is Fair, P is Poor, H is Hazardous
Heritage Tree - Attaining City of San Mateo Heritage Tree Status: 1 is Yes
Suitability for Retention - Based on Tree Condition: G is Good, F is Fair, P is Poor
RPZ - Root Protection Zone: The radial distance in feet from base of tree that is to be fenced off from all construction areas until designated by a certified arborist.
Notes - See below

ABBREVIATIONS AND DEFINITIONS
Embedded Bark (EB) - AKA Included Bark, this is a structural defect where bark is included between the branch attachment so that the wood cannot join. Such defects have a higher propensity for failure.
Codominant (CO) - A situation where a tree has two or more stems which are of equal diameter and relative amounts of leaf area. Trees with codominant primary scaffolding stems are inherently weaker than stems, which are of unequal diameter and size.
Codominant w/ Embedded Bark (CDEB) - When bark is embedded between codominant stems, failure potential is very high and pruning to mitigate the defect is recommended.
Dead Wood (DW) - Interior dead branches noted in tree.
End Weight Reduction (EWR) - Reduction of end branch end weight recommended to reduce potential for limb failure.
Internal Decay (ID) - Noted by sounding with a mallet or visible cavities/large pruning wounds.
Multi (Multi) - Multiple trunks/stems emanate from below breast height (4.5' above soil grade).

Tag #	Species	Common name	DBH	Spread	Health	Structure	Heritage Tree	Suitability for Retention	RPZ	Notes
1	<i>Pistacia chinensis</i>	Chinese Pistache	7	15	G	P		P	7	Lean, internal decay, trunk wounds
2	<i>Pistacia chinensis</i>	Chinese Pistache	3	10	G	F-G		G	3	Structural Pruning required
3	<i>Pistacia chinensis</i>	Chinese Pistache	8	20	G	F		G	8	Large pruning wounds, Shubs, EB
4	<i>Eucalyptus nicholii</i>	Narrow-Leaved Black Peppermint	19.5	25	G	F	1	G	20	EB?, New pavement adjacent indicating possible past root damage

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Tag #	Species	Common name	DBH	Spread	Health	Structure	Heritage Tree	Suitability for Retention	RPZ	Notes
5	<i>Eucalyptus nicholii</i>	Narrow-Leaved Black Peppermint	4	10	F	P		P	4	Dysfunctional root system, Lean
6	<i>Eucalyptus nicholii</i>	Narrow-Leaved Black Peppermint	28	45	G	G	1	G	28	EWR on lateral over street, Pavement uplift
7	<i>Eucalyptus nicholii</i>	Narrow-Leaved Black Peppermint	28	50	G	G	1	G	28	EWR on lateral over street
8	<i>Eucalyptus nicholii</i>	Narrow-Leaved Black Peppermint	32	45	G	F-G	1	G	32	EB in upper canopy, Pavement uplift
9	<i>Celtis sinensis</i>	Chinese Hackberry	9	20	G	F		F	9	In wires, Poor pruning, Aphids
10	<i>Celtis sinensis</i>	Chinese Hackberry	10.5	20	G	F		F	11	In wires, Poor pruning, Aphids
11	<i>Celtis sinensis</i>	Chinese Hackberry	10	20	G	F-P		F-P	10	In wires, Poor pruning, Buttress in contact with grate, Aphids
12	<i>Celtis sinensis</i>	Chinese Hackberry	12	20	G	F-P		F-P	12	In wires, Poor pruning, Large pruning wounds, Buttress roots have been damaged, Aphids
13	<i>Celtis sinensis</i>	Chinese Hackberry	10	20	G	F		F	10	In wires, Buttress in contact with grate, EB
14	<i>Celtis sinensis</i>	Chinese Hackberry	12.5	20	G	F		F	12.5	In wires, Poor pruning, Large pruning wounds, Buttress roots have been damaged, Aphids
15	<i>Prunus caroliniana</i>	Carolina Cherry Laurel	5,3,2,2	10	F	P		P		EB x3
16	<i>Prunus caroliniana</i>	Carolina Cherry Laurel	2,2,2,5,2	10	F	F-P		P		Circling root
17	<i>Prunus caroliniana</i>	Carolina Cherry Laurel	2	5	f	P		P	2	Circling root, Large pruning wounds
18	<i>Prunus caroliniana</i>	Carolina Cherry Laurel	4.5	10	P	P		P	5	Foliage dieback, Serious decay in trunk
19	<i>Rhus lancea</i>	African Sumac	11	25	G	G		G	11	
20	<i>Prunus caroliniana</i>	Carolina Cherry Laurel	6	15	G	P		P	6	CDEB, Surface roots

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Tag #	Species	Common name	DBH	Spread	Health	Structure	Heritage Tree	Suitability for Retention	RPZ	Notes
21	<i>Prunus caroliniana</i>	Carolina Cherry Laurel	4	10	F	P		P	4	Large pruning wounds, Lean, Surface roots
22	<i>Rhus lancea</i>	African Sumac	13	30	G	F		G	13	Large pruning wound, Crossing branches
23	<i>Prunus caroliniana</i>	Carolina Cherry Laurel	7	10	F	F		P	7	Large pruning wounds, Surface roots
24	<i>Prunus caroliniana</i>	Carolina Cherry Laurel	3,2,5	10	P	P		P		Trunk decay
25	<i>Prunus caroliniana</i>	Carolina Cherry Laurel	5.5	15	F	F		P	6	Circling roots, Surface roots
26	<i>Rhus lancea</i>	African Sumac	12.5	25	G	F		F	13	Lean
27	<i>Rhus lancea</i>	African Sumac	12	15	G	F		F	12	Surface roots, Dead wood, Suckers
28	<i>Pistacia chinensis</i>	Chinese Pistache	8	15	G	G		N	8	
29	<i>Pistacia chinensis</i>	Chinese Pistache	8	20	G	F		G	8	Headed for clearance
30	<i>Pistacia chinensis</i>	Chinese Pistache	8.5	25	G	G		G	9	Headed for clearance
31	<i>Pistacia chinensis</i>	Chinese Pistache	8	25	G	G		G	8	
32	<i>Rhus lancea</i>	African Sumac	13	25	G	F-G		G	13	Suckers
33	<i>Rhus lancea</i>	African Sumac	8	20	P	P		P	8	Spaw, Large EB breakout
34	<i>Rhus lancea</i>	African Sumac	12	25	G	F-G		G	12	Suckers
35	<i>Albizia julibrissin</i>	Silk Tree	10.5	35	G	G		G	11	Large pruning wound, Lean
36	<i>Albizia julibrissin</i>	Silk Tree	10	20	G	F-G		G	10	Large pruning wound, Lean

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Tag #	Species	Common name	DBH	Spread	Health	Structure	Heritage Tree	Suitability for Retention	RPZ	Notes
37	<i>Rhus lancea</i>	African Sumac	10.5	25	G	G		G	11	
38	<i>Rhus lancea</i>	African Sumac	11.5	25	G	G		G	12	
39	<i>Rhus lancea</i>	African Sumac	10	25	G	F		G	10	EB, Pavement uplift
40	<i>Rhus lancea</i>	African Sumac	9	20	G	G		G	9	
41	<i>Nerium oleander</i>	Oleander	5.5	10	G	P		P	6	Lean, suckers
42	<i>Nerium oleander</i>	Oleander	5	10	G	P		P	5	Lean, suckers
43	<i>Rhus lancea</i>	African Sumac	9	20	G	F		F	9	Pavement uplift, Lean, Large pruning wound
44	<i>Tristaniaopsis laurina</i>	Walter Gum	4	10	G	P		P	4	Circling root
45	<i>Rhus lancea</i>	African Sumac	13	30	G	F		F	13	Lean
46	<i>Pistacia chinensis</i>	Chinese Pistache	5.5	15	G	G		G	6	
47	<i>Platanus x hispanica</i>	London Plane	10.5	20	G	G		G	11	Surface roots
48	<i>Platanus x hispanica</i>	London Plane	9.5	25	G	G		G	10	Surface roots
49	<i>Platanus x hispanica</i>	London Plane	9.5	25	G	G		G	10	Surface roots
50	<i>Platanus x hispanica</i>	London Plane	9	25	G	G		G	9	Surface roots
51	<i>Platanus x hispanica</i>	London Plane	9	25	G	G		G	9	Surface roots
52	<i>Platanus x hispanica</i>	London Plane	9	25	G	G		G	9	Surface roots

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Tag #	Species	Common name	DBH	Spread	Health	Structure	Heritage Tree	Suitability for Retention	RPZ	Notes
53	<i>Platanus x hispanica</i>	London Plane	11	25	G	G		G	11	Large pruning wound, Surface roots
54	<i>Platanus x hispanica</i>	London Plane	10	25	G	G		G	10	Surface roots
55	<i>Platanus x hispanica</i>	London Plane	8	25	G	G		G	8	Large pruning wound, Surface roots
56	<i>Pinus pinea</i>	Italian Stone Pine	5,6	15	G	P		P		CDEB, Likely someone planted their smas tree
57	<i>Platanus x hispanica</i>	London Plane	6	20	F-P	G		F-P	6	Basal wound, Not enough sunlight
58	<i>Platanus x hispanica</i>	London Plane	4.5	20	F-P	F-P		F-P	5	Circling root, Not enough sunlight
59	<i>Platanus x hispanica</i>	London Plane	4	15	P	F		P	4	Not enough sunlight
60	<i>Quercus agrifolia</i>	Coast Live Oak	17.5	30	G	F-P	1	F	18	ID, EB x3, Growing on fence line
61	<i>Quercus agrifolia</i>	Coast Live Oak	11	15	G	G	1	F	11	In canopy of #61, Growing on fence line
62	<i>Ulmus parvifolia</i>	Chinese Elm	5,3,3	30	G	F		P		Growing in fence
63	<i>Fraxinus oycarpa "Raywood"</i>	Raywood Ash	7.5	15	G	F		P	8	EB
64	<i>Fraxinus oycarpa "Raywood"</i>	Raywood Ash	11	25	G	F		P	11	Surface roots
65	<i>Fraxinus oycarpa "Raywood"</i>	Raywood Ash	10	30	G	F		P	10	Surface roots
66	<i>Fraxinus oycarpa "Raywood"</i>	Raywood Ash	10.5	30	G	F		P	11	Surface roots, EB
67	<i>Fraxinus oycarpa "Raywood"</i>	Raywood Ash	10	25	G	F		P	10	Surface roots
68	<i>Pistacia chinensis</i>	Chinese Pistache	7.5	20	G	G		G	8	

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Tag #	Species	Common name	DBH	Spread	Health	Structure	Heritage Tree	Suitability for Retention	RPZ	Notes
69	<i>Pistacia chinensis</i>	Chinese Pistache	8.5	20	G	G		G	10	

6

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LU Values

Total Trees: 69			
63 removed	LU VALUE IS:	362.08	
6 preserved	LU VALUE IS:	203.34	
69 trees total	LU VALUE IS:	565.42	

FORMULA FOR LU VALUE: Spec. X Cond. X Loc. plus .35 x Cal. 1 X 1.0 = LU VALUE

LU Values for Trees Removed (onsite and offsite)

Tag #	Species	Fate: Preserved/Removed	Species Value %	Condition Value %	Location Value %	Plus 0.35	DBH's	Caliper @ 48"	Risk L Submark	Heritage 1.25	LU Value
1	Platanus chinensis	Remove	0.7	0.8	0.8	0.35	7	7.5	0.7	1	6.72
2	Platanus chinensis	Remove	0.7	0.8	0.8	0.35	3	3	0.7	1	2.69
3	Platanus chinensis	Remove	0.7	0.8	0.8	0.35	8	8.5	0.7	1	7.62
4	Eucalyptus nicholii	Remove	0.7	0.7	0.8	0.35	19.5	20	1	1.25	28.00
5	Eucalyptus nicholii	Remove	0.7	0.4	0.8	0.35	4	4	1	1	2.56
6	Eucalyptus nicholii	Remove	0.7	0.8	0.8	0.35	28	28.5	1	1.25	45.60
7	Eucalyptus nicholii	Remove	0.7	0.8	0.8	0.35	28	28.5	1	1.25	45.60
8	Eucalyptus nicholii	Remove	0.7	0.8	0.8	0.35	32	32.5	1	1.25	52.00
9	Celtis sinensis	Remove	0.5	0.7	0.8	0.35	9	9.5	1	1	7.60
10	Celtis sinensis	Remove	0.5	0.7	0.8	0.35	10.5	11	1	1	8.80
11	Celtis sinensis	Remove	0.5	0.6	0.8	0.35	10	10.5	1	1	7.20
12	Celtis sinensis	Remove	0.5	0.6	0.8	0.35	12	12.5	1	1	8.57
13	Celtis sinensis	Remove	0.5	0.7	0.8	0.35	10	10.5	1	1	8.40
14	Celtis sinensis	Remove	0.5	0.7	0.8	0.35	12.5	13	1	1	10.40
15	Prunus caroliniana	Remove	0.7	0.4	0.6	0.35	5,3,2,2	6.5	0.7	1	2.18
16	Prunus caroliniana	Remove	0.7	0.5	0.6	0.35	2,2,2,5,2	3.5	0.7	1	1.47
17	Prunus caroliniana	Remove	0.7	0.4	0.6	0.35	2	2	0.7	1	0.67
18	Prunus caroliniana	Remove	0.7	0.2	0.6	0.35	4.5	4.5	0.7	1	0.76
19	Rhus lancea	Remove	0.7	0.8	0.6	0.35	11	11.5	0.7	1	7.73
20	Prunus caroliniana	Remove	0.7	0.5	0.6	0.35	6	6	0.7	1	2.52
21	Prunus caroliniana	Remove	0.7	0.4	0.6	0.35	4	4	0.7	1	1.34
22	Rhus lancea	Remove	0.7	0.7	0.6	0.35	13	13.5	0.7	1	7.94
23	Prunus caroliniana	Remove	0.7	0.5	0.6	0.35	7	7.5	0.7	1	3.15
24	Prunus caroliniana	Remove	0.7	0.2	0.6	0.35	3,2,5	4	0.7	1	0.67
25	Prunus caroliniana	Remove	0.7	0.6	0.6	0.35	5.5	5.5	0.7	1	2.77
26	Rhus lancea	Remove	0.7	0.7	0.6	0.35	12.5	13	0.7	1	7.64
27	Rhus lancea	Remove	0.7	0.7	0.6	0.35	12	12.5	0.7	1	7.35
28	Platanus chinensis	Remove	0.7	0.8	0.6	0.35	8	8.5	0.7	1	5.71

City Street trees

City Street trees

City Street trees

City Street trees

City Street trees

City Street trees

City Street trees

City Street trees

City Street trees

City Street trees

City Street trees

City Street trees

LU Values for Trees Removed (onsite and offsite)

Tag #	Species	Fate: Preserved/Removed	Species Value %	Condition Value %	Location Value %	Plus 0.35	DBH's	Caliper @ 48"	Risk L Submark	Heritage 1.25	LU Value
29	Platanus chinensis	Remove	0.7	0.7	0.6	0.35	8	8	0.7	1	4.70
30	Platanus chinensis	Remove	0.7	0.8	0.6	0.35	8.5	9	0.7	1	6.05
31	Platanus chinensis	Remove	0.7	0.8	0.6	0.35	8	8.5	0.7	1	5.71
32	Rhus lancea	Remove	0.7	0.7	0.6	0.35	13	13.5	0.7	1	7.94
33	Rhus lancea	Remove	0.7	0.2	0.6	0.35	8	8.5	0.7	1	1.43
34	Rhus lancea	Remove	0.7	0.7	0.6	0.35	12	12.5	0.7	1	7.35
35	Albizia julibrissin	Remove	0.5	0.8	0.6	0.35	10.5	11	0.7	1	5.28
36	Albizia julibrissin	Remove	0.5	0.7	0.6	0.35	10	10.5	0.7	1	4.41
37	Rhus lancea	Remove	0.7	0.8	0.6	0.35	10.5	11	0.7	1	7.39
38	Rhus lancea	Remove	0.7	0.8	0.6	0.35	11.5	12	0.7	1	8.06
39	Rhus lancea	Remove	0.7	0.7	0.6	0.35	10	10.5	0.7	1	6.17
40	Rhus lancea	Remove	0.7	0.8	0.6	0.35	9	9.5	0.7	1	6.38
41	Nerium oleander	Remove	0.5	0.5	0.6	0.35	5.5	5.5	0.7	1	1.65
42	Nerium oleander	Remove	0.5	0.5	0.6	0.35	5	5	0.7	1	1.50
43	Rhus lancea	Remove	0.7	0.7	0.6	0.35	9	9.5	0.7	1	5.59
44	Tristramia s. burlina	Remove	0.9	0.5	0.6	0.35	4	4	0.7	1	2.16
45	Rhus lancea	Remove	0.7	0.7	0.6	0.35	13	13.5	0.7	1	7.94
46	Platanus chinensis	Remove	0.7	0.8	0.7	0.35	5.5	6	1	1	6.72
47	Platanus x hispanica	Remove	0.7	0.8	0.7	0.35	10.5	11	1	1	12.32
48	Platanus x hispanica	Remove	0.7	0.8	0.6	0.35	9.5	10	1	1	9.60
49	Platanus x hispanica	Remove	0.7	0.8	0.6	0.35	9.5	10	1	1	9.60
50	Platanus x hispanica	Remove	0.7	0.8	0.6	0.35	9	9.5	1	1	9.12
51	Platanus x hispanica	Remove	0.7	0.8	0.6	0.35	9	9.5	1	1	9.12
52	Platanus x hispanica	Remove	0.7	0.8	0.6	0.35	9	9.5	1	1	9.12
53	Platanus x hispanica	Remove	0.7	0.8	0.6	0.35	11	11.5	1	1	11.04
54	Platanus x hispanica	Remove	0.7	0.8	0.6	0.35	10	10.5	1	1	10.08
55	Platanus x hispanica	Remove	0.7	0.8	0.6	0.35	8	8.5	1	1	8.16
56	Pinus pinea	Remove	0.7	0.5	0.5	0.35	5.6	8	1	1	4.00
57	Platanus x hispanica	Remove	0.7	0.6	0.5	0.35	6	6.5	1	1	3.90
58	Platanus x hispanica	Remove	0.7	0.3	0.5	0.35	4.5	4.5	1	1	1.35

LU Values for Trees Removed (onsite and offsite)

Tag #	Species	Fate: Preserved/Removed	Species Value %	Condition Value %	Location Value %	Plus 0.35	DBH's	Caliper @ 48"	Risk L Submark	Heritage 1.25	LU Value
59	Platanus x hispanica	Remove	0.7	0.4	0.5	0.35	4	4	1	1	1.60
62	Ulmus parvifolia	Remove	0.7	0.7	0.6	0.35	5,3,3	6.5	1	1	5.46
63	Fraxinus oycarpa 'Raywood'	Remove	0.3	0.7	0.6	0.35	7.5	8	1	1	2.88
64	Fraxinus oycarpa 'Raywood'	Remove	0.3	0.7	0.6	0.35	11	11.5	1	1	4.14
65	Fraxinus oycarpa 'Raywood'	Remove	0.3	0.7	0.6	0.35	10	10.5	1	1	3.78
66	Fraxinus oycarpa 'Raywood'	Remove	0.3	0.7	0.6	0.35	10.5	11	1	1	3.96
67	Fraxinus oycarpa 'Raywood'	Remove	0.3	0.7	0.6	0.35	10	10.5	1	1	3.78
68	Platanus chinensis	Remove	0.7	0.8	0.7	0.35	7.5	8	1	1	8.96
69	Platanus chinensis	Remove	0.7	0.8	0.7	0.35	9.5	10	1	1	11.20

533.28

LU Values for Trees Preserved (onsite)

Tag #	Species	Fate: Preserved/Removed	Species Value %	Condition Value %	Location Value %	Plus 0.35	DBH's	Caliper @ 48"	Risk L Submark	Heritage 1.25	LU Value
60	Quercus agrifolia	Save	0.9	0.6	0.5	0.35	17.5	18	1	1.25	17.36
61	Quercus agrifolia	Save	0.9	0.8	0.5	0.35	11	11.5	1	1.25	14.79

32.14

Required Tree Planting Form (onsite only)

Required Tree Planting

Zoning Code, Section 27.71 – Landscape, requires all projects to have a minimum ratio of 1 tree per 400 square feet of landscaped area. Existing trees that are a minimum of 6-inch diameter may count toward this total.

Landscape Area: 11,788 sq. ft. + 400 = 29.47 (a)

Number of existing trees from Tree Evaluation Schedule with a 6 inch or greater diameter to be preserved: 2 (b)

Landscape Unit (LU) value of trees to be removed from the Tree Evaluation Schedule: 308.54 (c)

Minimum LU value to be replaced and/or met through payment of in-lieu fees: [a – b + c = d] 336.01 (d)

New Trees:

A "landscape unit" (LU) value equivalent to (d) above, must either be planted on site, or an "in-lieu" fee paid to the city's street tree planting fund. If the LU value shown at (e) is not equal or greater than (d), then an in-lieu fee must be paid to the City's street tree planting fund at the rate defined annually in the City's Comprehensive Fee Schedule for each deficient LU.

New Trees Being Planted*			
Quantity	Size	LU Value	Total LU Value
	15 gallon	1	
	24 inch box	2	
31	36 inch box	3	93
	48 inch box	4	
Total LU Value of new trees being proposed:			93 (e)

*New replacement trees shall be in addition to and not substitute requirements for new street trees, parking lot trees or other required trees.

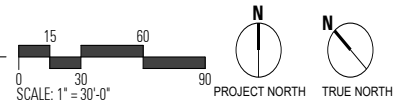
Fees Owed to the City Street Tree Planting Fund:

If (d) is greater than (e), there will be an LU value deficit calculated as follows:

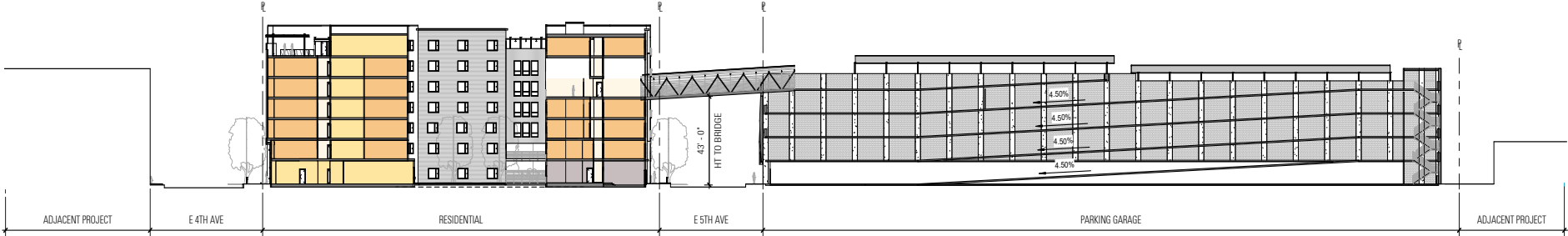
[d – e = 243.01 x (the annually defined \$ per LU value as per Current Comprehensive Fee Schedule) = \$ 78,006.21



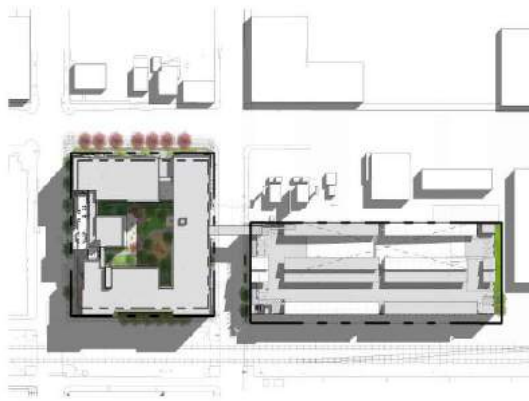
1 SITE PLAN
A102 1" = 30'-0"



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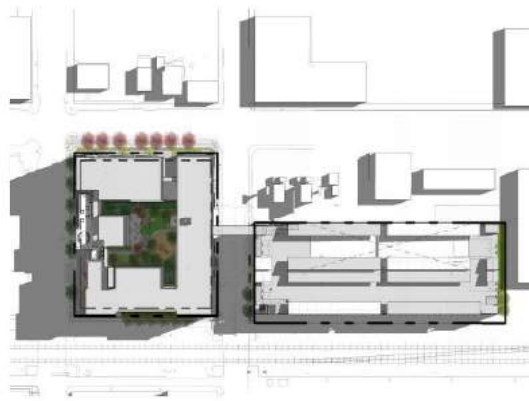


1 SITE SECTION
A103 1" = 30'-0"



SUMMER SOLSTICE @ 9AM

1" = 100'-0"



EQUINOX @ 9AM

1" = 100'-0"



WINTER SOLSTICE @ 9AM

1" = 100'-0"



SUMMER SOLSTICE @ NOON

1" = 100'-0"



EQUINOX @ NOON

1" = 100'-0"



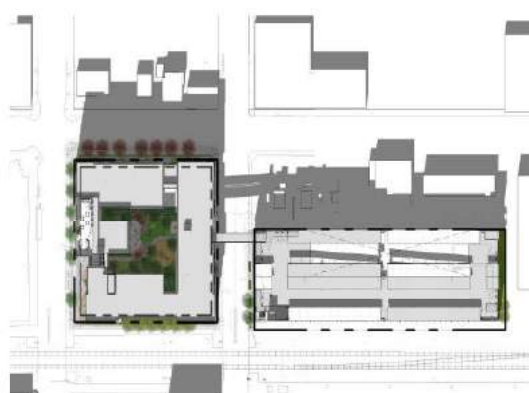
WINTER SOLSTICE @ NOON

1" = 100'-0"



SUMMER SOLSTICE @ 3PM

1" = 100'-0"



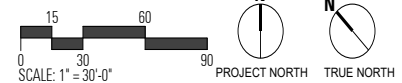
EQUINOX @ 3PM

1" = 100'-0"



WINTER SOLSTICE @ 3PM

1" = 100'-0"





1 - S RAILROAD AVE + E 5TH AVE - LOOKING NORTH



2 - E 4TH AVE + S RAILROAD - LOOKING EAST



3 - E 4TH AVE + S CLAREMONT ST - LOOKING SOUTH



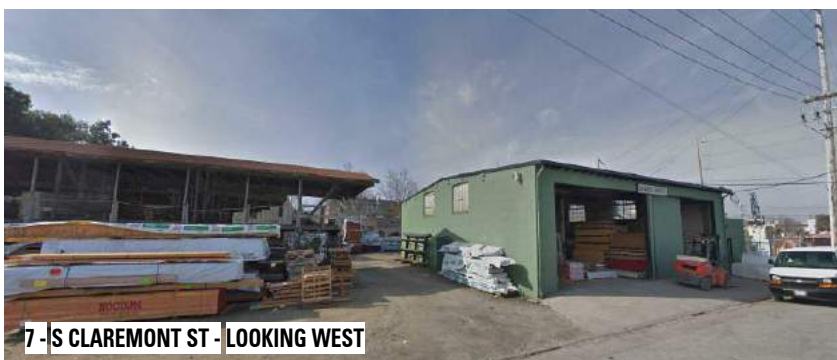
4 - E 5th AVE + CLAREMONT ST LOOKING WEST



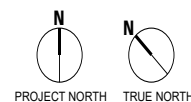
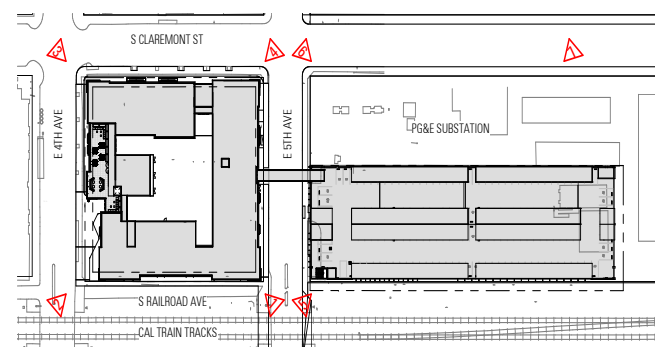
5 - S CLAREMONT ST + E 5TH AVE - LOOKING EAST



6 - E 5th AVE + S CLAREMONT ST LOOKING SOUTH



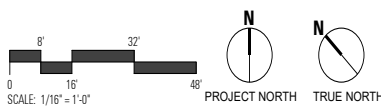
7 - S CLAREMONT ST - LOOKING WEST





FLOOR AREA LEGEND	
AMENITY	8,046.64 SF
CIRC	2,447.80 SF
UNIT	3,214.05 SF
UTILITY	16,340.66 SF
	3,473.33 SF
	33,522.48 SF

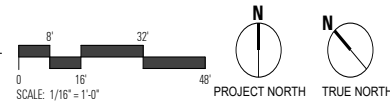
FLOOR PLAN - LEVEL 01 - HOUSING BLOCK
1 A201 1/16" = 1'-0"

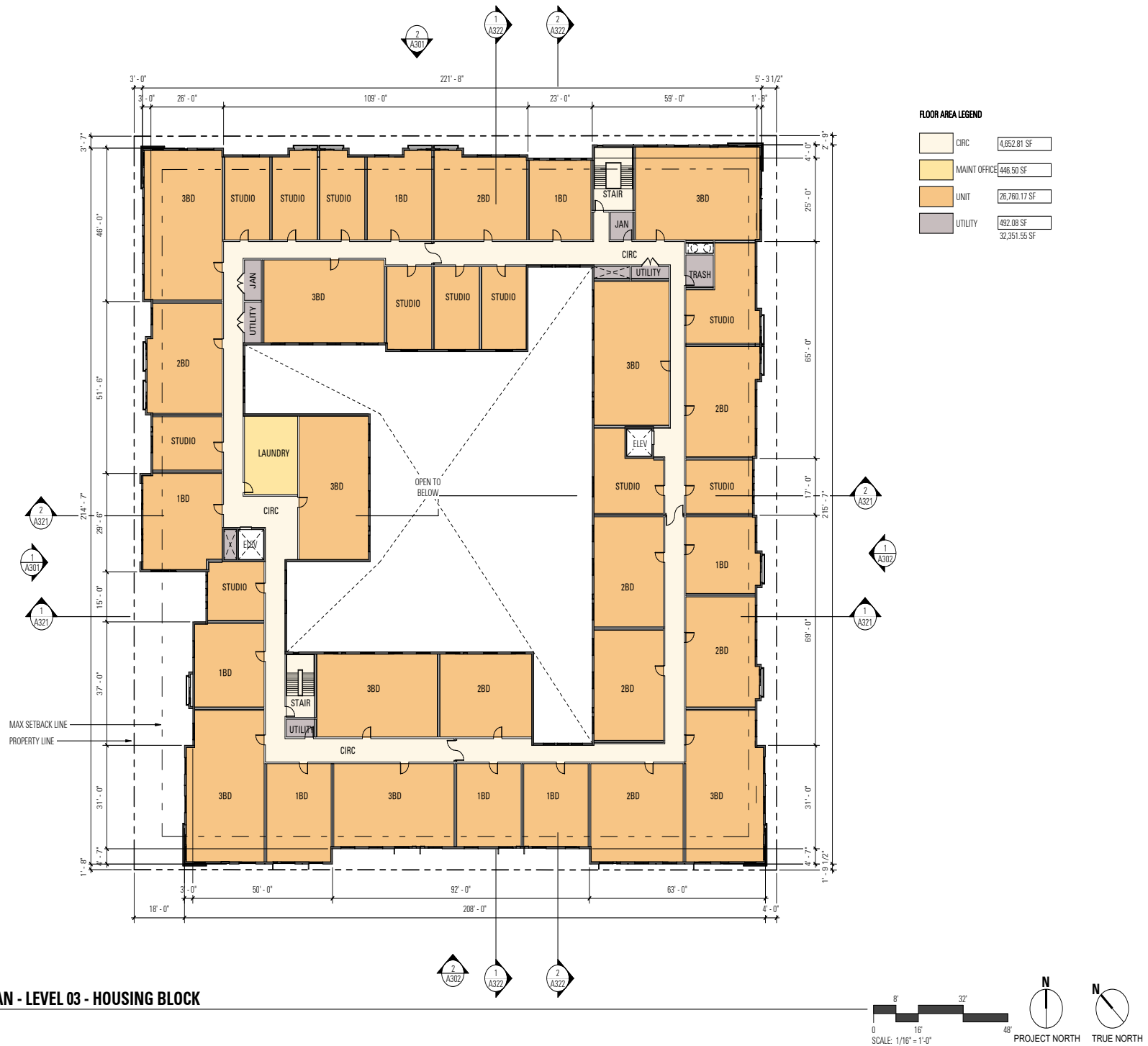




FLOOR AREA LEGEND	
AMENITY	4,652.81 SF
CIRCULATION	446.50 SF
UNIT	26,760.17 SF
UTILITY	492.08 SF
	32,351.55 SF

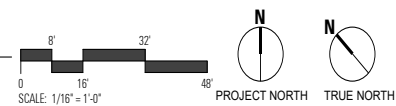
FLOOR PLAN - LEVEL 02 - HOUSING BLOCK
1/16" = 1'-0"





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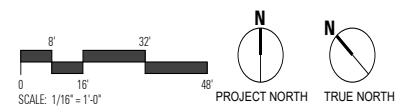
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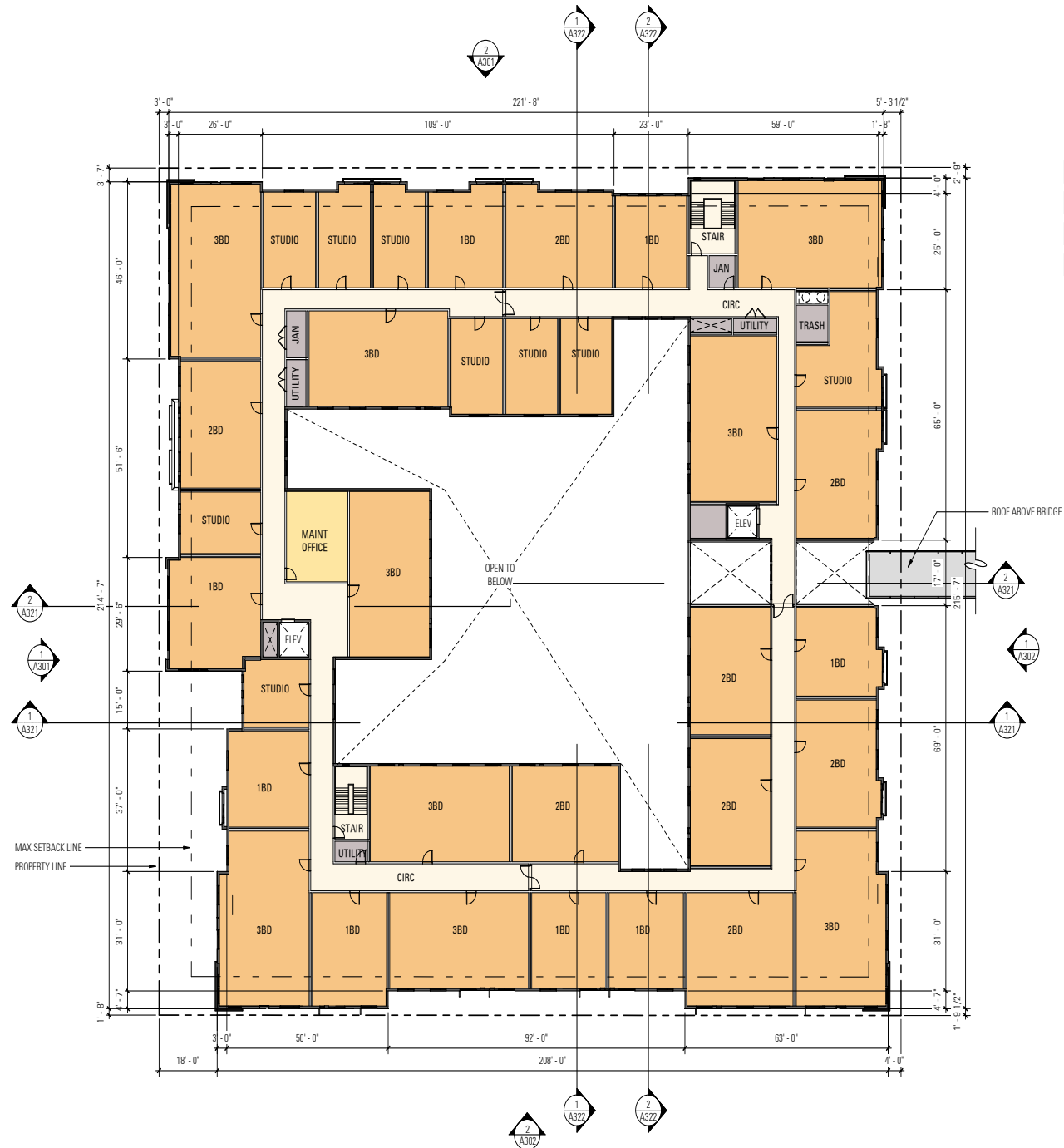




FLOOR AREA LEGEND	
AMENITY	446.50 SF
CIRC	5,426.14 SF
UNIT	25,826.72 SF
UTILITY	591.08 SF
	32,290.44 SF

1 FLOOR PLAN - LEVEL 05 - HOUSING BLOCK
A205 1/16" = 1'-0"

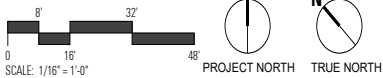


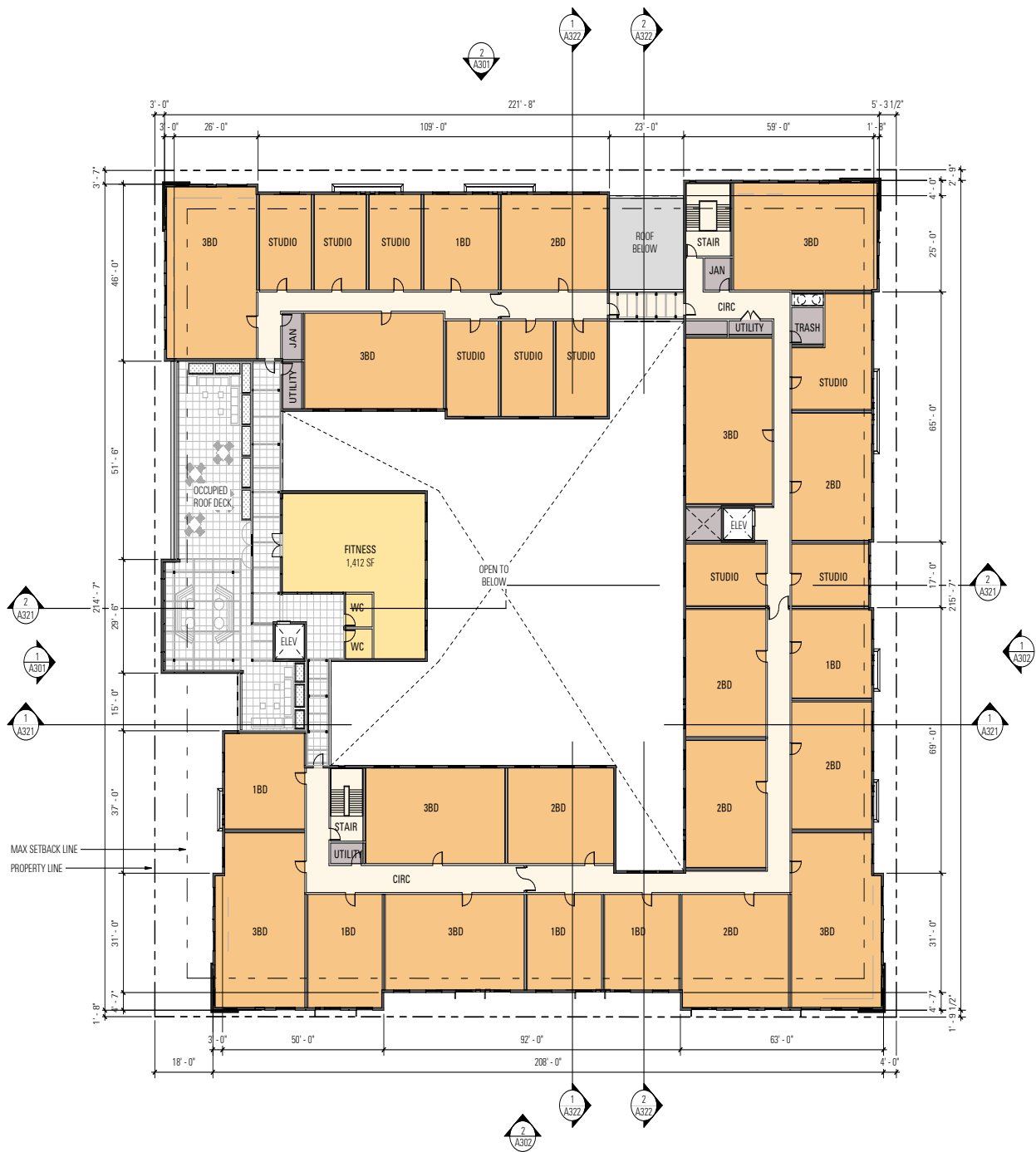


FLOOR AREA LEGEND	
AMENITY	446.50 SF
CIRC	5,426.14 SF
UNIT	25,826.72 SF
UTILITY	591.08 SF 32,290.44 SF

1
A206 1/16" = 1'-0"

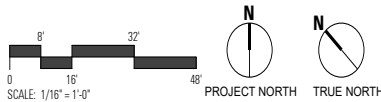
FLOOR PLAN - LEVEL 06 - HOUSING BLOCK

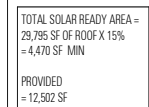


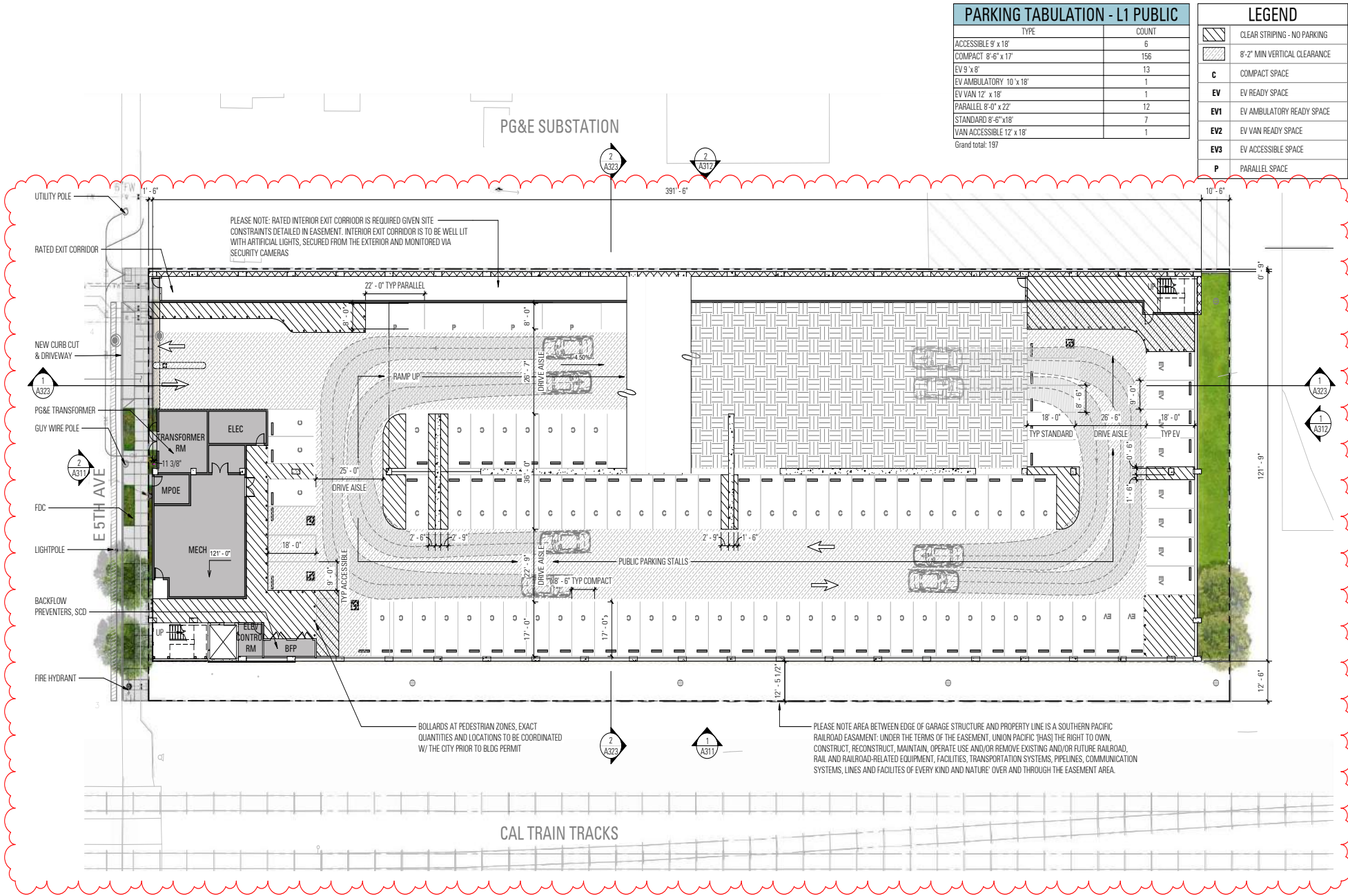


FLOOR AREA LEGEND	
AMENITY	1,546.00 SF
CIRC	3,669.61 SF
UNIT	22,489.80 SF
UTILITY	543.05 SF 28,249.07 SF

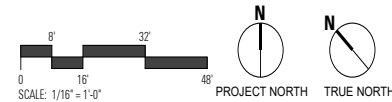
FLOOR PLAN - LEVEL 07 - HOUSING BLOCK
1 A207 1/16" = 1'-0"




$$1/16'' = 1'-0''$$

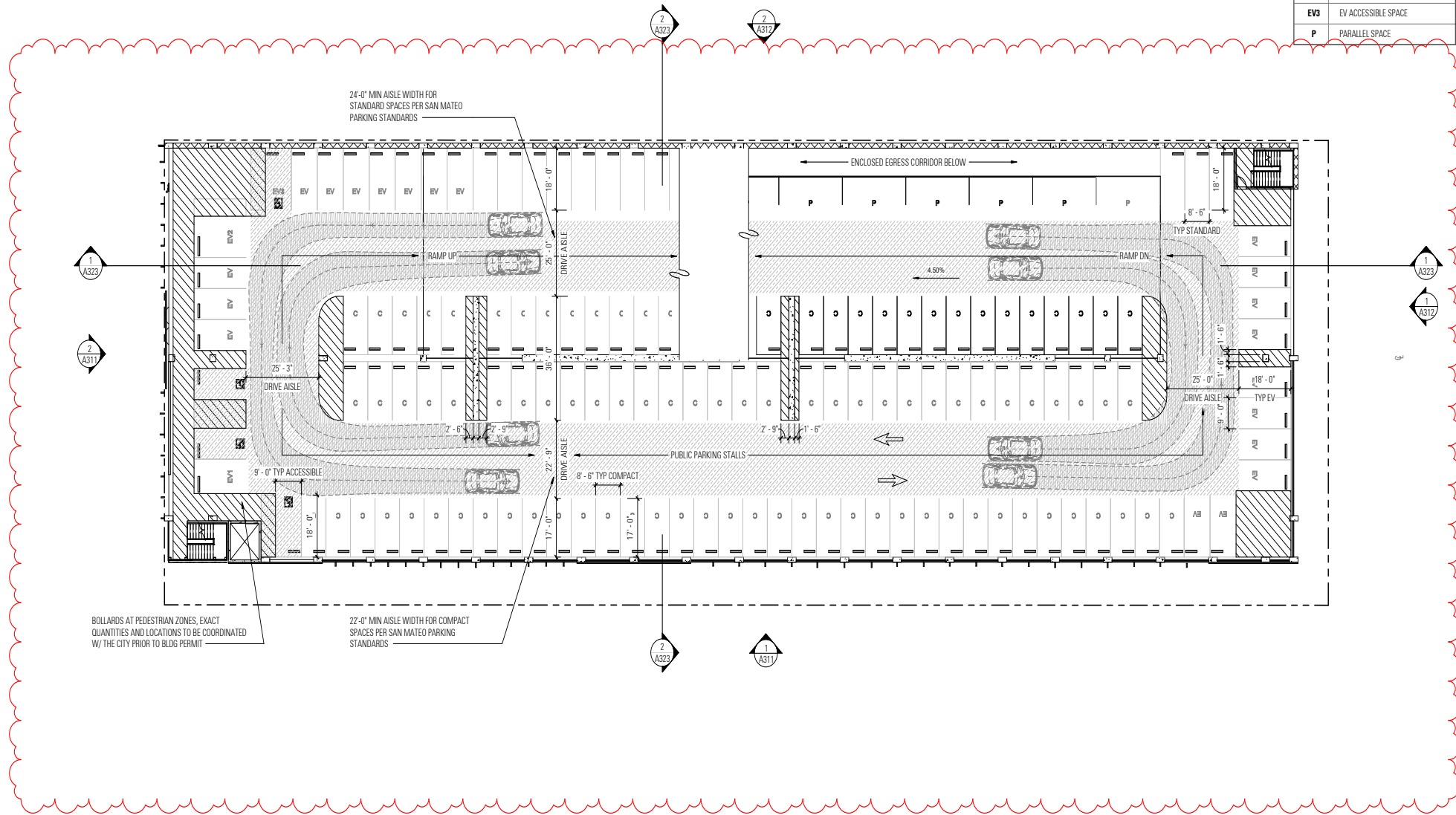



2 A211 FLOOR PLAN - LEVEL 01 - PARKING LOT
1/16" = 1'-0"

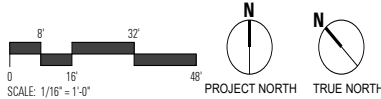




PARKING TABULATION - L2 PUBLIC	
TYPE	COUNT
ACCESSIBLE 9' x 18'	3
COMPACT 8'-6" x 17'	98
EV 9' x 8'	20
EV ADA 9' x 8'	1
EV AMBULATORY 10' x 18'	1
EV VAN 12' x 18'	1
STANDARD 8'-6" x 18'	31
Grand total: 155	

LEGEND	
	CLEAR STRIPING - NO PARKING
	8'-2" MIN VERTICAL CLEARANCE
	COMPACT SPACE
	EV READY SPACE
	EV AMBULATORY READY SPACE
	EV VAN READY SPACE
	EV ACCESSIBLE SPACE
	PARALLEL SPACE



2 FLOOR PLAN - LEVEL 02 - PARKING LOT
1/16" = 1'-0"



LEGEND	
	CLEAR STRIPING - NO PARKING
	8'-2" MIN VERTICAL CLEARANCE
C	COMPACT SPACE
EV	EV READY SPACE
EV1	EV AMBULATORY READY SPACE
EV2	EV VAN READY SPACE
EV3	EV ACCESSIBLE SPACE
P	PARALLEL SPACE

PARKING TABULATION - L4 SECURED

TYPE	COUNT
COMPACT 8'-6" x 17'	23
STANDARD 8'-6" x 18'	24

Grand total: 47

PARKING TABULATION - L4 PUBLIC

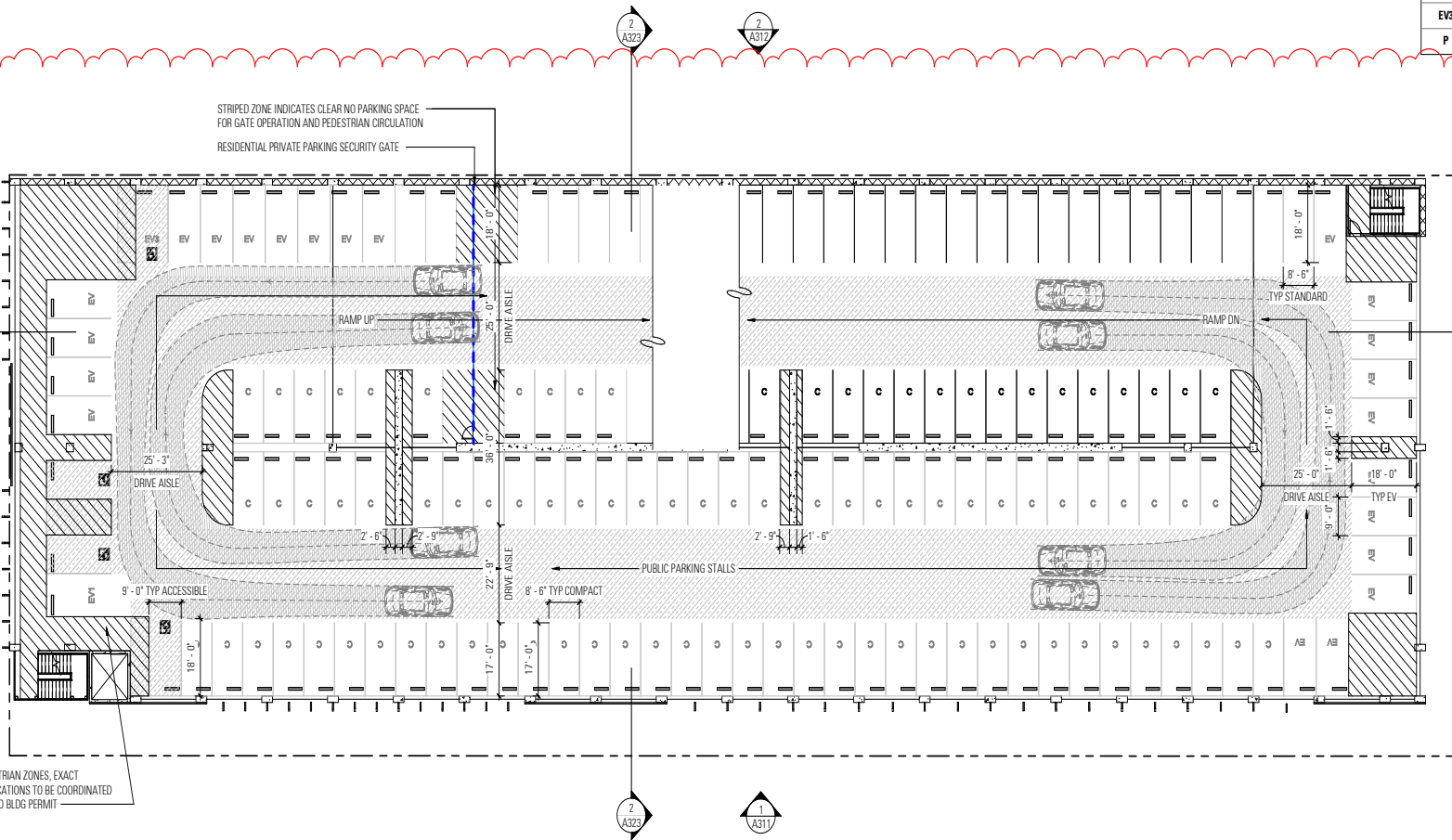
TYPE	COUNT
ACCESSIBLE 9' x 18'	3
COMPACT 8'-6" x 17'	73
EV 9' x 8'	22
EV ADA 9' x 8'	1
EV AMBULATORY 10' x 18'	1
STANDARD 8'-6" x 18'	4

Grand total: 104

LEGEND

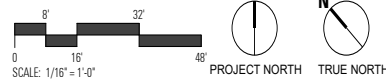
	CLEAR STRIPING - NO PARKING
	8'-2" MIN VERTICAL CLEARANCE
	COMPACT SPACE
	EV READY SPACE
	EV1 AMBULATORY READY SPACE
	EV2 VAN READY SPACE
	EV3 ACCESSIBLE SPACE
	PARALLEL SPACE

STRIPED ZONE INDICATES CLEAR NO PARKING SPACE
FOR GATE OPERATION AND PEDESTRIAN CIRCULATION
RESIDENTIAL PRIVATE PARKING SECURITY GATE




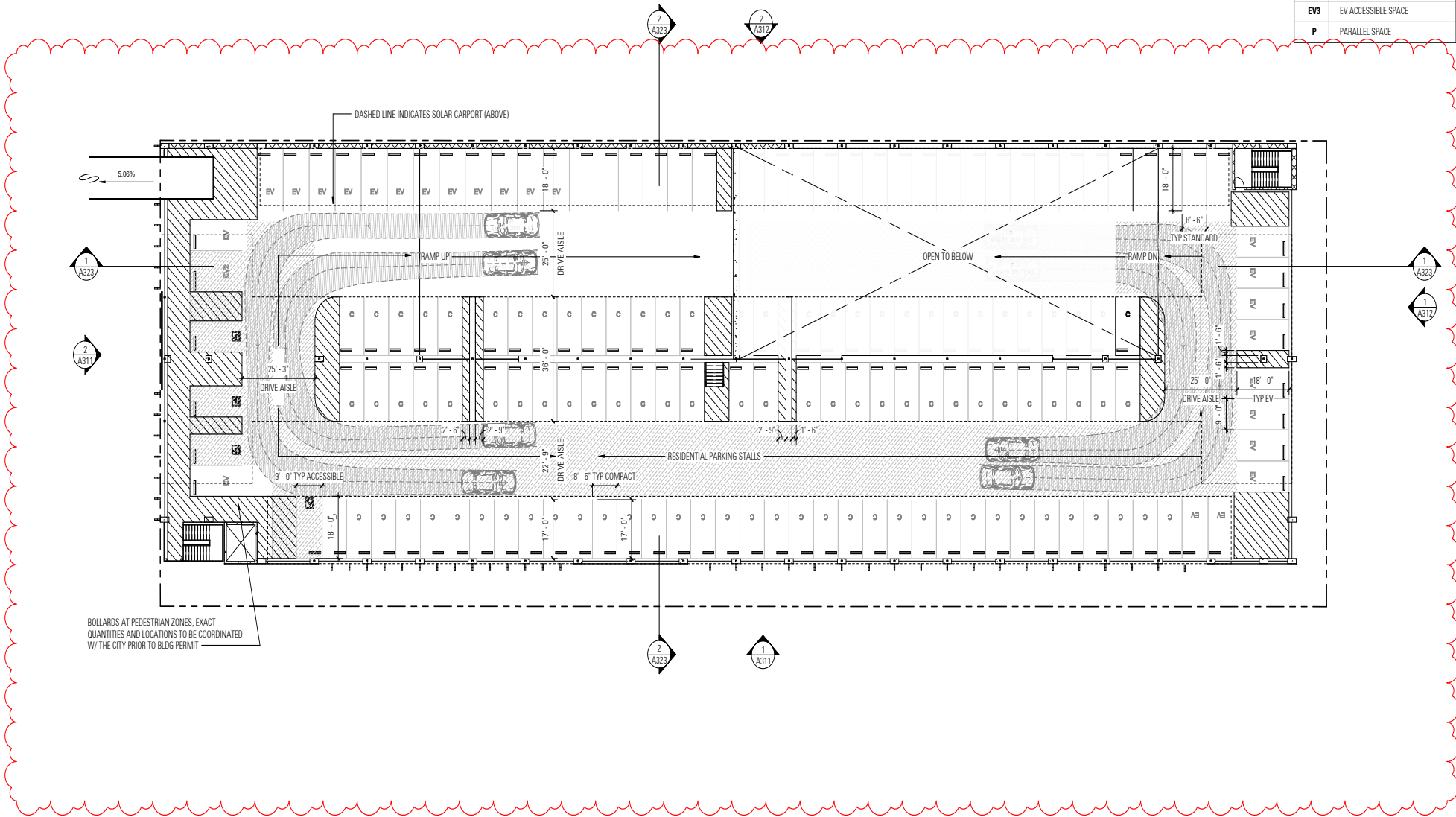
BOLLARDS AT PEDESTRIAN ZONES, EXACT
QUANTITIES AND LOCATIONS TO BE COORDINATED
W/ THE CITY PRIOR TO BLDG PERMIT

2 FLOOR PLAN - LEVEL 04 - PARKING LOT
A214 1/16" = 1'-0"

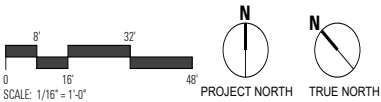


PARKING TABULATION - L5 SECURED	
TYPE	COUNT
ACCESSIBLE 9' x 18'	4
COMPACT 8'-6" x 17'	79
EV 9' x 8'	24
EV VAN 12' x 18'	1
STANDARD 8'-6" x 18'	9
TOTAL: 117	

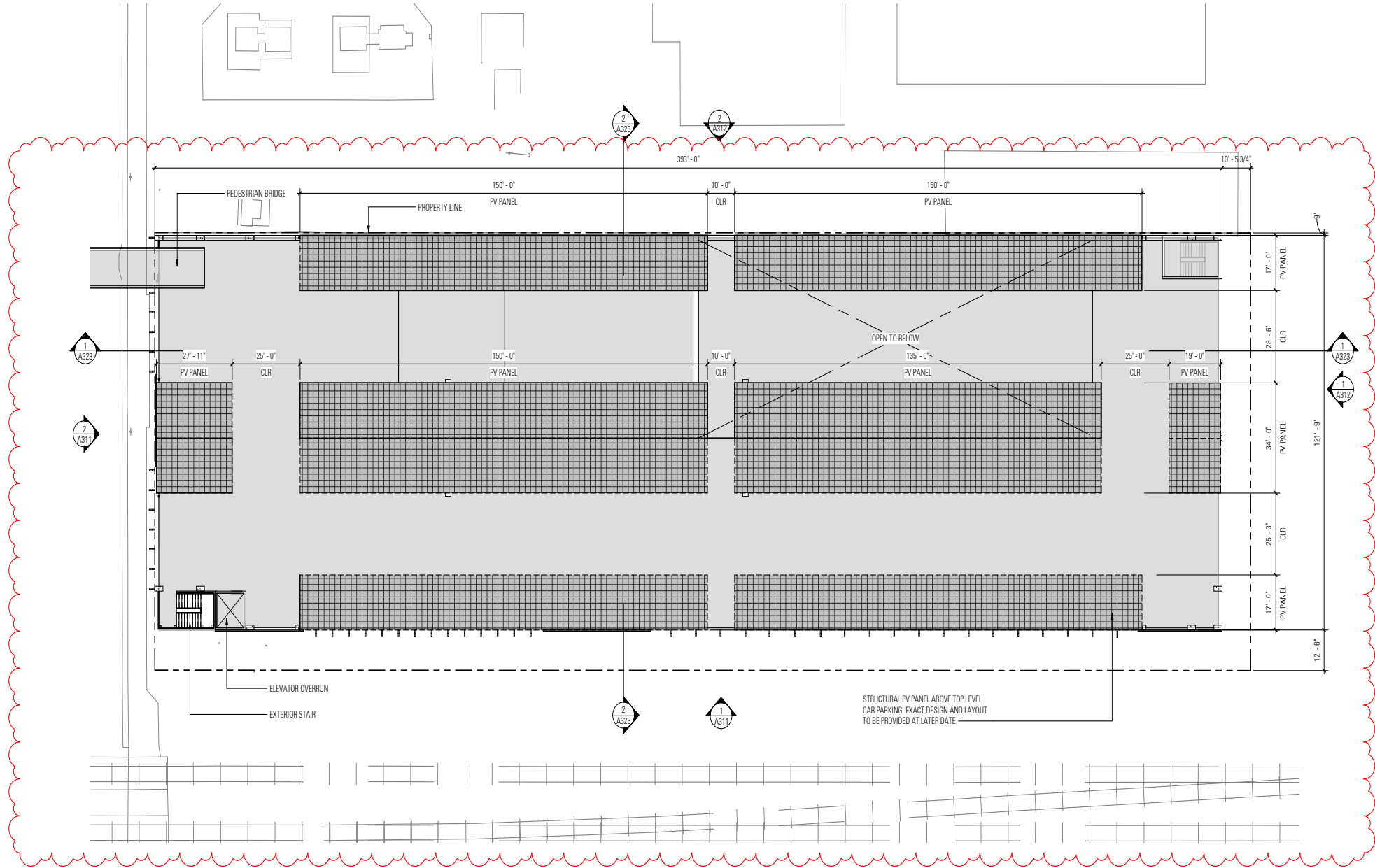
LEGEND	
	CLEAR STRIPING - NO PARKING
C	COMPACT SPACE
EV	EV READY SPACE
EV1	EV AMBULATORY READY SPACE
EV2	EV VAN READY SPACE
EV3	EV ACCESSIBLE SPACE
P	PARALLEL SPACE



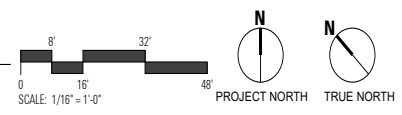
2 FLOOR PLAN - LEVEL 05 - PARKING LOT
A215 1/16" = 1'-0"



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1
A216
ROOF PLAN - PARKING LOT
1/16" = 1'-0"



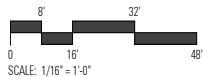
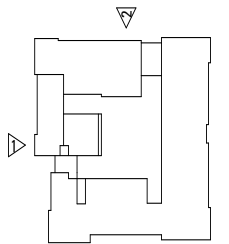


2
A301 1/16" = 1'-0"

KEY	DESCRIPTION
1	WOOD RAILING
2	FIBER-REINFORCED CEMENTITIOUS PANEL
3	EXTERIOR CEMENT PLASTER
4	BRICK - LIGHT COLOR
5	METAL SIDING
6	METAL CANOPY & ADDRESS SIGNAGE
9	FIBER CEMENT LAP SIDING
10	PEDESTRIAN BRIDGE
11	ALUMINUM STOREFRONT
12	VINYL WINDOW
26	TRELLIS AT ROOF
30	METAL FENCE & GATE
34	EXPOSED ARCHITECTURAL CONCRETE COLUMN



1
A301 1/16" = 1'-0"

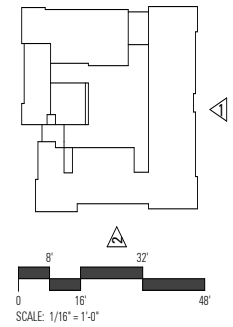




KEY	DESCRIPTION
1	WOOD RAILING
2	FIBER-REINFORCED CEMENTITIOUS PANEL
3	EXTERIOR CEMENT PLASTER
5	METAL SIDING
8	METAL SOLAR SUN SHADE DEVICE
9	FIBER CEMENT LAP SIDING
10	PEDESTRIAN BRIDGE
12	VINYL WINDOW

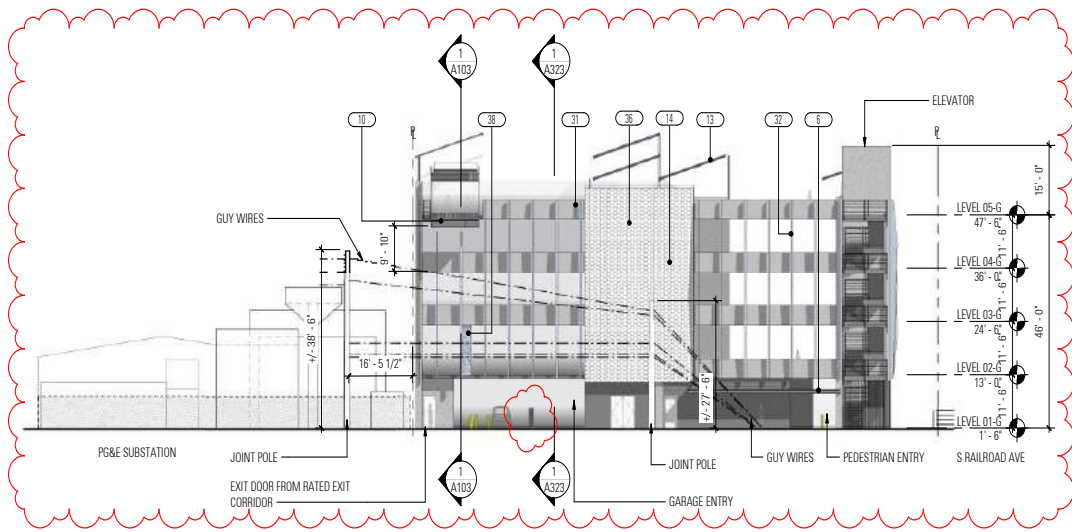
2
A302
1/16" = 1'-0"

EXTERIOR ELEVATION - SOUTH - HOUSING BLOCK - STREET



1
A302
1/16" = 1'-0"

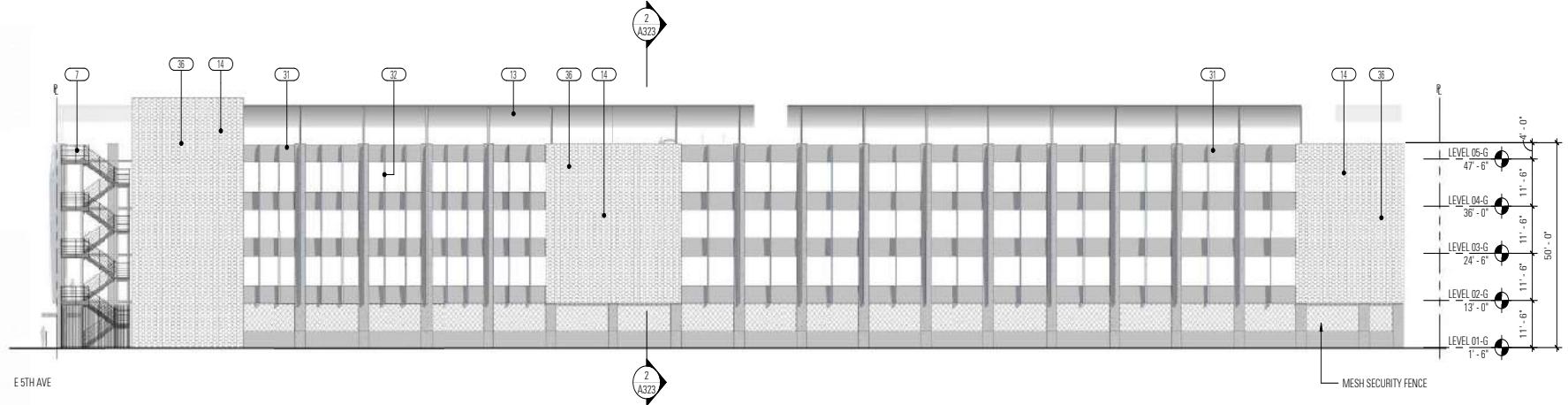
EXTERIOR ELEVATION - EAST - HOUSING BLOCK - STREET



KEY	DESCRIPTION
6	METAL CANOPY & ADDRESS SIGNAGE
7	METAL GUARDRAIL
10	PEDESTRIAN BRIDGE
13	PV PANEL AT ROOF
14	POTENTIAL PUBLIC ART LOCATION
31	UPTRUNED CONIC BEAM
32	VERTICAL FAÇADE SCREENING ELEMENT
36	VENTILATED FAÇADE SCREEN PANEL(S)
38	ENTRANCE SIGNAGE - TBD AT A LATER DATE

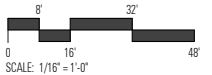
2
A311
1/16" = 1'-0"

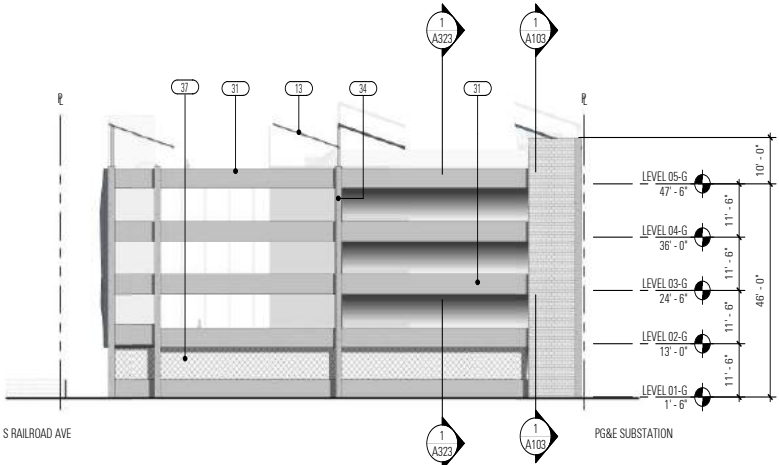
EXTERIOR ELEVATION - WEST - GARAGE



1
A311
1/16" = 1'-0"

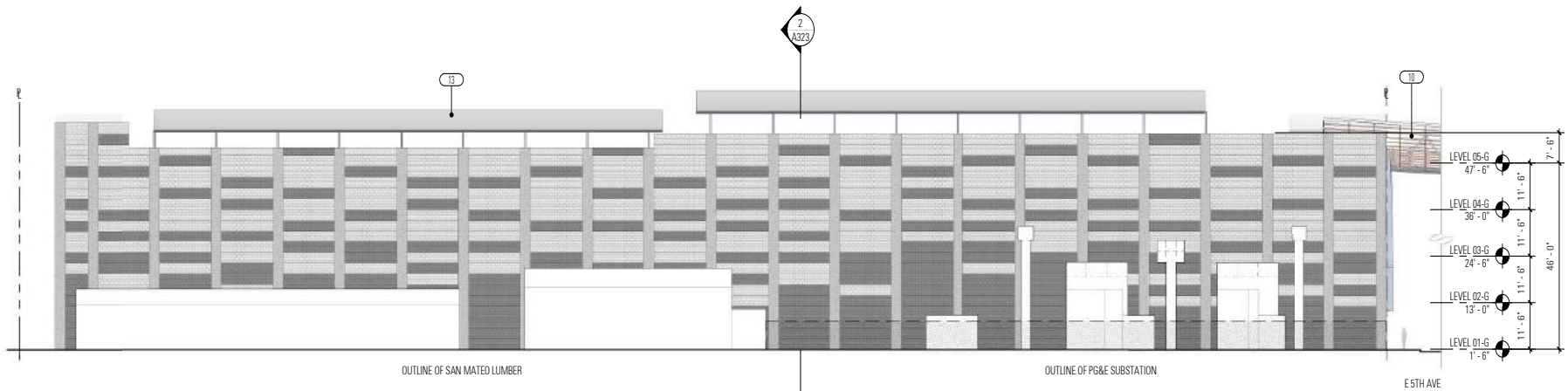
EXTERIOR ELEVATION - SOUTH - GARAGE





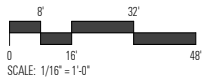
1
A312 1/16" = 1'-0"

EXTERIOR ELEVATION - EAST - PARKING LOT



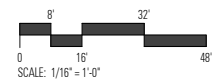
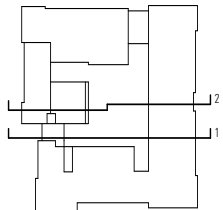
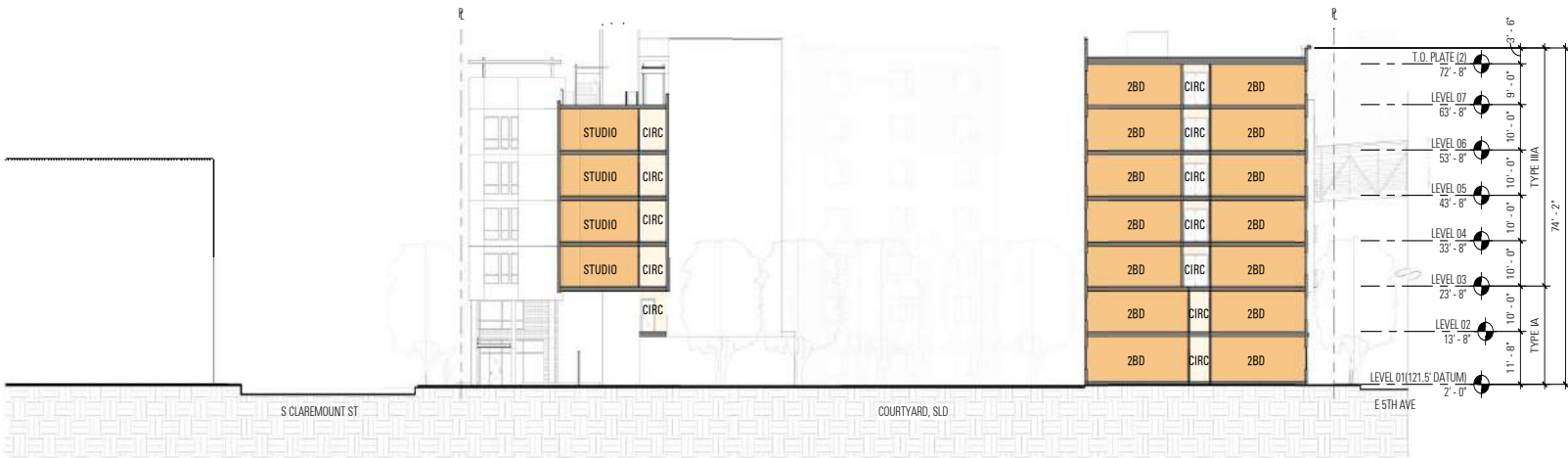
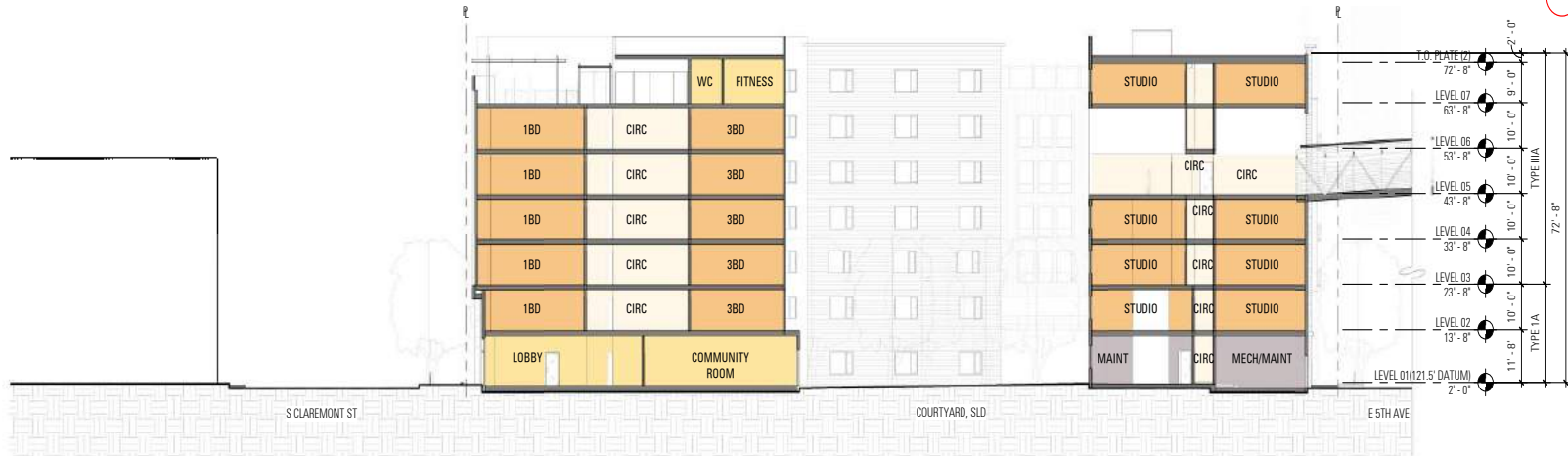
2
A312 1/16" = 1'-0"

EXTERIOR ELEVATION - NORTH - GARAGE



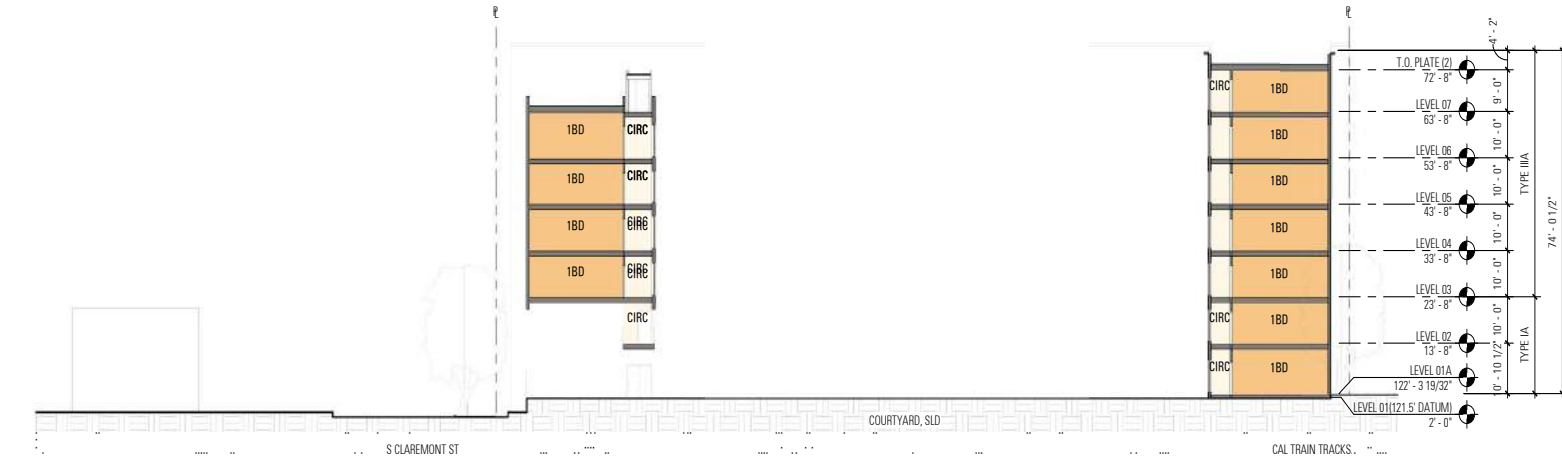
SHEET NOTES

- FINISH FLOOR TO FINISH CEILING HEIGHTS:
A. 8'-9" CH TYP
B. 10'-8" CH AT ALL GROUND FLOOR AMENITY SPACES (LOBBY, COMMUNITY RM, BIKE RM)

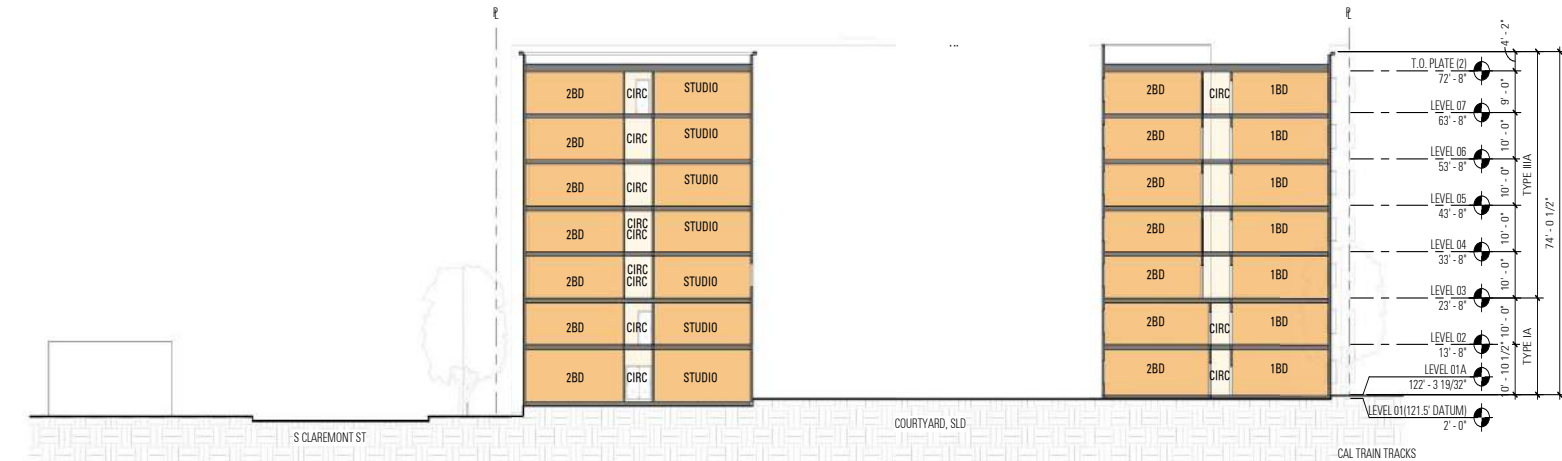


SHEET NOTES

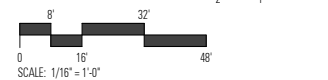
1. FINISH FLOOR TO FINISH CEILING HEIGHTS:
 - A. 8'-9" CH TYP
 - B. 10'-8" CH AT ALL GROUND FLOOR AMENITY SPACES (LOBBY, COMMUNITY RM, BIKE RM)

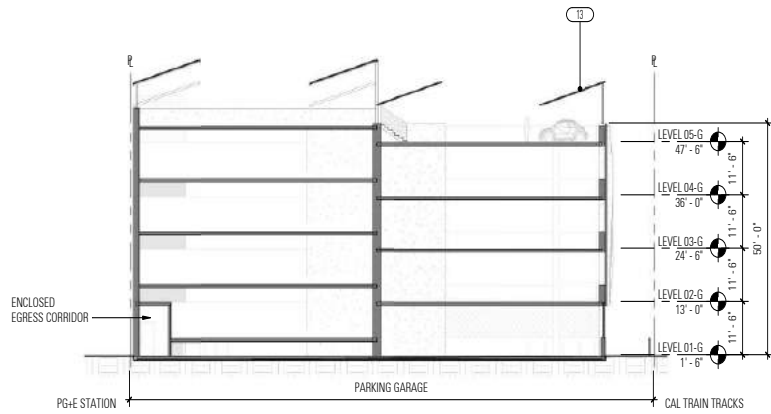


2
A322 1/16" = 1'-0"



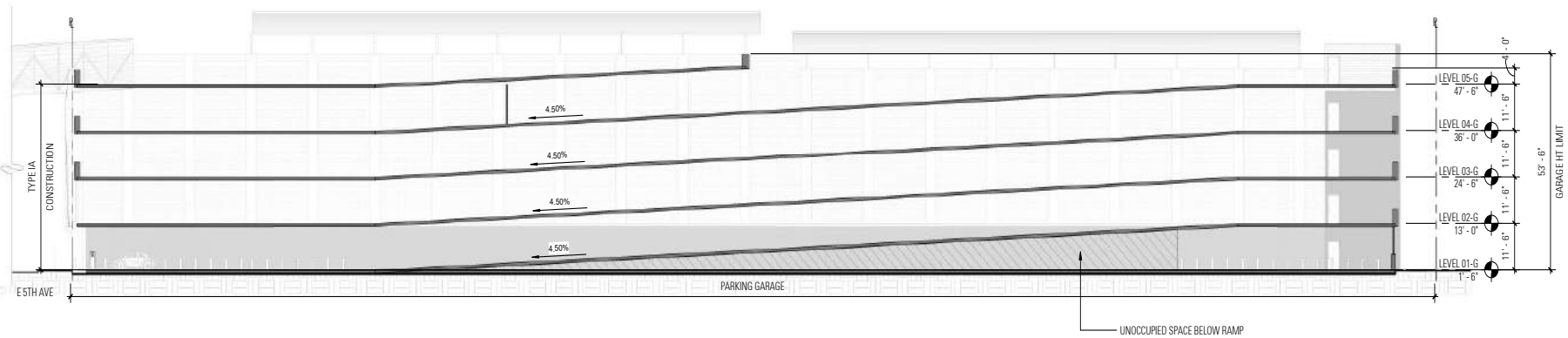
1
A322 1/16" = 1'-0"



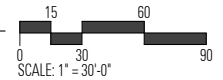


KEY	DESCRIPTION
13	PV PANEL AT ROOF

2
A323 1/16" = 1'-0"



1
A323 1/16" = 1'-0"





PARKING GARAGE SCREENING PRECEDENT



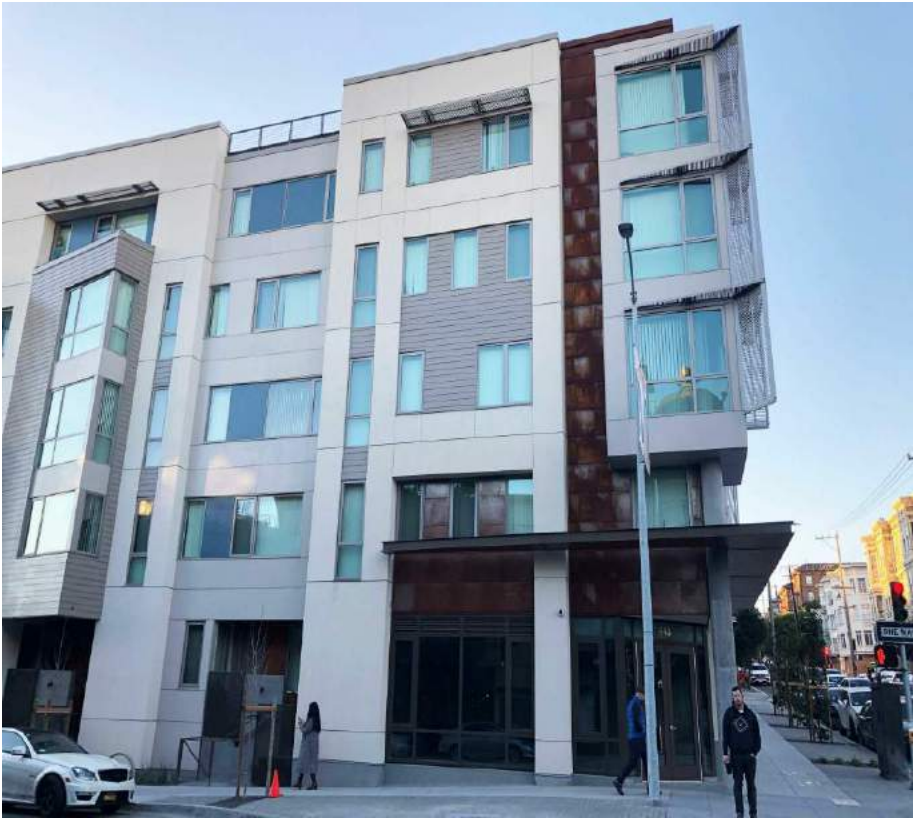
BALCONY/STOOP PRECEDENTS



FAÇADE MATERIAL PRECEDENTS



FAÇADE MATERIAL PRECEDENTS



FAÇADE MATERIAL PRECEDENTS

PEDESTRIAN BRIDGE PRECEDENT IMAGE:
DESIGN INTENT IS TO PROVIDE SCREENING THAT CREATES SECURE PEDESTRIAN
BRIDGE ENCLOSURE. SCREENING ELEMENTS WOULD ALLOW FOR VISIBILITY TO
AND FROM BRIDGE WHILE PREVENTING CLIMBING OR JUMPING



PEDESTRIAN BRIDGE PRECEDENT IMAGERY - BRIDGE INTERIOR



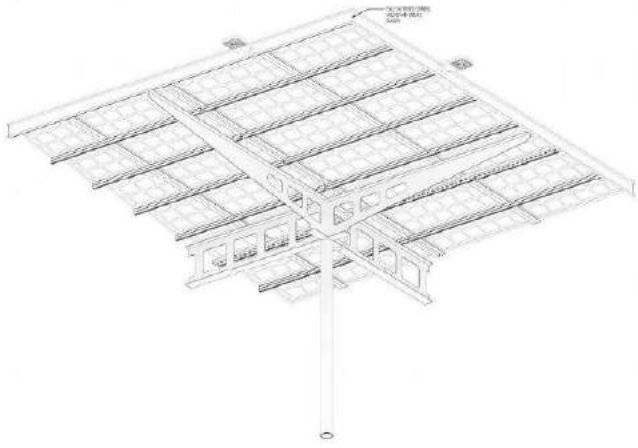
2 SKETCH PERSPECTIVE ACROSS PEDESTRIAN BRIDGE TO GARAGE
A332



PEDESTRIAN BRIDGE PRECEDENT IMAGERY - BRIDGE EXTERIOR



PEDESTRIAN BRIDGE PRECEDENT IMAGERY - BRIDGE INTERIOR



PV CARPORT PRECEDENTS

PV CARPORT - CORNER AXON



PV CARPORT PRECEDENTS



MATERIALS

CEMENT PLASTER

FIBER CEMENT
SIDING

BRICK

METAL SIDING

FIBER CEMENT PANEL

WOOD RAILING

1
A334

EXTERIOR ELEVATION - WEST - EXTERIOR MATERIALS

1/16" = 1'-0"

WINDOWS @ CEMENT PLASTER ELEVATIONS TO BE
RECESSED 2" SIMILAR TO THE RUSSELL @ BAY MEADOWS
3098 W KYNE ST, SAN MATEO, CA

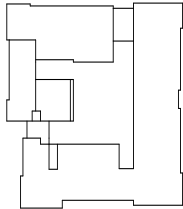


PRECEDENT IMAGE: THE RUSSELL @ BAY MEADOWS



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*UPDATED PER DESIGN REVIEW COMMENT - 1 HOUSING FACADES

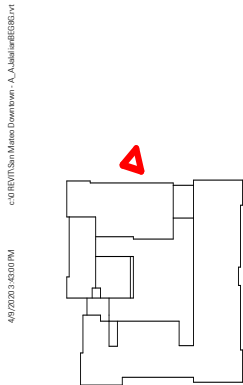




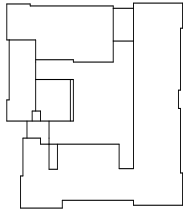
*UPDATED PER DESIGN REVIEW COMMENT - 2 HOUSING STREET FACADES A-D



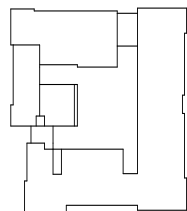
*UPDATED PER DESIGN REVIEW COMMENT - 2 HOUSING STREET FACADES A-D



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*UPDATED PER DESIGN REVIEW COMMENT - 3 HOUSING - SOUTH RAILROAD AVENUE FACADE



DOWNTOWN SAN MATEO OPPORTUNITY SITES
SAN MATEO, CA

PERSPECTIVE - E 5TH AVE & S RAILROAD AVE

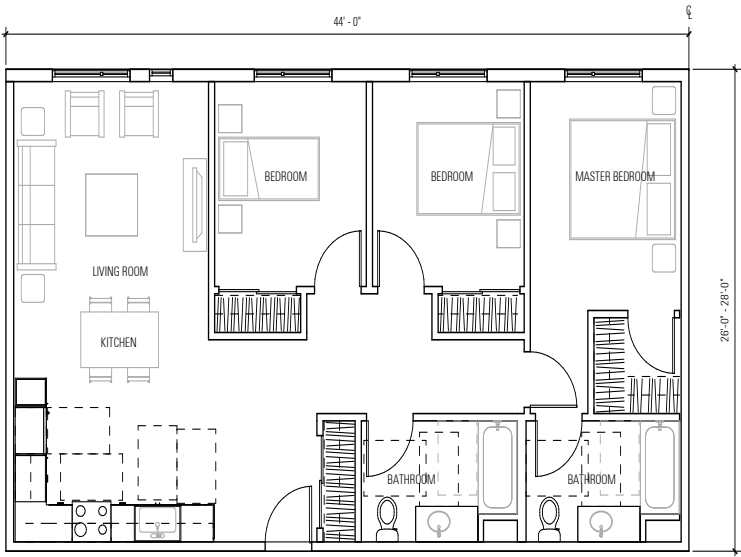
04.06.20

17009

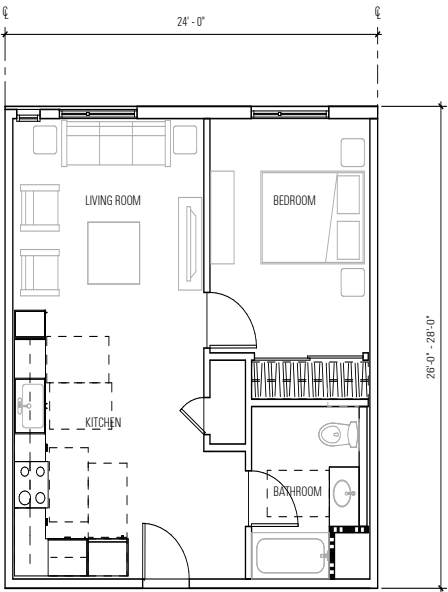
BAR architects



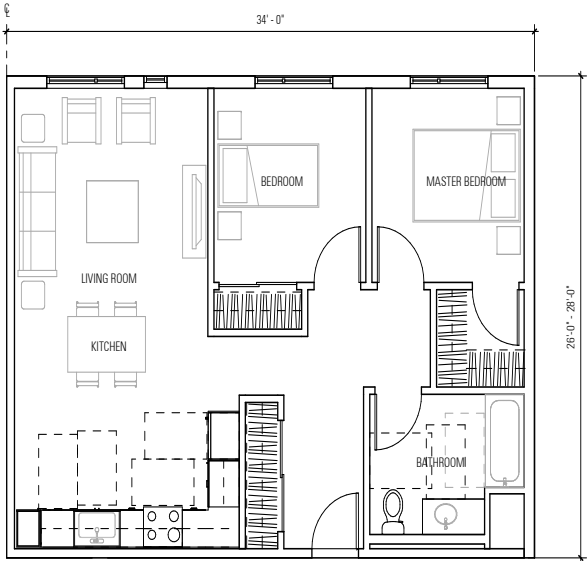
A406



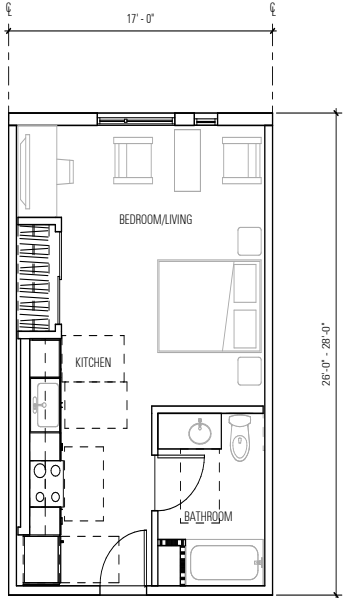
4
A501
TYPICAL 3 BEDROOM
1/4" = 1'-0"



2
A501
TYPICAL 1 BEDROOM
1/4" = 1'-0"



3
A501
TYPICAL 2 BEDROOM
1/4" = 1'-0"



1
A501
TYPICAL STUDIO
1/4" = 1'-0"

EAST 4TH AVENUE

MAX SETBACK LINE
PROPERTY LINE

SOUTH CLAREMONT STREET

SOUTH RAILROAD AVENUE

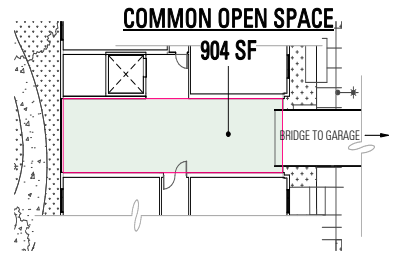
OPEN SPACE LEGEND

- COMMON OPEN SPACE
- PRIVATE OPEN SPACE
- LEVEL 01 - RESIDENTIAL

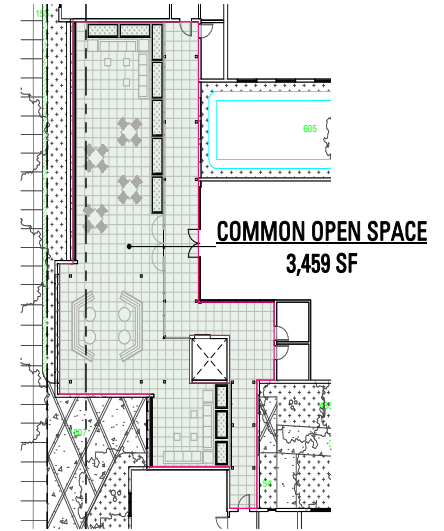
CONCRETE PAVING AT PLAZA: 1,607
CONCRETE PAVING: 2,868
SYNTHETIC TURF: 1,841
PLANTING ON SITE: 8,541
PLANTING AT ROW: 909
PLANTING/PARKING LOT ON SITE: 1,442
PLANTING/PARKING LOT AT ROW: 1,122
BIOSWALE (ON SITE): 1,614
BIOSWALE (NOT ON SITE): 263
7TH FLOOR: 191

LEVEL 01 - RESIDENTIAL
12,300 SF

LEVEL 01 - RESIDENTIAL
21,327 SF



LEVEL 05 - OPEN SPACE DIAGRAM
A511 1/16" = 1'-0"



LEVEL 07 - OPEN SPACE DIAGRAM
A511 1/16" = 1'-0"

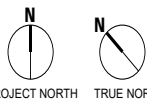
OPEN SPACE AREAS		
LEVEL	NAME	AREA
LEVEL 05	COMMON OPEN SPACE	904 SF
LEVEL 07	COMMON OPEN SPACE	3,459 SF
LEVEL 01(121.5' DATUM)	COMMON OPEN SPACE	16,841 SF
3		21,004 SF

LEVEL 01(121.5' DATUM)	PRIVATE OPEN SPACE	80 SF
LEVEL 01(121.5' DATUM)	PRIVATE OPEN SPACE	80 SF
LEVEL 01(121.5' DATUM)	PRIVATE OPEN SPACE	80 SF
LEVEL 01(121.5' DATUM)	PRIVATE OPEN SPACE	80 SF
4		320 SF
Grand total: 7		21,323 SF

OPEN SPACE TABULATION

TOTAL NUMBER OF UNITS: 225
UNITS W/ PRIVATE OPEN SPACE (80sf MIN) = 4
UNITS W/O QUALIFIED OPEN SPACE = 225 - 4 = 221
REQUIRED COMMON OPEN SPACE: 221 UNITS x (80sf x 1.5) = 26,520 sf

TOTAL COMMON OPEN SPACE PROVIDED = 21,323 SF < 26,520 sf



LEVEL 01 - OPEN SPACE DIAGRAM
A511 1/16" = 1'-0"

LOCATION MAP

PA 2019-033

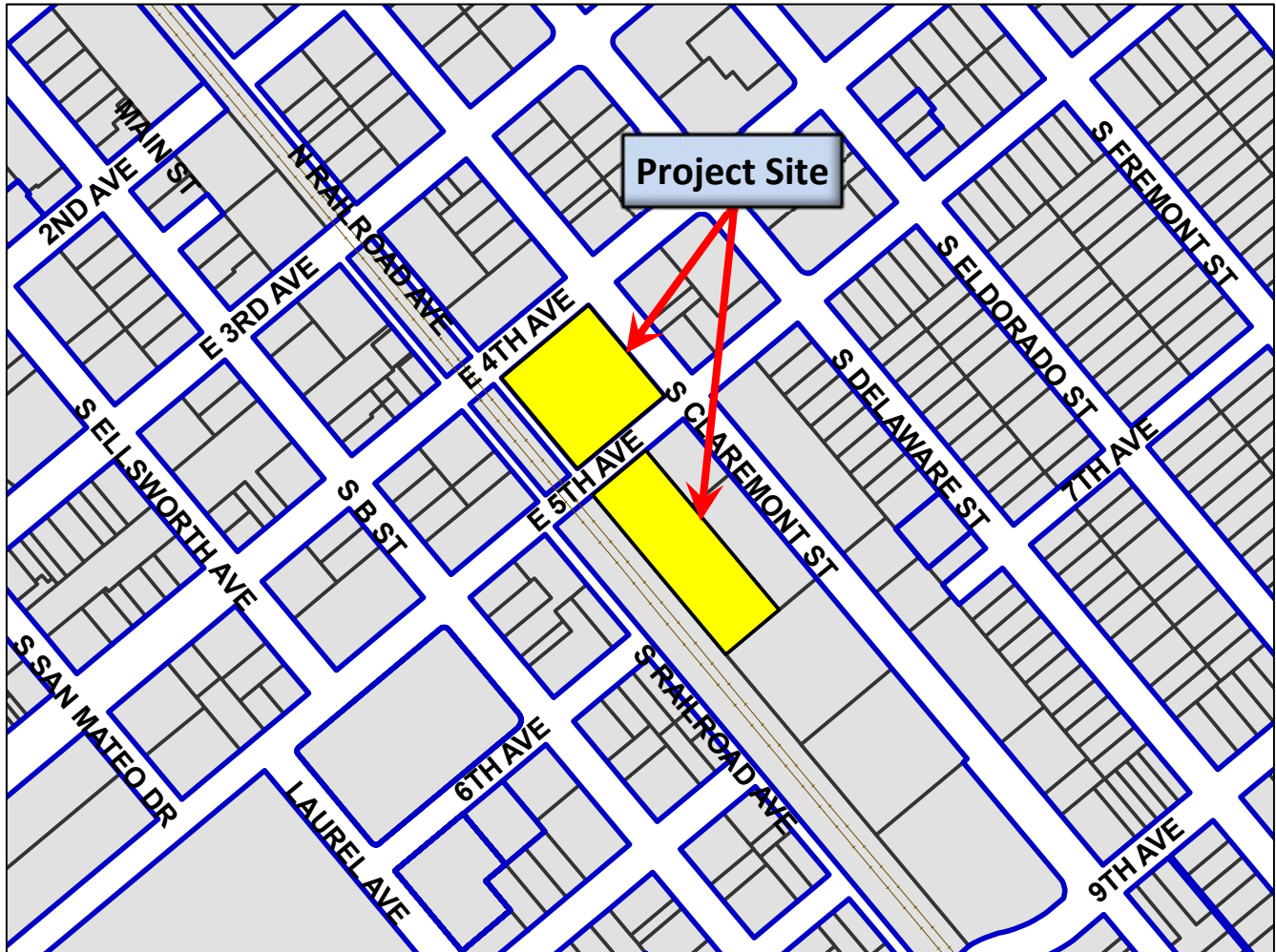
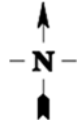
480 E. 4th Avenue & 400 5th Avenue

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 manor.

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 & PARKING GARAGE DATA FORM				
NAME: 480 E. 4th Ave & 400 E. 5th Ave		PA: 19-033	ADDRESS: 480 E. 4 th Ave & 400 E. 5 th Ave	
LOT SIZE: 50,587 SF (1.16 ac) & 54,471 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 ¹ 234,374 SF 215,099 SF	MAXIMUM ALLOWED 151,761 SF 163,413 SF	
FLOOR AREA RATIO: 480 E. 4 th Ave (multi-family) 400 E. 5 th Ave (garage) Combined (zoning plot)		4.63 FAR 3.95 FAR 4.28 FAR ²	3.00 FAR 3.00 FAR	
RESIDENTIAL DENSITY:		93.36 units/net acre ³ (w/ state DB)	Unlimited w/ state DB ³	
BLDG. HEIGHT:		74'-5" (multi-family bldg.) 46'-0" (parking garage)	55 ft	
STORIES:		7	No max, up to max height	
UNITS:		225	Base density (w/out DB): 121 Max DB: unlimited ³	
UNIT TYPE	NO.	AVG. PROPOSED SIZE	MINIMUM REQUIRED	
Studio	65	468 SF	-	
1-Bedroom:	48	624 SF	-	
2-Bedroom:	53	884 SF	-	
3-Bedroom:	<u>59</u>	1,144 SF	-	
TOTAL:	225			
SETBACKS:		PROPOSED (varies)	MINIMUM REQUIRED	
<u>480 E. 4th Ave property</u>				
E. 4th Ave (front):		3' to 7' (18' to 21' for plaza)	0'	
S. Claremont (street side):		2'-9" to 6'-9"	0'	
S. Railroad (side):		1'-8" to 6'-3"	0'	
E. 5th Ave (rear):		4' to 7'	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	(0.5 space per unit per state DB) ⁴	
Public Parking Garage:		<u>532</u>	113	
TOTAL PARKING:		696		
LOADING SPACES:		10' x 40' at on-street	10' x 25' off-street	
BICYCLE PARKING:		PROPOSED	MINIMUM REQUIRED	
		<u>Short-term</u> <u>Long-term</u>	<u>Short-term</u>	<u>Long-term</u>
Studio (65):	0.05/unit=3.25	1.0/unit=65	0.05/unit=3.25	1.0/unit=65
1-Bedroom:	0.05/unit=2.40	1.0/unit=48	0.05/unit=2.40	1.0/unit=48
2-Bedroom:	0.10/unit=5.30	1.25/unit=66.25	0.10/unit=5.30	1.25/unit=66.25
3-Bedroom:	<u>0.15/unit=8.85</u>	<u>1.50/unit=88.50</u>	<u>0.15/unit=8.85</u>	<u>1.50/unit=88.50</u>

TOTAL:	20	268	19.80	267.75
OPEN SPACE:	PROPOSED		MINIMUM REQUIRED	
Private:	320 SF (4 units x 80 SF min.)		80 SF useable open space/unit or 150% sf private usable open space in common usable open spaces if private open space cannot be provided (27,000 SF)	
Common:	21,004 SF			
Total:	21,323 SF			
LOT COVERAGE:	PROPOSED		MAXIMUM	
480 E. 4 th Ave (multi-family)	~66%		100%	
400 E. 5 th Ave (garage)	~88%			
FOOTNOTES:				
1. Includes leasing area, lobby, mechanical rooms, trash rooms, covered corridors, storage areas, community room, et cetera (exempted areas not incuded).				
2. Density bonus concession.				
3. Base density is 50 units per acre, or 121 units (2.41 acres). The provisions of AB 1763 exempt the housing development from any maximum controls on density when qualifying projects are located within a half-mile of a major transit stop.				
4. Inclusive of accessible and visitor parking per density bonus.				



April 21, 2020

Phillip Brennan, Associate Planner
 Planning Division, Community Development Department
 City of San Mateo
 339 West 20th Avenue
 San Mateo, CA 94403

RE: DTSM Opportunity Sites – Request for Concessions under State Density Bonus Law

Dear Mr. Brennan,

MidPen Housing (“MidPen”) is proposing to develop 400 E. 5th Avenue and 480 E. 4th Avenue as, respectively, a multi-level, parking garage containing approximately 696 stalls and a 225-unit multi-family housing development serving low-income families. The garage will include a minimum of 164 stalls dedicated as residential parking for the adjacent housing development. An estimated 532 stalls will be public parking managed by the City.

This letter is MidPen’s current formal request for exemptions and concessions for the project through California Government Code Section 65915 et seq. (“Density Bonus Law”) and the City’s Density Bonus Ordinance, Chapter 27.15 of the municipal code. MidPen reserves the right to modify this letter and its formal request for exemptions and concessions as necessary during the City’s entitlement review process. The State Density Bonus Law, as amended January 1, 2020 via Assembly Bill 1763, exempts a qualifying housing development within one-half mile of a major transit stop from city maximum controls on density and from city minimum vehicular parking requirements. In addition, it allows a height increase of up to three additional stories or 33 feet and confers up to four development incentives or concessions. The proposed MidPen Housing project is a qualifying housing development, as 100% of the units will be restricted to low-income households.

MidPen is requesting that the City recognize this project’s exemption from city maximum controls on density and right to construct up to three additional stories or 33 feet beyond the maximum building height permitted by the underlying zoning district. With the bonus, the density is 93.36 units/acre; without the bonus, the allowable density is 50 units/acre. With the exemption, the proposed height is 7 stories; without the exemption, the height is 5 stories.

MidPen is also requesting that the City recognize this project’s exemption from a minimum parking requirement. With this exemption and the proposed development located within a half-mile of major transit, the maximum required parking ratio is to be no more than 0.5 parking spaces/per unit and therefore, any additional parking spaces above the maximum requirement is voluntary. This proposed development is voluntarily proposing a higher parking ratio of 0.73 parking spaces/per unit (164 parking spaces).

Finally, we are requesting the following development concessions:

1. Floor Area Ratio (FAR)

The maximum FAR for the 400 E. 5th Avenue and 480 E. 4th Avenue site is currently 3.0. In order to build the proposed residential development and garage structure, the proposed development would require approval for FAR of 4.28. Therefore, a concession toward the allowable FAR is required in order to develop 225 units, otherwise, the proposed development would either result in a loss of units and/or parking spaces. For example, in order to meet a FAR of 3.0, the residential area would need to be reduced by approximately 4 stories and result in a loss of approximately 130 units. Alternatively, in order to maintain the unit count of 225 units, the garage would need to be reduced by approximately 3 stories, resulting in the loss of approximately 437 parking spaces. To spread the loss of units and parking spaces while meeting the current maximum FAR, the residential area would need to be reduced by 2 stories, resulting in the loss of approximately 65 units, and the garage structure would need to be reduced by 1.5 stories, resulting in a loss of 229 parking spaces. In lieu of reducing the parking garage by 1.5 or 3 stories, the garage could be built to have these parking spaces be provided on subterranean levels of garage instead of above ground; however, building subterranean parking spaces are cost prohibitive and would add at least approximately \$11 million to the cost of the garage. Despite these various alternatives in order to meet the current FAR, all result in the loss of units and/or replacement and new parking spaces. In having to reduce garage area, the proposed development would no longer be able to provide both, the proposed number of residential parking spaces in addition to the replacement and new public parking spaces for the City which were required for the proposed development.

2. Residential Parking on Separate Site

Including on-site residential parking as required under San Mateo Municipal Code section 27.64.060 (2) would inhibit the development by forcing two floors containing approximately 55 units to be replaced with podium parking spaces. In order to offset the loss of units due to the addition of podium parking spaces, an additional residential floor could be added to the project, resulting in a total of eight floors; however, the project would not be able to maintain the density proposed and comply with the on-site residential parking requirement, within the allowable building height, and so there would be a total loss of approximately 34 units. Providing residential parking onsite and underground, beneath the residential structure, is not feasible due to the high cost (minimum of \$50,000 in additional costs per stall, or more than \$8,200,000) and anticipated need for a vapor mitigation system beneath the residential structure. Resident access to the 164 residential parking spaces in the 400 E. 5th Avenue garage will be provided via a pedestrian bridge. The pedestrian bridge, designed for residents only, will connect the two neighboring structures by spanning 5th Avenue. Given the permitted building height allowed by the density bonus, this on-site parking requirement would physically preclude the project at the density and concessions proposed as affordable housing units would have to be eliminated to provide on-site parking stalls.

3. Bulk

The 480 East 4th Avenue site does not meet the Bulk standards or the variation criteria included in the City's Municipal Code 27.40.030. The Bulk standards require that building above 55 feet be restricted to a maximum building dimension of 150 lineal feet and maximum diagonal dimension of 170 lineal feet. Since this project exceeds these dimensions, a concession toward the Bulk standard is required in order to develop the proposed 225 units in a cost-effective approach. If the project were to comply with the current standards, it would result in the loss of approximately 86 units or require 4 additional stories (totaling 11 stories) to be added and building to be Type I construction be added in lieu of losing these 86 units. Either of these changes would be required because the building footprint

would need to be reduced in order to comply with the maximum building dimension and diagonal dimension.

Thank you in advance for your consideration of this request.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michelle Kim", with a stylized flourish at the end.

Michelle Kim
Senior Project Manager

Cc: Nevada V. Merriman, Director of Housing Development
Alex Rogala, Senior Associate Project Manager
Kathy Kleinbaum, Assistant City Manager, City of San Mateo
Kohar Kojayan, Community Development Director, City of San Mateo
Sandra Council, Housing Manager, City of San Mateo



ARCHITECTURE

PLANNING

URBAN DESIGN

April 1, 2020

Mr. Phillip Brennan, Associate Planner
Department of Community Development
City of San Mateo
330 West 20th Avenue
San Mateo, CA 94403-1388

**RE: 480 East Fourth Avenue
Mid-Peninsula Housing**

Dear Phillip:

I reviewed the drawings, evaluated the site, viewed the video of the Planning Commission Study Session, and prepared review letters on August 22 and November 15. Staff has worked with the applicant over the last several months to address the concerns identified in the review letters. A modified design has now been completed at the city's direction to add two additional floors of residential units. My comments on the current plans and elevations are as follows:

SITE CONTEXT

The site is located in Downtown San Mateo in a transition area between the retail core and the residential and smaller retail neighborhood to the east. The site is immediately adjacent to the railroad corridor. Photographs of the site and surroundings are shown on the following page.





Aerial of Site looking west



Nearby structures across South Railroad Avenue



Approved Mixed Use project across East Fourth Ave



Mixed uses across South Claremont Avenue



Adjacent utility substation on East Fifth Avenue

PROPOSED PROJECT

The project consists of two structures on two separate parcels. The parcel between East Fourth Avenue and East Fifth Avenue has been increased from 164 affordable multifamily residential units on five floors to 225 units on seven floors. A total of 696 residential and public parking spaces are planned on the south block. The site and landscape plan in the context of the immediate neighborhood is shown on the aerial photo below..



ISSUES AND CONCERNS

When the Planning Commission reviewed the project in a Study Session on April 23, 2019 there was general approval expressed for the site plan and housing design. There were, however, a few concerns expressed by the commissioner, and the public who spoke to the commission:

1. The parking structure had too many cars and it seemed to dominate the project.
2. Although the applicant stated that the intent of the residential patios was to blend in with the nearby residential neighborhood, some members of the public and some commissioners expressed a desire for the ground floor to be more supportive of the pedestrian environment.
3. Building design should be softer.

In my August 22 review letter, I identified the following issues that the Planning Commission might wish to discuss with the applicant. The applicant responded positively following that review. The issues and applicant responses are summarized below. The subsequent increase in residential building height from 5 to 7 stories will have some other impacts, but the ones described below will generally be the same unless noted otherwise.

1. HOUSING FACADES: GENERAL



Concern: All of the windows were shown nearly flush with the adjacent wall planes.

Recommendations: *Recess all of the windows and spandrel panels located in the cement plaster panels.*

Applicant's Response (November 2019): *Windows at cement plaster exterior walls have been recessed 2".*

See proposed window examples below.

Remaining Concerns: *None.*

2.



*The Russell @ Bay Meadows
3098 W. Kyne Street
San Mateo*



HOUSING PRIMARY STREET FACADES

Concern: Comments at the Planning Commission Study Session suggested some improvements to the ground floor patio and landscaping treatment to improve the pedestrian environment and provide elements to better link the development to the nearby residential neighborhood. As originally proposed, the sidewalk frontages would have some landscaping in front of the lower floor patios, but the patio wall, being elevated above grade level could create a pedestrian environment that would not be as welcoming as it could be.



Recommendations:

- A. Step landscaping up and back to soften edge.*
- B. Soften fence with plants*
- C. Add trellises.*
- D. Limit height of walls between adjacent patios to the front railing height*

Applicant's Response (November 2019):



A. Given spatial constraint proposed additional planter is not feasible. Landscape Architect confirmed (2) layers of planting was achievable as an alternate screening approach. The first row of planting to be lower, while the second(rear) row of planting to be taller. Proposed planting shall be tall enough to screen concrete base of patio.

B. Per Mid Peninsula Housing guidelines, building or railing attached planting creates long term maintenance issues. Proposed planting revision would provide the desired softening effect.

C. BAR Architects would like to propose an alternate approach to add detail and softness to projections at stoops in lieu of providing a trellis. Proposed alternate includes adding a steel channel trim piece at the base of projection as well as alternate soffit material.

D. Height of privacy screen between patios has been reduced to railing height. Railing design has also been modified to increase visibility through the railing, and reduce the perceived height from the street.

Remaining Concerns: None.

3. HOUSING: SOUTH RAILROAD AVENUE FACADE

Concern: The South Railroad Avenue facade was different from the three other primary street facades in that it had a wide facade in its middle with no projecting bays as were common on the other facades. Although this facade fronts on a minor street compared to the other facades, it would be easily viewed from both East Fourth and East Fifth Avenue, and would be seen by hundreds of Caltrain commuters every day.

Facade is long, flat and has limited detail
This facade will be seen by hundreds of commuters each day



Recommendation: Add projecting bays similar to those on the other facades.

Applicant's Response (November 2019): Projecting bays were added to Southern facade.



Remaining Concerns: This change was accepted as a significant improvement.

However, the change in this facade in the 7-story new design is cause for some concern as addressed in the facade change evaluations below.

3. PARKING STRUCTURE

Concern: Comments at the Planning Commission Study Session ranged from too many cars/too big to its perceived visual dominance of the overall project. My own evaluation was that, as originally proposed, it would not be a very attractive addition to Downtown San Mateo, and a less-than-optimum City of San Mateo iconic symbol regarding views by the hundreds of daily Caltrain commuters. The facades were tall and offered little in the way of pedestrian environment enrichment at ground level. Additional tall buffer landscaping along the South Railroad Avenue frontage would be difficult because of the proposed bioswale along the side of the structure.

Recommendations:

The review noted that there were a number of approaches which might be appropriate to this site. Some examples of approaches to enhancing the appearance of utilitarian garage structures were provided including the addition of public art.

Applicant's Response (November 2019):



Garage design was modified to reflect Design Review comments. Solid wall panels were added to Southern elevation along Cal Train corridor to break down the relentless rigor of the previously expose garage structure. These 'solid' panels are proposed to be a ventilated fabric screen which could be an opportunity for public art, signage or to add color and pattern to the facade.

In addition to these panels, sculptural vertical fins were added to the west and south facades which are the elevations most visible to the public. These vertical fins would mask the utilitarian concrete garage structure beyond and add interest to the key elevations.

Remaining Concerns: None.

CURRENT DESIGN WITH HEIGHT INCREASE EVALUATION

The proposed significant changes are limited to the residential structure's facade height and articulation. The sketches below provided by the applicant show the change in scale of the project.



EAST FOURTH AVENUE FACADE: PREVIOUS 5-STORY DESIGN



EAST FOURTH AVENUE FACADE: CURRENT 7-STORY DESIGN



EAST FOURTH AVENUE AND SOUTH RAILROAD STREET FACADES: PREVIOUS 5-STORY DESIGN



EAST FOURTH AVENUE AND SOUTH RAILROAD STREET FACADES: CURRENT 7-STORY DESIGN



EAST 4th AVENUE FACING ELEVATIONS
Previous Design



EAST 4th AVENUE FACING ELEVATIONS
Current Design



SOUTH CLAREMONT STREET ELEVATIONS
Previous Design



SOUTH CLAREMONT STREET ELEVATIONS
Current Design



SOUTH RAILROAD STREET ELEVATIONS
Previous Design



SOUTH RAILROAD STREET ELEVATIONS
Current Design

ISSUES AND CONCERNS

Overall, the design is well done for a project of this scale. I have only two concerns for consideration:

1. The South railroad Street facade, shown immediately above, is quite flat, and less visually interesting than the previous 5-story design which included projecting bay elements to break up the tall facade.
2. The building facades might not relate very well to the adjacent neighborhood context without some additional articulation. The two new projects across East Fourth Avenue (405 East Fourth Avenue and 406 East Third Avenue) both provide vertical facade offsets to create a lower street wall to better relate to the scale of the adjacent Downtown Area and to serve as a transition to the smaller scale neighborhoods to the east. The street facades of the current Mid-Peninsula Housing project are shown below in the context of those two recently approved projects.



EAST 4th AVENUE FACING ELEVATIONS
Previous Design



405 East Fourth Avenue Facade



EAST 4th AVENUE FACING ELEVATIONS
Current Design



405 East Fourth Avenue Facade



SOUTH CLAREMONT STREET ELEVATIONS 405 East Fourth Avenue - Claremont Street Facade
Previous Design 406 East Third Avenue - Claremont Street Facade

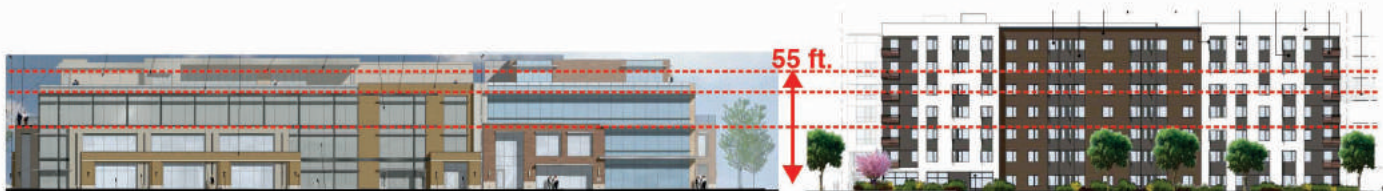


SOUTH CLAREMONT STREET ELEVATIONS 405 East Fourth Avenue - Claremont Street Facade
Current Design 406 East Third Avenue - Claremont Street Facade



405 East Fourth Avenue - Railroad Street Facade
 406 East Third Avenue - Railroad Street Facade

SOUTH RAILROAD STREET ELEVATIONS
Previous Design



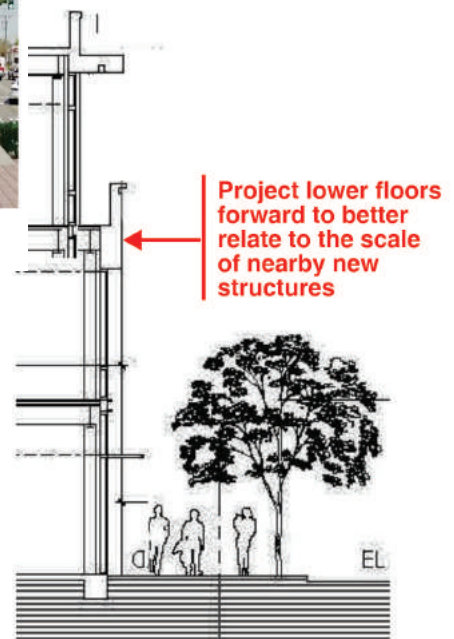
405 East Fourth Avenue - Railroad Street Facade
 406 East Third Avenue - Railroad Street Facade

SOUTH RAILROAD STREET ELEVATIONS
Current Design

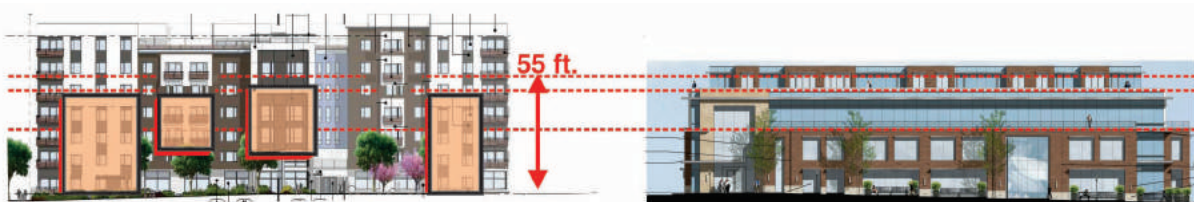
Should the abrupt height and scale change be of concern to staff and the Planning Commission, consideration could be given to providing some additional articulation to the facades - similar to what was done across East Fourth Avenue and on the two recently constructed buildings at the corner of East Third Avenue and El Camino Real - see section diagram, photo and sketch below.



Lower floors pushed forward to better relate to adjacent downtown scale buildings



For this project, that might require some additional setbacks on the upper floors, but looking at the drawings, it appears that this could be achieved with the extension of some building masses on the lower floors in select locations without any reductions in floor area. The illustrations below show some conceptual diagrams with color to emphasize increase projections. The applicant's design team could refine the size and location of the projecting mass to better relate the scale of this project with those across East Fourth Avenue and in Downtown San Mateo.



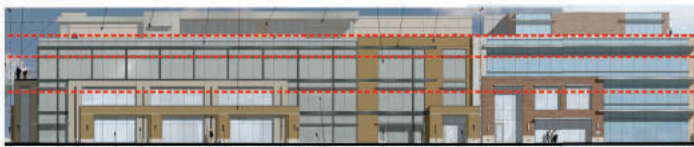
EAST 4th AVENUE FACING ELEVATIONS
Modifications to mitigate height transition

405 East Fourth Avenue Facade



SOUTH CLAREMONT STREET ELEVATIONS
Modifications to mitigate height transition

405 East Fourth Avenue - Claremont Street Facade
406 East Third Avenue - Claremont Street Facade



405 East Fourth Avenue - Railroad Street Facade
406 East Third Avenue - Railroad Street Facade



SOUTH RAILROAD STREET ELEVATIONS
Modifications to mitigate height transition

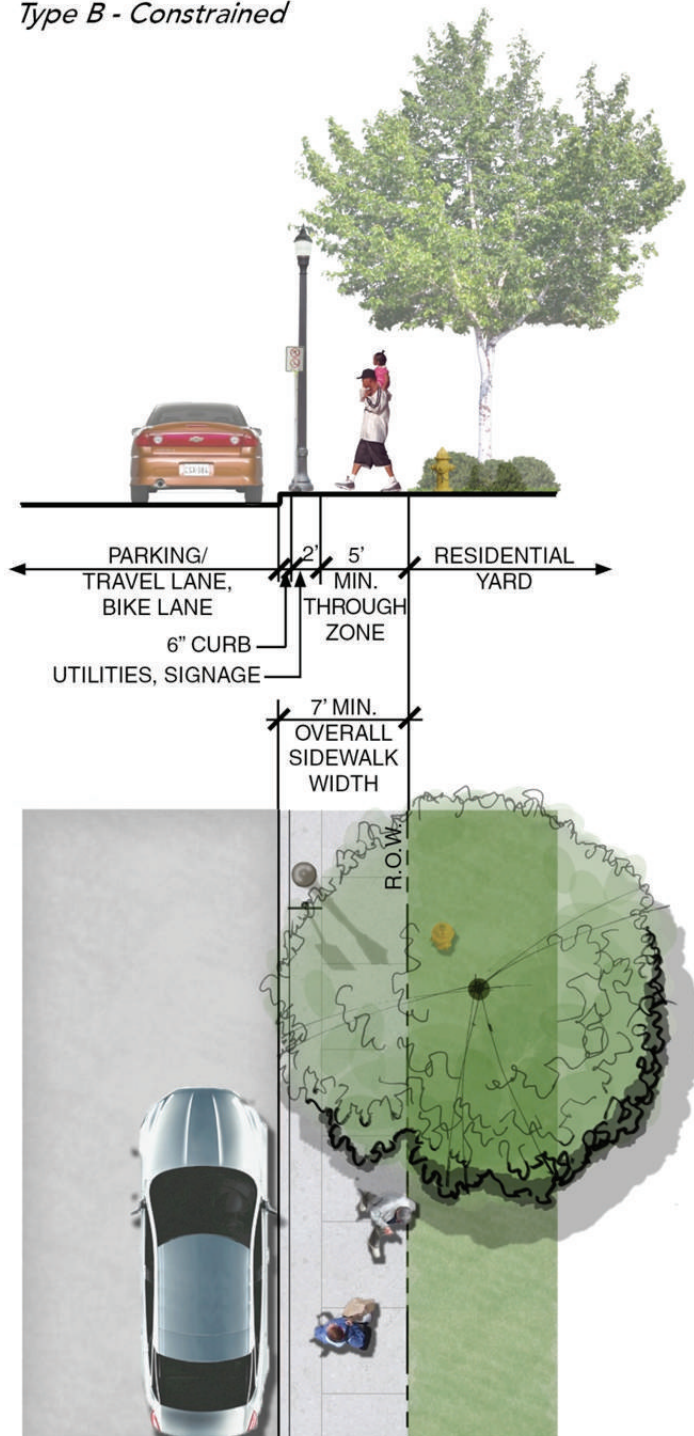
Phillip, please let me know if you have any questions, or if there are specific issues of concern that I did not address.

Sincerely,
CANNON DESIGN GROUP


Larry L. Cannon

A.4. Sidewalk Standards – Residential Type B Constrained

Type B - Constrained



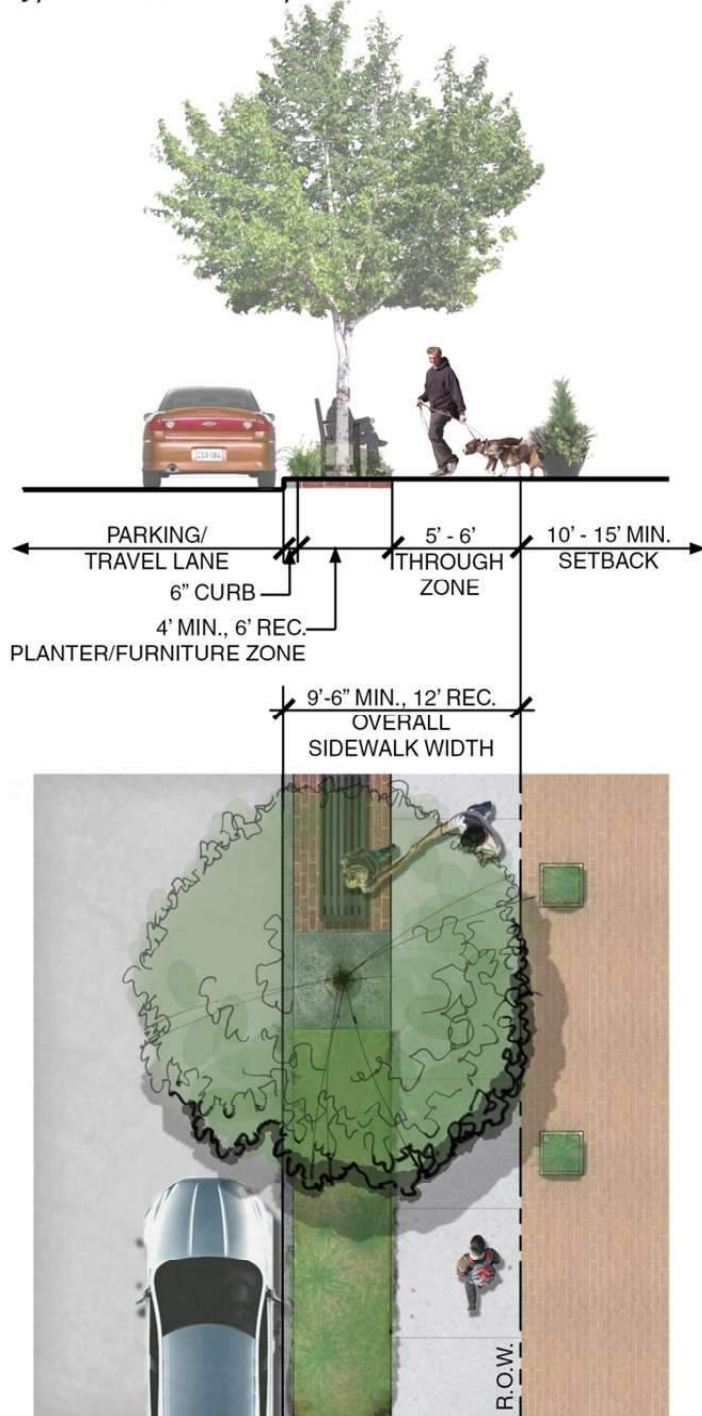
*Graphics show recommended dimensions.

NOTES

- Applicable for neighborhoods with less than 15 dwelling units per acre, minimum 10' building setback.
- Encourage street tree planting in residential yards
- Applicable to small infill projects or constrained rights of way.
- Due to minimum clearance requirements, utilities and/or signage may be located on the residential side of the through zone. If relocation is necessary, the minimum through zone width must be retained.

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.

**PA2019-033
480 E. 4th Avenue & 400 E. 5th Avenue
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.

**Neighborhood Meeting
Downtown San Mateo Opportunity Sites
February 24, 2020**

PLANNING APPLICATION: PA18-077 480 E. 4th Avenue & 400 E. 5th Avenue – City Owned Former Redevelopment Sites – Affordable Housing Pre-App

PROJECT LOCATION: 480 E. 4th Avenue & 400 E. 5th Avenue, San Mateo

MEETING LOCATION: San Mateo Central Park Recreation Center

MEETING DATE/TIME: February 24, 2020

ATTENDEES: Public – See Sign-In Sheet

PURPOSE OF MEETING: Pre-Application neighbor outreach to provide an update of proposed project to obtain feedback and answer questions or concerns.

PRESENTATION:

Approximately 30 Minutes

Part 1: Introduction	Phillip Brennan, Associate Planner at the City of San Mateo, welcomed attendees, reviewed the agenda for the meeting, and introduced the format of the event.
Part 2: Project History	Kathy Kleinbaum, Assistant City Manager at the City of San Mateo, provided an overview of the project history, including the selection of MidPen through a RFP process in April 2018, prior community meetings in October 2019 and March 2019, City Council-directed changes to the original concept at a November 2019 Study Session, and the decision to proceed with increased height and density given at a February 2020 Study Session.
Part 3: About MidPen	Nevada Merriman, Director of Housing Development at MidPen, provided an overview of development, property management, and resident services at MidPen Housing Corporation as well as examples of MidPen’s residential communities in San Mateo City and County. Nevada also spoke to the anticipated timeline for the project, including the path to entitlements approvals in July 2020 and construction beginning in Fall 2021.
Part 4: Design Concept	Bradley Sugarman, Senior Associate at BAR Architects, presented a map illustrating the project’s surrounding context, a site plan, and renderings of key perspectives.

Bradley also spoke about the design approach to the garage.

Part 5: Project Details

Nevada Merriman spoke about MidPen's proposed parking management strategies, the public art approach, and changes to the unit mix due to the increased height and density directed by City Council at the February 3, 2020 City Council Study Session.

Part 6: Conclusion

Phillip Brennan explained the current status of the traffic analysis and environmental review process. The presentation concluded with a review of the anticipated timeline and next steps for the City and MidPen.

QUESTION & ANSWER SESSION:

Approximately 30 Minutes

Speaker	Comment/Question	Response
Neighbor 1	How does this proposal work with Measure P? Does the State law allow preemption of local City law?	Kathy: AB 1763, which is for 100% affordable housing near transit, allows for increased height. Allows us to go beyond Measure P restrictions. Bradley: The height was 55' and is now around 70-75'.
Neighbor 2	We need low income housing. However, Central neighborhood homeowners are concerned about height. This project looks just like the KMART project on Concourse. I am concerned about the traffic. Only way on and off Highway 101 is 3rd Avenue. We need housing for teachers, firefighters, but I'm concerned about traffic.	Kathy: Thank you for your comment.
Neighbor 3	What are the noise impacts? Noise level is horrible where I live. How will residents live there, and how will they deal with noise from the train in the building?	Nevada: We will use thicker walls and better windows on the train side of the residential building. We are working with an acoustical consultant. Federal government has more stringent requirements that we will need to meet based off of funding for the propose development, so we provide better quality than most market rate developments.

Neighbor 4	What happened to the Worker Resource Center?	Kathy: The City is actively looking for commercial sites in San Mateo. We're concentrating on the Amphlet corridor. Access to freeway is critical for many people who hire day laborers.
Neighbor 5	Regarding noise from train, I'm a commuter. Why don't we have double gates so trains can pass without having to blow the horn? It's worse at night and it's deafening for children.	Kathy: Train noise is top priority for City Council. We are working with the federal government but it's not an easy or low cost solution.
Neighbor 6	I live on 5th and Delaware. I support affordable housing but we're concerned about extra two levels. I moved from SF to San Mateo to live in a small town. Grandparents, who provide childcare, need a place to park. I am concerned about the impact on the residential parking situation. Most people have cars, like the mother and father of most families.	<p>Kathy: The residential parking is on top of 532 public parking stalls. Shared use of the public parking may be possible.</p> <p>Nevada: It's a lot about how you manage it. We have a no car preference at a property in Downtown San Jose and in Belmont. Many households are changing how they use cars.</p>
Neighbor 7	Is there a chance that the PG&E substation will blow up?	Kathy: We have safety mitigation measures. We studied this. Risk with this substation is that the coolant around the transformers is flammable but not explosive. However, we have onsite containment measures built in.
Neighbor 8	I care about garage. Is the garage open 24/7? Who owns the residential?	<p>Kathy: The garage will be owned by the City. We will dictate the hours. Garage is both public and residential parking.</p> <p>Kathy: The City will own the land for the residential and garage. It's about the City and MidPen coming together.</p>
Neighbor 9	You're adding 61 more units. Where will people park and put their vehicle?	<p>Nevada: We will continue to refine the parking management plan. Seniors do not park at 1 car to every home. People with developmental disabilities often have lower car ownership rates.</p> <p>Kathy: The public parking garage will add 297 parking, an increase</p>

		in the overall parking supply. Shared use of the public parking may be possible.
Neighbor 10	Thank you for mentioning the people with developmental disabilities. There is a deep need for those people to have affordable housing. My son is here with developmental disabilities. There is a pressing need to ensure smooth transitions. I would be extremely grateful for this community to support housing for this population.	Nevada: Thank you for sharing your experience.
Neighbor 11	What is the status of the parking study?	Kathy: Our parking study is currently looking at parking during construction. We are exploring strategies for parking during non-construction times.
Neighbor 12	Is a certain percentage of units for IDD folks?	Nevada: This is still under consideration. IDD units are most powerful when paired with S8 voucher. We need to talk with the County about how many vouchers they want to set aside for IDD.
Neighbor 13	I am excited to see this project. How did you decide on this unit mix?	Nevada: Putting together the unit mix is a puzzle. For example, 3BR units are best located at the building corners. We had to look carefully at how many units we could fit given the floor plan constraints.
Neighbor 14	This project is next to Caltrain. The future may be a viaduct with train tracks on the 3rd or 4th floor. How will the architect deal with future proofing the building to deal with potentially elevated rail track?	Nevada: Peninsula station, between El Camino and the rail tracks, dealt with many of these issues. Federal money requires you do a predictive analysis. We are installing thicker walls, better window, and a ventilation system for better air quality so that residents can have access to fresh air without opening the window. The predictive analysis is for both interior and exterior noise. We need to see what measures will be adequate in 20 years.

Neighbor 15	The traffic through Downtown San Mateo is horrendous. What will you do to make it easier to get onto 101?	<p>Kathy: The traffic analysis is underway. In April it will be published.</p> <p>Nevada: Some units will have a public employee preference and so residents will be employees of San Mateo City and County and will be commuting against the major flows.</p>
Neighbor 16	You indicated that the report would look at impact on intersections. SB 743 changes traffic impacts from level of service to VMT per capita. Can you clarify what you are looking at?	Kathy: City is looking at both VMT (required under CEQA) and level of service (per general plan). So we will be looking at both.
Neighbor 17	Explain the income eligibility matrix, Is there a preference for public employees? What happens when they lose their job?	<p>Kathy: 25% public employee preference. No one will be evicted if their employment changes.</p> <p>Nevada: We would maintain two waiting lists. One for public employees and one for non-public employees</p>
Neighbor 18	My bedroom is across from the train tracks. I don't think noise is that bad. I am excited to be able to see construction in process for this development. Grocery stores are within walking distance. Many families are making the decision to go without a car. I and my wife share one car.	Kathy: Thank you for your comment.
Neighbor 19	How long will construction last?	Kathy: The construction period is estimated to last 21 months.
Neighbor 20	Are there any businesses in this development?	Nevada: There will be no commercial space.
Neighbor 21	Will this building be earthquake-safe?	Nevada: We will have to design and build to California's building codes.
Neighbor 22	Is there a possibility of underground parking? Can we explore that? Also, what about the bicycle route? Do we have any money going into the bike route? Why have a bike facility when you don't have infrastructure for it?	<p>Nevada: underground parking is cost prohibitive. We have the pedestrian bridge.</p> <p>Bradley: Accessible parking spaces close to the bridge. Elevator close to where the bridge comes across. Cost and</p>

		<p>constructability issues. Impacts the livability of the residents.</p> <p>Nevada: About 2.5 people per unit. About 600 people.</p> <p>Nevada: We want to look more into what the City is doing on the bike plan.</p>
Neighbor 23	<p>Has anyone from City Council had to deal with people with disabilities? If you are someone with mobility issues, the last thing you'll want to do is deal with this design. I'm exhausted dealing with my mobility issues. You need to bring more perspective from people with disability issues. We need affordable housing, but this isn't going to help. 5 story garage is blight. No one wants to see it lit up all night.</p>	<p>Nevada: I would like to hear more from you after this meeting about your feedback. Thank you for sharing your experience.</p>
Neighbor 24	<p>What can be on the north garage wall? This, along with the pedestrian bridge, can be unique - don't waste this opportunity.</p>	<p>Nevada: Thank you for your comment.</p>

March 23, 2020

Mayor Goethals, and City Council Members
Chairperson Etheridge, and Planning Commissioners
City of San Mateo
330 West 20th Avenue
San Mateo, CA 94403



RE: Endorsement of the Downtown San Mateo Opportunity Sites Project

Dear Mayor Goethals, Planning Commissioners, and City Council Members

For over 60 years, Greenbelt Alliance has helped create cities and neighborhoods that make the Bay Area a better place to live - healthy places where people can walk and bike; communities with parks, shops, transportation options; homes that are affordable - and defend the Bay Area's natural and agricultural landscapes from sprawl development. Greenbelt Alliance's "Grow Smart Bay Area" goals call for fully protecting the Bay Area's greenbelt and directing growth into our existing communities, and accomplishing both in a way that equitably benefits all Bay Area residents. Our endorsement program helps further these goals by providing independent validation of smart infill housing (development of vacant land within urban areas) and mixed-use projects (allowing for various uses like office, commercial and residential).

Greenbelt Alliance is pleased to endorse the proposed "Downtown San Mateo Opportunity Sites" project

This is a 225-unit residential development, proposed by MidPen Housing Corporation, with 100% of units affordable for residents with a commitment to deep affordability. Deed-restricted units in a range of sizes will be available for low, very-low, and extremely-low income households identified as 30-80% of the Area Median Income (AMI). All parking is consolidated in an efficiently designed 5-story garage, which will also provide public parking spaces, allowing existing downtown surface parking lots and garages to be redeveloped for more efficient and appropriate uses of space. The project site is extremely well located, within a short walk of the San Mateo Caltrain station, and the downtown retail and services corridor. It is everyone's responsibility to ensure that the land-use potential is maximised. This project has been designed in response to community needs, and will provide much needed affordable family housing in the job- and transit-rich downtown area. It will encourage a walkable and vibrant community in San Mateo for residents across the income spectrum, support the local economy, relieve housing development sprawl pressure on the region's open space, and offer a host of other environmental and quality of life benefits."

This is the kind of climate-smart development that we need in the Bay Area to meet our housing goals, reduce greenhouse gas emissions, and make sure that local residents are able to grow and thrive in their own communities as housing costs rise. In closing, the development of the San Mateo Downtown Opportunity Sites is another smart step for the City of San Mateo to ensure the creation of homes and vibrant communities near transit. We hope its approval will inspire communities around the Bay Area to redouble their efforts to grow smartly.

Sincerely,



Alison Gibson
Climate-Smart Development Specialist
agibson@greenbelt.org | (415) 543 6771



March 10, 2020

Mayor Joe Goethals
And Honorable Members of the San Mateo City Council
City of San Mateo
330 West 20th Avenue
San Mateo, CA 94403

Re: Support - Downtown San Mateo Opportunity Sites

Dear Mayor Goethals and Members of the San Mateo City Council,

On behalf of the **Housing Leadership Council of San Mateo County (HLC)**, I am writing to express our support for the **Downtown San Mateo Opportunity Sites** proposal. We work with communities and their leaders to produce and preserve quality affordable homes. This Midpen proposal is a great opportunity to provide 225 quality, affordable homes for the City of San Mateo and its workers.

We are excited to see the rare opportunity from the original proposal to provide an additional 61 affordable homes as well as deeper levels of affordability. Its proximity to Caltrain and downtown San Mateo helps make it highly equitable by allowing low income individuals and families to be well connected with their community, as well as providing easy access to public transportation to work on the peninsula. This proposal also would help the workers of San Mateo by addressing the city's jobs-housing mismatch. By approving this proposal, the City Council will take one step closer to an equitable, inclusive and sustainable future for San Mateo.

Thank you for your leadership in bringing this proposal forward. We request that you approve Midpen's Downtown San Mateo Opportunity Sites without delay.

Sincerely,

Alex Melendrez, Organizer

From: [Kalisha Webster](#)
To: [Phillip Brennan](#); mollie.naber@midpen-housing.org
Cc: [Jan Stokley](#)
Subject: PA19-033 City-Owned Downtown Affordable Housing and Parking Garage Sites
Date: Tuesday, April 07, 2020 1:07:27 PM

Hello Phillip and Mollie,

My name is Kalisha Webster and I am a housing coordinator with Housing Choices serving clients in San Mateo County with developmental disabilities. I attended your neighborhood community meeting for this project on February 24, 2020 and was hoping to get an update on the status of your project.

During the meeting I know it was stated there were plans for a Planning Commission Study Session on April 28 but in light of recent changes to the Planning Commissions schedule, since the COVID 19 shelter in place orders forced them to move to online only meetings, I wanted to confirm that this project will still be part of the April 28 Planning Commision Meeting.

Housing Choices is very interested in this upcoming project as there is a significant shortage of affordable housing available in San Mateo County. This issue is especially relevant to our clients most of whom live on fixed incomes well below the poverty level for San Mateo County. Deeply affordable housing is their only option for living independently as many are unable to work or have jobs which do not provide nearly enough income for them to thrive in the communities which they grew up in. We have worked on projects in Santa Clara County and the Monterey Bay Region to provide preference for our clients when affordable housing developments are being planned and believe this project could be a great opportunity for our clients. The vast majority of our clients do not own cars or are unable to drive themselves, making your proximity to public transportation ideal. It was also mentioned during the neighborhood community meeting that one of your ideas to combat issues of traffic and limited residential parking was a no car preference. Most of our clients will easily meet this requirement.

Please let me know how Housing Choices can stay involved in the planning process of this project and what opportunities may be coming up for us to discuss our interest in obtaining preference for people with developmental disabilities.

Thank you for taking the time to consider our request.

Best Regards,



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From: [San Mateo United Homeowners Association](#)
To: [Alex Rogala](#)
Subject: 480 E. 4th Ave & 400 e. 5th Avenue Affordable Housing
Date: Monday, February 24, 2020 10:02:34 PM

Alex:

I found the meeting this evening informative and wish you and MidPen good fortune in developing this important project.

I have a few questions:

1. Who is doing the traffic study and will it now cover the increased number of units in the proposed building? I suggest it assume a 1:1 ratio of units to cars in order to allow for the possibility.

2. The same should apply to a parking study. Please confirm there is one intended.

Items 1& 2 are a major concern for the residents in the area and in the City. These concerns can be addressed by a careful review of the impact.

3. The project drawings at this stage do not show the buildings that are in the immediate area, nor the ones that are planned. I suspect the average citizen will struggle to understand how the design presented fits with the areas existing buildings. It would be great if a set of drawings with the proposed nearby buildings shown as well as the most likely grade separation structure and any existing buildings that are not already noted for demolition and replacement. The idea is to show how the project will enhance the area. Too many people at the meeting did not believe this design achieved that goal. Can you provide more graphics to answer that?

4. Why are there so many studio apartments?

5. If a family states a no car preference and then buys a car, what happens?

Thanks in advance for your help.

Regards,

Mike Nash
President
San Mateo United Homeowners Association



From: [REDACTED]
To: [Planning](#)
Subject: SUPPORT - 225 Affordable Homes near San Mateo Caltrain
Date: Sunday, April 12, 2020 10:47:16 PM

Dear San Mateo Planning Commission,

I hope this email finds you and your colleagues well. It is a hectic time we are living in and I want to applaud all of you for maintaining to nurture our community.

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue. Our city is in need of affordability, especially during this time. This proposal maximizes the potential of the land by providing homes close to transit. With the amount of people being affected by COVID-19 and becoming unemployed, San Mateo is in dire need of low-incoming housing. In order to help our country, state, and city, we should proceed with building the homes not only on 4th & 5th Avenue, but any other areas in our community that are available.

The more homes we can build, the more diversity we'll have. It will furnish our beautiful society. As we are learning during the COVID-19 health emergency, secure housing is healthcare. **I support the current (or a greater) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner.** Every one of these 225 affordable homes will provide secure shelter to people in need of secure housing.

Thank you for your time and continued leadership towards affordable housing in San Mateo.

Respectfully,

Bryanna Ventura
San Mateo Resident

From: [IXI](#)
To: [Planning](#)
Subject: SUPPORT - 225 Affordable Homes near San Mateo Caltrain
Date: Friday, April 10, 2020 10:37:18 PM

Dear San Mateo Planning Commission,

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. Its serving of low-income individuals and families also reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, the better off we'll be, as a community. As we are learning during the COVID-19 health emergency, secure housing is healthcare. **I support the current (or a greater) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner.** Everyone one of these 225 deeply affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Respectfully yours,
Chia-Chun Liu, San Mateo Resident

From: [Ronnie](#)
To: [Phillip Brennan](#)
Subject: Proposed development to seven stories
Date: Saturday, February 15, 2020 1:28:43 PM

Good afternoon,

I have received this notice and wonder how this development can exceed the current Measure P height limit of five stories:

480 E. 4th Avenue and 400 E. 5th Avenue / 034-183-060 and 033-281-140

Please clarify this for me.

Thank you,

Ronnie K. Eaton

Sunnybrae resident

From: [Planning](#)
To: [Phillip Brennan](#)
Cc: [Rendell Bustos](#)
Subject: FW: building
Date: Friday, February 07, 2020 10:35:02 AM

Phillip, is this your project? If so, please see public comment below.

-Wendy

From: Rick Bonilla
Sent: Thursday, February 6, 2020 8:13 PM
To: Pat Devincenzi <gildevo@att.net>
Cc: Planning <planning@cityofsanmateo.org>; cityclerk@cityofsanmateo.com
Subject: Re: building

Dear Ms. Devincenzi,

Thank you for sharing your thoughts on the proposed change. At the City Council Study Session last Monday evening the Council asked staff to research and conduct more public outreach. It was my understanding that there will be at least 3 more opportunities for public comments on this proposal.

Thanks,
Rick Bonilla

From: Pat Devincenzi <gildevo@att.net>
Sent: Wednesday, February 5, 2020 1:21:16 PM
To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>
Subject: building

I am against raising the building from five stories to seven stories. It will impact our single story houses. The 61 units that are being built without parking will push the parking on to our streets that our impacted already. Looking at the plans of the structure is close to the building on Delaware. That building has no added appeal to San Mateo. I would hope the council would take some extra time and consider a building that could add to the beautification of this city.

Patricia Devincenzi
815 S0. Eldorado St
San Mateo,CA

From: [John Lovell](#)
To: [Phillip Brennan](#)
Cc: [Wifey Wife; mollie.naber@midpen-housing.org](#)
Subject: Neighbor Support for PA-2019-033 / Downtown Affordable Housing Sites
Date: Wednesday, February 19, 2020 8:32:02 PM

Dear Mr. Brennan,

As neighbors who live directly across the Caltrain tracks from the site of the proposed Downtown Affordable Housing Development, my wife and I would like to express our enthusiastic support for this project. In particular we are pleased to learn that the developer has decided to add two additional stories to the building. I have attached a photo of the site as it appears from the window of our living room. On a clear day we can see Mount Diablo across the Bay. This view will probably be lost once this project gets built. However, the opportunities that this project will offer to families in need are far more important than the view from our window. It also represents an opportunity for the City of San Mateo to help realize at least 4 of the 5 values expressed in the Strive 2040 General Plan Vision Statement: Diversity, Balance, Inclusivity, & Prosperity. Our Downtown would be even more vibrant if more parking lots and single story buildings were developed into denser housing like this. We hope this is a harbinger of more things to come.

Sincerely,

John and Dana Lovell



From: [Kohar Kojayan](#)
To: [Phillip Brennan](#)
Cc: [Rodrigo Orduna](#); [Kathy Kleinbaum](#)
Subject: FW: Item #3 - Amendment of Municipal Code for AB 1763
Date: Tuesday, March 24, 2020 12:47:37 PM
Attachments: [pastedGraphic.png](#)

FYI – please be prepared to respond to these questions/issues that are being raised.

From: I watanuki [REDACTED]
Sent: Tuesday, March 24, 2020 12:31 PM
To: Planning Commission <PlanningCommission@cityofsanmateo.org>
Cc: Michael Weinbauer [REDACTED]; Maurine Killough [REDACTED]
Benjamin Portusach [REDACTED]
Subject: Item #3 - Amendment of Municipal Code for AB 1763



*Central Neighborhood Association
712 East 4th Avenue
San Mateo, CA 94401*

March 24, 2020

Dear Members of the Planning Commission,

These are our concerns with amending the Municipal Code to modify specified development standards for exempt 100% affordable housing projects located near public transit and subject to AB 1763.

Please take these points into consideration before amending the zoning code for AB 1763 for this project.

1. Unlimited Density with AB 1763:

This bill entitles a 100% affordable project unlimited density,

Mid-Pen is proposing 225 units on 1.16 A (4th Avenue Parcel) which is extremely high density on a very small footprint. This is almost 200 units per acre compared to 68 units per acre with a 5 story project with normal density bonus.

There can be 6 people living legally in a small 3 bedroom apartment (2 people per bedroom) within 1,144 sf. These bedrooms in Mid Pen and AB 1763 are too small for these many adults. If you count the number of people and the number of bedrooms, there will be close to 800 (792) people living in 225 units. This does not count a baby living with a couple in a 624 sf 1 bedroom apartment. AB 1763 does not set a good precedent for a healthy living environment. This project is being rushed with no attention to the adverse impacts of over-crowding which brings more safety issues in a project.

2. Reduced on-site private open space:

With AB 1763, the City's private open space requirement can be reduced by 50% while the density is quadrupled. Projects of this size need more on-site open space if this project is targeting families with children.

3. More Parking Impacts:

How does AB 1763 analyze the number of parking spaces in this development? Is it by the number of bedrooms or by the number of units? Both options were mentioned in AB 1763 according to Phillip Brennan, Associate Planner. Many couples and families own 2 cars. We have a family with teenagers in the Central Neighborhood that owns 5 cars and they all park on the street. This project has added 2 extra stories without additional parking. The report states that 459 parking spaces are needed in this project. How was this calculation made? 164 parking spaces is not adequate for 225 units and this kind of density. This residential parking will overflow to our residential streets.

The original 5 story project would be a better fit.

4. Design Issues and Aesthetics:

We have not seen a drawing of these 2 structures side by side on one page. This massive project is difficult to visualize since we have not seen the elevations next to one story homes and buildings. The 2 photos (housing & garage) we were shown in isolation of the surroundings. One picture of the housing shows the building at a different angle to project a reduced size. This project lacks detailed comparisons between a 5 story and a 7 story project. There is an effort to push this project through with less attention to the details.

The Mid-Pen Housing and Garage does not blend well into the surrounding residential neighborhood and historic Downtown. This project resembles East German industrial architecture. The residential building needs more brick material similar to Windy Hill to soften the look and integrate better into the surroundings. We would prefer a green wall design vs. the aluminum elements on the garage. The extreme high density promoted by AB 1763, overrides the protection and preservation design guidelines in the Multi-Family Design Guidelines. AB 1763 does not serve as a good precedent for future projects in the Downtown and the architects are not listening to the residents from other neighborhoods.

The pedestrian bridge is not attractive and unnecessary. It is not practical for the elderly, the handicapped and the mothers with children who have to go from the garage to an elevator to the pedestrian bridge to another elevator to the floor of the living unit. Then take the elevator back to the pedestrian bridge and an elevator to the level where the car is parked. This project needs to be less dense with larger units with more residential parking. Many couples and families have 2 cars. Please review the survey that Mid-Pen Housing gave to the prospective tenants.

5. The confusing development of a 5 story project turning into a 7 story project has not been a transparent process for our neighborhood.

This project originally started as a 5 story project and in mid-stream changed to a 7 story project. The original goal was to address the "missing middle" and now the project has shifted to 80 Section 8 units to reduce the \$8 million deficit with tax credits to a \$3 million deficit. AB 1763 is being used to over-ride 4 building standards to build more affordable units, over-riding street wall plane, less private open space, less compact parking spaces, and more building line and set-back flexibility.

Is this legal to go back and retrofit a project once the project has started? This idea of amending the zoning code after the fact to add two more stories with 61 units and no additional parking places the burden on one neighborhood. This process has been very confusing and has lacked transparency.

It may be easier to secure financing with a smaller project since the economy is heading towards an economic downturn with the unexpected Coronavirus pandemic. It is better to have a back-up plan with the

original smaller less expensive project.

We need an EIR with all the studies for 5 stories and 7 stories to reduce the negative impacts that AB 1763 brings. We do not support amending the zoning code to retrofit Mid-Pen Housing and Garage into an expanded project during these uncertain economic times.

Best,

Michael Weinbauer

Maurine Killough

Ben Portusach

Laurie Watanuki

Central Neighborhood Association Board

From: [Joan Diskin](#)
To: [Phillip Brennan](#)
Cc: [Mary Way](#); [Kohar Kojayan](#)
Subject: FW: UPDATE: 4/20/20, City Council Meeting - Downtown Affordable Housing Project
Date: Friday, April 17, 2020 1:38:03 PM
Attachments: [image001.png](#)
[image003.png](#)

Hi All,

The email received by Kevin Skelly (below) should be made part of the public comment for the item for when it next is heard, which will be by the Planning Commission and not City Council. Please be sure to include it with your material for when the item is prepared for the commission meeting.

Thanks much.

Joan Diskin

Deputy City Clerk

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

650-522-7044 | jdiskin@cityofsanmateo.org

From: Joan Diskin

From: Mary Way <mway@cityofsanmateo.org>

Sent: Friday, April 17, 2020 9:32:42 AM

To: Kohar Kojayan <kkojayan@cityofsanmateo.org>; Phillip Brennan
<pbrennan@cityofsanmateo.org>

Subject: FW: UPDATE: 4/20/20, City Council Meeting - Downtown Affordable Housing Project

Hi Kohar & Phillip,

A response to the email for your information.

Mary

From: Kevin Skelly <[REDACTED]>

Sent: Friday, April 17, 2020 9:17 AM

To: Mary Way <mway@cityofsanmateo.org>; Drew Corbett <dcorbett@cityofsanmateo.org>

Subject: Re: UPDATE: 4/20/20, City Council Meeting - Downtown Affordable Housing Project

Hi Mary:

Just so you are clear, the SMUHSD is almost always supportive of more housing and we stand ready to help in that regard if that help is ever needed.

Take care.

KS

Kevin Skelly, Ph.D.

Superintendent

San Mateo Union High School District

650 N. Delaware Street, San Mateo, CA 94401

p: [650-558-2201](tel:650-558-2201)

w: www.smuhsd.org e: [REDACTED]

Stay connected with SMUHSD on: [Facebook](#) | [Twitter](#) | [LinkedIn](#)



On Fri, Apr 17, 2020 at 9:10 AM Mary Way <mway@cityofsanmateo.org> wrote:

Hello:

Please be informed on April 20, 2020, City Manager, Drew Corbett, will present before the City Council project funding and timelines associated with the *City-Owned Downtown Affordable Housing and Parking Garage Sites* project (PA-2019-033). The meeting agenda can be found here www.cityofsanmateo.org/publicmeetings. Information and updates regarding the aforementioned project can be found on the [What's Happening in Development](#) page. Please note, you are receiving this email as a result of your expressed interest or proximity to the project site.

Additionally, the introduction of the AB 1763 ordinance will be rescheduled in order for staff to conduct further analysis of the ordinance's potential environmental impacts in accordance with the California Environmental Quality Act (CEQA). The Planning Commission will consider the proposed ordinance and CEQA analysis at a future meeting and make a recommendation to the City Council. Future Planning Commission and City Council agendas for this item can be accessed at <https://www.cityofsanmateo.org/4229/PA20-020-Code-Amendment---Reduced-Develo>

Providing Public Comment During Meeting

After 4:00 pm submit agenda item comments online using [Speak Up San Mateo eComment](#)

- Find the agenda item(s) you'd like to comment on and complete the survey form. NOTE: Please review the [time limits for public comment](#) when writing out your comment.
- eComment will remain open until the Mayor closes the Public Comment period for that item.
- The City Clerk will read into the record all comments received through Speak Up San Mateo which will be made part of the permanent official record.

Watching Meeting Live

- City Council meetings are broadcast live on Comcast/channel 27, Wave/channel 26, or AT&T/channel 99.
- For transmission problems during the broadcast, please call (650) 522-7099. For all other broadcast comments, call (650) 522-7040, Monday-Friday, 8:00 am - 5:00 pm

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From: [John Lovell](#)
To: [Phillip Brennan](#)
Cc: [Wifey Wife; mollie.naber@midpen-housing.org](#)
Subject: Neighbor Support for PA-2019-033 / Downtown Affordable Housing Sites
Date: Wednesday, February 19, 2020 8:32:02 PM

Dear Mr. Brennan,

As neighbors who live directly across the Caltrain tracks from the site of the proposed Downtown Affordable Housing Development, my wife and I would like to express our enthusiastic support for this project. In particular we are pleased to learn that the developer has decided to add two additional stories to the building. I have attached a photo of the site as it appears from the window of our living room. On a clear day we can see Mount Diablo across the Bay. This view will probably be lost once this project gets built. However, the opportunities that this project will offer to families in need are far more important than the view from our window. It also represents an opportunity for the City of San Mateo to help realize at least 4 of the 5 values expressed in the Strive 2040 General Plan Vision Statement: Diversity, Balance, Inclusivity, & Prosperity. Our Downtown would be even more vibrant if more parking lots and single story buildings were developed into denser housing like this. We hope this is a harbinger of more things to come.

Sincerely,

John and Dana Lovell



From: [Kaitlin Chang](#)
To: [Planning](#)
Subject: SUPPORT - 225 Affordable Homes near San Mateo Caltrain
Date: Tuesday, April 14, 2020 9:59:19 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Dear San Mateo Planning Commission,

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. Its serving of low-income individuals and families also reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, the better off we'll be, as a community. As we are learning during the COVID-19 health emergency, secure housing is healthcare. **I support the current (or a greater) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner.** Everyone one of these 225 deeply affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Respectfully yours,
Kaitlin Chang, San Mateo Resident

Best,

CORA COMMUNITY OVERCOMING
RELATIONSHIP ABUSE

[Kaitlin Chang](#)

Housing Development Specialist

[Pronouns:](#) She/Her/Hers

O: 650-652-0800 x 102

www.corasupport.org



[Click here for information regarding the impact of COVID-19 on CORA services.](#)

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From: [Planning](#)
To: [Phillip Brennan](#)
Cc: [Rendell Bustos](#)
Subject: FW: building
Date: Friday, February 07, 2020 10:35:02 AM

Phillip, is this your project? If so, please see public comment below.

-Wendy

From: Rick Bonilla
Sent: Thursday, February 6, 2020 8:13 PM
To: Pat Devincenzi [REDACTED]
Cc: Planning <planning@cityofsanmateo.org>; cityclerk@cityofsanmateo.com
Subject: Re: building

Dear Ms. Devincenzi,

Thank you for sharing your thoughts on the proposed change. At the City Council Study Session last Monday evening the Council asked staff to research and conduct more public outreach. It was my understanding that there will be at least 3 more opportunities for public comments on this proposal.

Thanks,
Rick Bonilla

From: Pat Devincenzi [REDACTED]
Sent: Wednesday, February 5, 2020 1:21:16 PM
To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>
Subject: building

I am against raising the building from five stories to seven stories. It will impact our single story houses. The 61 units that are being built without parking will push the parking on to our streets that our impacted already. Looking at the plans of the structure is close to the building on Delaware. That building has no added appeal to San Mateo. I would hope the council would take some extra time and consider a building that could add to the beautification of this city.

Patricia Devincenzi
[REDACTED]

From: [Pat Devincenzi](#)
To: mollienaber@midpen-housing.org; [Phillip Brennan](#)
Subject: 480 E 4th ave and 400 E 5th ave.
Date: Monday, February 24, 2020 3:01:08 PM

I cannot attend the meeting tonight, concerning 4th and 5th ave buildings. I am totally against the seven story building it will make that area totally over built with the neighborhood single family homes. I have seen the project they are building ,what concerns me the one on Delaware they built is the ugliest project the planning commission let go through. Build something that would beautify San Mateo.

Patricia Devincenzi



From: [Kohar Kojayan](#)
To: [Phillip Brennan](#); [Charity Wagner](#)
Subject: FW: Agenda Item 14 Downtown Opportunities site
Date: Monday, April 20, 2020 2:10:07 PM
Attachments: [image001.png](#)
[image003.png](#)

FYI – Public Comment re: Downtown Opportunity Sites.

From: Clerk
Sent: Monday, April 20, 2020 10:10 AM
To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>; Kathy Kleinbaum <kkleinbaum@cityofsanmateo.org>; Kohar Kojayan <kkojayan@cityofsanmateo.org>
Subject: FW: Agenda Item 14 Downtown Opportunities site

Patrice M. Olds, MMC

City Clerk
City of San Mateo
330 W. 20th Ave., San Mateo, CA 94403
650-522-7040 | polds@cityofsanmateo.org

In compliance with the San Mateo County Health Officer's mandatory Shelter in Place order, the City of San Mateo will only be providing essential services including public safety, wastewater treatment, and critical infrastructure maintenance. We have closed City facilities to the public including libraries, community centers, and City Hall. Staff in non-essential functions will be working remotely to the extent possible, so please expect some delay in responses. Questions about the coronavirus or the Health Order should be directed to the County's 2-1-1 call center. For questions about City services, please call the City's main line at (650) 522-7000 or visit www.cityofsanmateo.org.

From: Bob Whitehair [REDACTED]
Sent: Sunday, April 19, 2020 9:08 PM
To: Clerk <clerk@cityofsanmateo.org>
Subject: Agenda Item 14 Downtown Opportunities site

Mayor Goethals and Members of the Council

At Monday night's meeting, I urge the City Council NOT to delay the 7-story, 225 unit development, Downtown Opportunities Site. I urge you to immediately move forward. Many of us in San Mateo and on the Peninsula have been working hard over the many months to assure that this all electric project will have available the highest quality, most cost effective electrical infrastructure. – boilers, air conditioning, electric vehicle charging systems, stoves, and other electric appliances - from which to choose.

We understand that Peninsula Clean Energy will soon be providing a 24 million dollar fund to assist multi-family property builders create viable EV charging and possibly other alternatives. We support efforts for Mid-Pen and the City to be among the first to apply for that funding.

This is a complicated project, and some have argued that it should be delayed, given

economic uncertainty and the parallel difference in how the public is able to make comments.

Regarding our ability to be able to comment, the City's efforts are extraordinary, and comments continue to come in from all of San Mateo, just as they did in the past. The public meeting portal is vibrant and robust, perhaps even more so than "normal"

Funding of this project will be complex and difficult. I believe the City is up to the task.

Please move forward

Thank you

Robert Whitehair

From: [Tania Peña](#)
To: [Planning](#)
Subject: SUPPORT - 225 Affordable Homes near San Mateo Caltrain
Date: Friday, April 10, 2020 6:58:42 PM

Dear San Mateo Planning Commission,

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. It is serving low-income individuals and families also reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, the better off we'll be, as a community. As we are learning during the COVID-19 health emergency, secure housing is healthcare. **I support the current (or a higher) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" on time.** Everyone one of these 225 genuinely affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Respectfully yours,

Tania E Pena, San Mateo Resident

From: [Veronica S. Brown, MPH](#)
To: [Planning](#)
Subject: SUPPORT: 225 Affordable Homes near San Mateo Cal train
Date: Friday, April 10, 2020 4:24:24 PM

Dear San Mateo Planning Commission,

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. Its serving of low-income individuals and families also reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, the better off we'll be, as a community. As we are learning during the COVID-19 health emergency, secure housing is healthcare. **I support the current (or a greater) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner.** Everyone one of these 225 deeply affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Respectfully yours,
Veronica S. Brown, San Mateo Resident

--

"We did not come to fear the future; We came to shape it."

President Barack Obama

PROJECT DEVELOPMENT STANDARD COMPLIANCE

	PROPOSED	REQ. PER CODE	COMPLIANT	DEVIATION FROM CODE REQ. RESOLVED BY:
Floor Area Ratio (FAR)	4.28 FAR	3.00 FAR	No	Concession provided by AB 1763
Maximum Bulk	Exceed bulk req.	Bldg. width $\leq 150'$ and $\leq 170'$ diagonally	No	Concession provided by AB 1763
Res. Parking on Separate Site	off-site	on-site	No	Concession provided by AB 1763
Street Wall Plane	Not provided	Required	No	Concession provided via proposed code amendment
Compact Parking Stalls	66%	40%	No	Concession provided via proposed code amendment
Open Space	21,323 sq. ft.	27,000 sq. ft.	No	Concession provided via proposed code amendment
Bldg. Line & Setback	Varied	0'	No	Concession provided via proposed code amendment
Lot Coverage	66% (multi-family bldg.) 88% (garage)	100% max.	Yes	
Bicycle Parking	20 short-term 268 long-term	20 short-term 268 long-term	Yes	
Density	93.36 units/per acre	50 units/per acre	N/A	Unlimited density provided by-right via AB 1763
Bldg. Height	74'-5"	50'	N/A	Additional height (up to 3 stories or up to 33') provided by-right via AB 1763
Required Residential Parking	164 spaces	N/A	N/A	Per State Density Bonus Law, a city cannot impose a parking ratio greater than 0.5/per unit (225 units x 0.5 = 113 spaces).

From: diana pettit [REDACTED]
Sent: Friday, April 24, 2020 5:31 PM
To: Phillip Brennan <pbrennan@cityofsanmateo.org>; Kohar Kojayan <kkojayan@cityofsanmateo.org>; Christina Horrisberger <chorrisberger@cityofsanmateo.org>
Subject: PA19-033 City Owned Downtown Affordable Housing and Parking Application

The City Owned Downtown Affordable Housing and Parking Application is an important and much needed in City of San Mateo.

It will assist our city employees,safety officers,and teachers with low cost rental property. The Seniors and families needing low income housing will have an affordable homes.

Across the street from this complex, a Municipal Garage will have 532 parking spaces for the Downtown Store Employees and customers and an additional parking of 164 spaces for the residence living at 480 E. 4th Avenue. This garage will be accessible to the residence by going to the 5th floor walking across the bridge and taking an elevator to the floor that their vehicle is parked.

As I been attending the meetings about this project for the last 6 months, and now with the Cornivirus-19 affecting the lives of the people living in the City of San Mateo, it made me think about the Social Distancing requirement from all of our lives.

Unfortunately, the project from The Mid-Peninsula Housing Corporation is an extremely large building with little room for Social Distancing while walking on 4th Avenue. The westside wall of the housing project will be a car length from 6 foot brick wall. This is to give shelter from the Caltrain Electrification System.

The housing problem in San Mateo is really not an easy one to resolve now, but after looking at other locations I feel there are other solutions.

In the General Plan of the City of San Mateo 2030 states:

" City of San Mateo is expected to continue to develop and grow through the year 2030. The majority of new development will consist primarily of infill,reuse, or redevelopment.

Using the Land Use and Zoning Plan map by The San Mateo Rail Corridor Transit-oriented Development Plan(June 6,2005)and the Land Use regulations of the General Plan 2030, the property of 1954-1980 Pacific Blvd is designated as a Transit Oriented Development. The property lines is against 286-19th Avenue.

Currently, the Public Works Maintenance Yard is operating there. The Police vehicles of the City are serviced at this location. The location has a sidewalk, and is about 20 feet from the train fence. It is 1/2 mile from Hayward Park Train station.

The location would give families with children 4 different elementary schools in walking distance. This property is approximately 2.5 acres.

Futuristically, in a couple years the Concourses Project will be built with more affordable shopping and a transit center.

In the General Plan of City of San Mateo 2030, the Concourse Project nor the Station Green Park located at 1700 South Delaware Steet are not in plans

Thank you for letting me use the Goals and Policies 1h from the General Plan of City of San Mateo 2030.
It has let me participate as a city resident to review community development.

Respectfully Submitted.

Diana Pettit

[REDACTED]

[REDACTED]

From: Judy Taylor [REDACTED]
Sent: Saturday, April 25, 2020 10:41 AM
To: Planning <planning@cityofsanmateo.org>
Subject: Downtown San Mateo Opportunity Sites comments for Planning Commission

Dear Commissioners,

I am a 45 year resident of San Mateo County and a Realtor and SAMCAR member. I have watched with horror as our communities have said no over and over to very worthy projects. The MidPen project is a worthy and needed project. Please work with MidPen to address any concerns but please approve it and in quick order.

Judy Taylor
[REDACTED]

The economy is a wholly owned subsidiary of the environment, not the other way around.
Gaylord Nelson

From: Ken A red [REDACTED]
Sent: Tuesday, April 28, 2020 11:35 AM
To: Planning <planning@cityofsanmateo.org>
Subject: Downtown San Mateo affordable housing

Dear Planning Commission members,

I ask that you strongly support the MidPen project for 225 affordable units in downtown. We have a housing crisis on the Peninsula, that is due to the housing/jobs imbalance. This situation, of very high housing costs, has made it practically impossible for many vitally needed workers to live on the Peninsula. This includes such jobs as teachers, nurses, retail workers and childcare/eldercare workers. These people now must commute over the bridge and spend hours commuting. This negatively impacts their family life, health and the environment. This is very negative for them, our community and the environment. The project is perfectly located near downtown, the train station and other amenities. Please move forward in a timely manner on this project for all 225 units for low and very low income residents.

Sincerely,

Ken Abreu
36 year San Mateo resident

Sent from my iPad

From: Dharma Brandon <[REDACTED]>
Sent: Tuesday, April 28, 2020 4:07 PM
To: Planning <planning@cityofsanmateo.org>
Subject:

Dear Planning Commission,

I am an employee who works within the City of San Mateo. I support the Downtown Opportunity Sites project and ask that it include some apartments for people with developmental disabilities. Inclusion of people with developmental disabilities will reduce the project's parking and traffic impact and will address an unmet priority of the City's Housing Element. Please make your approval of this project subject to Mid-Pen Housing's agreement to make 20 of the apartments subject to a preference for people with developmental disabilities.

Thank you,
Matthew Brandon
PARCA Counselor

Dear Planning Commission,

I work directly with individuals with disabilities who live and work in San Mateo County. It is critical that the development include housing for this population. I know first hand how my clients thrive and contribute back to the community many times over when given basic support. As we all know the amount being charged for rents has reflected economic opportunism rather than a long term view of what serves all of us. It is through your work that healthy capitalism meets a healthy conscience.

Please recognize this as a necessity.

Thank you.

Best,

Matthew Brandon

From: [Planning](#)
To: [Phillip Brennan](#)
Subject: FW: housing for developmentaly disabled
Date: Friday, April 24, 2020 1:31:48 PM

From: Kathryn Breaux [REDACTED]
Sent: Friday, April 24, 2020 1:31 PM
To: Planning <planning@cityofsanmateo.org>
Subject: housing for developmentaly disabled

Dear Members of the Planning Commission:

Dear Planning Commission:

On behalf of Gatepath, I support the Downtown Opportunity Sites project and recommend that it include some apartments for people with developmental disabilities.

I have been involved with this organization for over twenty years and have watched financial aid for our participants dwindle as the cost of living, and housing in particular, has become prohibitive for them. Many are working and contributing members of our community.

Please make units available for those in need who can't speak for themselves.

Thank you.

Best,

Kathryn Breaux

From: Veronica S. Brown, MPH [REDACTED] >
Sent: Monday, April 27, 2020 12:24 PM
To: Planning <planning@cityofsanmateo.org>
Subject: : SUPPORT - 225 Affordable Homes near San Mateo Caltrain

Dear San Mateo Planning Commission,

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. Its serving of low-income individuals and families also reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, the better off we'll be, as a community. As we are learning during the COVID-19 health emergency, secure housing is healthcare. **I support the current (or a greater) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner.** Everyone one of these 225 deeply affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Respectfully yours,
Ms. Veronica S. Brown
San Mateo Resident

From: [Planning](#)
To: [Phillip Brennan](#)
Subject: FW: SUPPORT - 225 Affordable Homes near San Mateo Caltrain
Date: Friday, April 24, 2020 1:32:28 PM
Attachments: [image001.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)

Wendy Lao, AICP

Associate Planner | Community Development Department
330 W. 20th Ave., San Mateo, CA 94403
650-522-7219 | wlao@cityofsanmateo.org



From: Joyce Cabrera [REDACTED]
Sent: Friday, April 24, 2020 12:11 PM
To: Planning <planning@cityofsanmateo.org>
Subject: SUPPORT - 225 Affordable Homes near San Mateo Caltrain

Dear San Mateo Planning Commission,

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. Its serving of low-income individuals and families also reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, the better off we'll be, as a community. As we are learning during the COVID-19 health emergency, secure housing is healthcare. **I support the current (or a greater) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner.** Everyone one of these 225 deeply affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Respectfully yours,

Joyce Cabrera

she/her/hers
FRC Coordinator
Gatepath's Family Resource Center

Mobile: (650) 906-0896

1764 Marco Polo Way,

Burlingame, CA 94010

Email: [REDACTED]

www.smcfrc.org

www.smcfrc.org/Joyce-Cabrera

Accept. Respect. Include.

From: [Planning](#)
To: [Phillip Brennan](#)
Subject: FW: Disability Inclusion in Housing Plan / Mid-Pen
Date: Friday, April 24, 2020 1:31:09 PM
Attachments: [image001.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)

Wendy Lao, AICP

Associate Planner | Community Development Department
330 W. 20th Ave., San Mateo, CA 94403
650-522-7219 | wlao@cityofsanmateo.org



From: LCarpenter [REDACTED]
Sent: Friday, April 24, 2020 1:14 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Disability Inclusion in Housing Plan / Mid-Pen

Sally Carpenter... [REDACTED]

[REDACTED]

Dear Planning Commission:
I support the Downtown
Opportunity Sites project and
recommend that it include

some apartments for people with developmental disabilities.

I have seen my sister struggle with finding housing for her adult son with disabilities.

We need equitable distribution of affordable housing - we cannot leave people out on the street or with aging and ill parents, waiting for parents to die and then putting their

children into emergency housing. This is inhumane and a terrible system.

Inclusion of people with developmental disabilities will reduce the project's parking and traffic impact and will address an unmet priority of the City's Housing Element.

Please make your approval of this project subject to Mid-Pen

Housing's agreement to make
20 of the apartments subject
to a preference for people with
developmental disabilities.

Thank you for your work,
Sally Carpenter

Dear Members of the Planning Commission,

These are the examples of the architecture in our Central Neighborhood in Group 1 and other pictures of higher quality handsome residential projects in Group 2.

We were interested in higher quality designs and the use of orange brick and stone for a more traditional appeal and smoother transition to our single family bungalow neighborhood and the historic Downtown.

Thank you for your consideration.

Sincerely,

Central Neighborhood Association

Begin forwarded message:

From: I watanuki <[REDACTED]>
Subject: Mid Pen Residential and Parking Project - Architectural examples you requested - Sorry resending again due to e-mail glitch
Date: July 7, 2018 at 7:00:31 PM PDT
To: Felix AuYeung <[REDACTED]>, David Israel <[REDACTED]>
Cc: Bradley Sugarman <[REDACTED]>, April Mo <[REDACTED]>, Michael Weinbauer <[REDACTED]>, Laurie Watanuki <[REDACTED]>, Benjamin Portusach <[REDACTED]>, Todd Lanam <[REDACTED]>, Shelly Weinbauer <[REDACTED]>

Dear Felix and David,

We wanted to thank MidPen and Bar Architects for meeting with us on May 22nd.

We are sending you some architectural examples for the MidPen Project in our neighborhood.

The first group of photos are the Craftsman and Mediterranean bungalows in our Central Neighborhood.

The second group of photos are examples of handsome residential projects which use color, material and form. These examples would give a nod to our historical homes and our Downtown.

As we mentioned, we are interested in high quality designs, materials, and articulation. The use of bricks and stonework adds warmth with traditional appeal.

You asked about the points that drew us to the other Raintree proposal:

Their past projects looked very upscale, incorporated high quality interior/exterior materials, and they were a good fit in the existing community.

We would like the MidPen residential development to blend into our bungalow neighborhood so there is a smooth transition to our Historic Downtown.

We would like to have our traffic calming installed in our neighborhood before your project breaks ground since we have a history of very high accident numbers and heavy cut-through traffic. We need to address both issues.

We submitted our plans to the City for traffic calming and pedestrian mid-block lighting over 20 years ago, and we have been waiting to fund these Sustainable Streets projects.

We are a 501-C-3 and we are looking for creative solutions to kick-start our neighborhood plans to reduce the traffic impacts.

Thank you for listening to our concerns for neighborhood preservation and pedestrian safety.

Sincerely,

Michael Weinbauer - President
Laurie Watanuki - Advisor
Todd Lanam
Ben Portusach
Shelly Weinbauer
Central Neighborhood Association Board

Group 1







Group 2











Central Neighborhood Association

April 28, 2020

Dear Members of the Planning Commission,

It is a more difficult to comment on this Mid Pen project during the shelter in place restrictions and this virtual meeting process.

We are disadvantaged because these drawings are very small for viewing on a laptop computer screen and residents can't view the larger plans and material boards in person due to City Hall being closed.

The MidPen building design and the public garage design need more refinement. They do not blend into surrounding areas or transition well from Windy Hill to MidPen to our smaller scaled single family neighborhood.

We sent in pictures of our single family bungalows and examples of softening the architecture.

There are no examples of side by side drawings of the 7 story building impacts on nearby 1 and 2 story buildings.

Large shadows are cast on 8 of 9 views from the 7 story height of residential building and this needs to be addressed.

There are no examples of side by side east and west pictures of these two buildings (housing and garage) next to each other.

Extend the Sycamore trees down 5th Avenue to Railroad Avenue and match the trees on 4th Avenue with the Windy Hill project to continue the pedestrian experience.

More private on-site open space with balconies and more public open space would benefit the residents in this extreme high density on Parcel 1.

The sidewalks can be widened to provide safer pedestrian experience along 4th and 5th Avenues.

The very original 5 story MidPen project and the current design at 55 ft are much better designs and should be considered as an alternatives to the current design. There seems to be resistance on the part of MidPen Housing to improve the current designs. More articulation is needed in the facades to reduce the mass and bulk.

We would like to see a beautiful and high quality project, and we do fully support affordable housing.

Best,

Michael Weinbauer

Maurine Killough

Ben Portusach

Laurie Watanuki

Central Neighborhood Association Board Members

From: Esther Conrad [REDACTED]
Sent: Monday, April 27, 2020 10:24 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Support for affordable housing near transit in San Mateo

Dear Planning Commissioners,

I'm writing to express my support for the revised proposal by MidPen Housing for the 100% affordable housing development at 480 E. 4th Ave and 400 E. 5th Ave in San Mateo. The greatest need of our community - especially now in the midst of the COVID-19 crisis - is for affordable housing. We need to do as much as we can to open up opportunities for more of our neighbors to be able to stay in the community. This location is also close to transit, thereby minimizing car trips while also helping our community thrive.

I was very glad to learn of the revised proposal that provides for even more affordable units than did the previous plan. **I support the current (or an even greater) number of affordable homes at this site in San Mateo, and urge you to move forward with this project as expeditiously as possible.**

Thank you for your dedication to serving our community, especially in this difficult time.

Sincerely,
Esther Conrad
[REDACTED]

From: Kathleen Cook <[REDACTED]>
Sent: Sunday, April 26, 2020 10:16 AM
To: Planning <planning@cityofsanmateo.org>
Subject: Downtown opportunity sites project

Dear Planning Commission,

On behalf of Gatepath Auxiliary, I support the Downtown Opportunity Sites project and recommend that it include some apartments for people with developmental disabilities.

The Gatepath Auxiliary is an organization of volunteers that support Gatepath. Gatepath is a non profit that deals with children and adults with learning and developmental disabilities.

Inclusion of people with developmental disabilities will reduce the project's parking and traffic impact and will address an unmet priority of the City's Housing Element. Please make your approval of this project subject to Mid-Pen Housing's agreement to make 20 of the apartments subject to a preference for people with developmental disabilities.

Thank You for your consideration,
Kathleen Cook
Gatepath Auxiliary Member

Sent from my iPad

From: John Daly [REDACTED]
Sent: Wednesday, April 22, 2020 4:50 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Support Downtown Opportunity Sites Project

"Dear Planning Commission: I am a resident of the City of San Mateo. I support the Downtown Opportunity Sites project and ask that it include some apartments for people with developmental disabilities. Inclusion of people with developmental disabilities will reduce the project's parking and traffic impact and will address an unmet priority of the City's Housing Element. Please make your approval of this project subject to Mid-Pen Housing's agreement to make 20 of the apartments subject to a preference for people with developmental disabilities." We have a 33 year old high functioning autistic adult son, who will need this housing because we are in our late 60's. This housing is essential for our son, as well as, the other developmentally disabled adult children who parents are also growing old and dying. Please consider the inclusion of DD for this project. Thank you. Mary and John Daly

From: Felipe De la cruz M [REDACTED]
Sent: Monday, April 27, 2020 2:06 PM
To: Planning <planning@cityofsanmateo.org>
Subject: SUPPORT - 225 Affordable Homes near San Mateo Caltrain

Dear San Mateo Planning Commission,

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. Its serving of low-income individuals and families also reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, the better off we'll be, as a community. As we are learning during the COVID-19 health emergency, secure housing is healthcare. **I support the current (or a greater) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner.** Every one of these 225 deeply affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.
Respectfully yours,

Felipe De La Cruz Morales , San Mateo Resident

From: Terry Driscoll [REDACTED]
Sent: Tuesday, April 28, 2020 12:09 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Downtown San Mateo Opportunity Sites

Dear Planning Commission:

I am writing on behalf of my disabled daughter who is a resident of the City of San Mateo. I support the Downtown Opportunity Sites project and ask that it include some apartments for people with developmental disabilities. Inclusion of people with developmental disabilities will reduce the project's parking and traffic impact and will address an unmet priority of the City's Housing Element. Please make your approval of this project subject to Mid-Pen Housing's agreement to make 20 of the apartments subject to a preference for people with developmental disabilities." You can also add personal comments about how this project impacts you or your loved one with a developmental disability

Sincerely
Theresa Driscoll
Concerned Parent of a disabled adult child.

From: Mike Dunham [REDACTED]
Sent: Monday, April 27, 2020 2:26 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Please Support the 225 Affordable Homes in Downtown SM

Dear San Mateo Planning Commissioners,

I am writing to urge you to support the 100% affordable housing project at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo. When I learned the news that the new law AB 1763 allowed an even larger number of units on the site, I was excited, since affordable housing is such an urgent need on the Peninsula.

It seems that some community members are urging the Planning Commission to reject these new plans or otherwise seek a "compromise" to scale the project back down towards its prior iteration -- an iteration that many of those same community members opposed in that form as well.

I urge you to weigh whatever concerns a vocal minority of the community may have about the project against the critical need for affordable homes. Is eliminating a story or two of building height worth 30 or 60 low-to-middle-income San Mateo families being forced out of our region? Is building an extra 20 parking spaces worth sacrificing a stable home for 5, 10, or 20 families?

I think you'll find that when weighing such tradeoffs, the moral import of creating housing security for the maximum number of San Mateo families far outweighs any other concerns.

As planning experts, I suspect you are also aware that adding excess parking to residential projects "induces demand" for car ownership. So for community members who worry about parking and traffic challenges in that part of downtown, you may need to explain to them how consenting to their demands for more parking will actually make those problems worse, not better.

Thank you for your careful attention to this project and your leadership in tackling the desperate housing shortage on the Peninsula.

Best,
Mike Dunham

From: David Erwin Personal [REDACTED]

Sent: Tuesday, April 28, 2020 3:01 PM

To: Planning <planning@cityofsanmateo.org>

Subject: Be inclusive - I support the Downtown Opportunity Sites project

"Dear Planning Commission: I am a resident of the City of San Mateo. I support the Downtown Opportunity Sites project and ask that it include some apartments for people with developmental disabilities. Inclusion of people with developmental disabilities will reduce the project's parking and traffic impact and will address an unmet priority of the City's Housing Element. Please make your approval of this project subject to Mid-Pen Housing's agreement to make 20 of the apartments subject to a preference for people with developmental disabilities." You can also add personal comments about how this project impacts you or your loved one with a developmental disability.

Best regards,
David Erwin

From: Sarah E. Fields <[REDACTED]>
Sent: Tuesday, April 28, 2020 1:36 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Downtown Affordable Housing Project - SUPPORT

Dear San Mateo Planning Commission,

I am writing to you in support of the 100% affordable housing project located at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near the Caltrain station. As a resident of San Mateo and a renter, myself I know personally the importance of having a stable home. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. This project will serve individuals and families in our community in need, while also preserving the environment by locating these units near jobs and transit and reducing the need for parking.

As we are learning during the COVID-19 health emergency, secure housing is directly tied to public health. **I support the current number of affordable homes at this site in San Mateo and encourage more projects like it. I respectfully ask you to move forward with MidPen's "Downtown San Mateo Opportunity Sites" in a timely manner.** Every one of these 225 deeply affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Respectfully,
Sarah Fields
94402
19th Avenue Park Resident

From: Rose Garcia [REDACTED]
Sent: Monday, April 27, 2020 8:00 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Support

Dear San Mateo Planning Commission,

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. Its serving of low-income individuals and families also reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, the better off we'll be, as a community. As we are learning during the COVID-19 health emergency, secure housing is healthcare. **I support the current (or a greater) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner.** Every one of these 225 deeply affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Respectfully yours,

Rose Pauette- San Mateo Resident

From: Isaac Gendler [REDACTED] >
Sent: Tuesday, April 28, 2020 8:00 AM
To: Planning <planning@cityofsanmateo.org>
Subject: Public comment regarding topic #3 planning commission meeting

Dear City of San Mateo,

I would like to send in a comment on topic #3 of the planning commission meeting tonight. Attached are my thoughts regarding the proposed affordable housing project at 480 E. 4th Avenue and 400 E. 5th Avenue. If you have any questions feel free to reach out.

Thank you,
Isaac

--

Isaac A. Gendler

Independent Resilience + Energy Consultant

[REDACTED]

To the City and Community of San Mateo,

My name is Isaac Gendler. I am a Housing-Climate Resilience Researcher whose work is focused on the San Francisco Bay Area. It has recently come to my attention that Downtown San Mateo may soon be a host to a 100% affordable unit project at 480 E. 4th Avenue and 400 E. 5th Avenue. The geographical positioning of the venture would simultaneously make the city a more just, equitable, and climate-resilient place to live for all.

According to Zillow, the median home value in San Mateo is \$1,467,184 and the median rent is \$3,357. Given that the minimum wage of the city is \$15.38, the cost of living is simply out of reach for many people who would be potential upstanding residents. If the proposed project is constructed according to its current specifications, it will contain 225 units of 100% affordable housing, half of which are designated as low and extremely-low income units. This will allow workers and their families of all backgrounds to enjoy the full benefits of living in the city. A city with ample greenery, clean air, and the most comfortable weather in the world.

Not only would this project provide a phenomenal quality of life and a plethora of economic opportunities for these potential residents, but also insulate them from the effects of climate change. If constructed, this project would provide dense transit-oriented housing in a location that would be safe from the ill effects of sea-level rise. In fact, even the most dire climate models predict that by the year 2100 the site will not be negatively impacted. It would also be a secure distance from the wildland-urban interface, ensuring that residents would be spared from wildfires. The units will be constructed to the most current building codes guaranteeing a safe indoor environment to counteract a hazardous outdoor environment, such as wildfire smoke or a global pandemic.

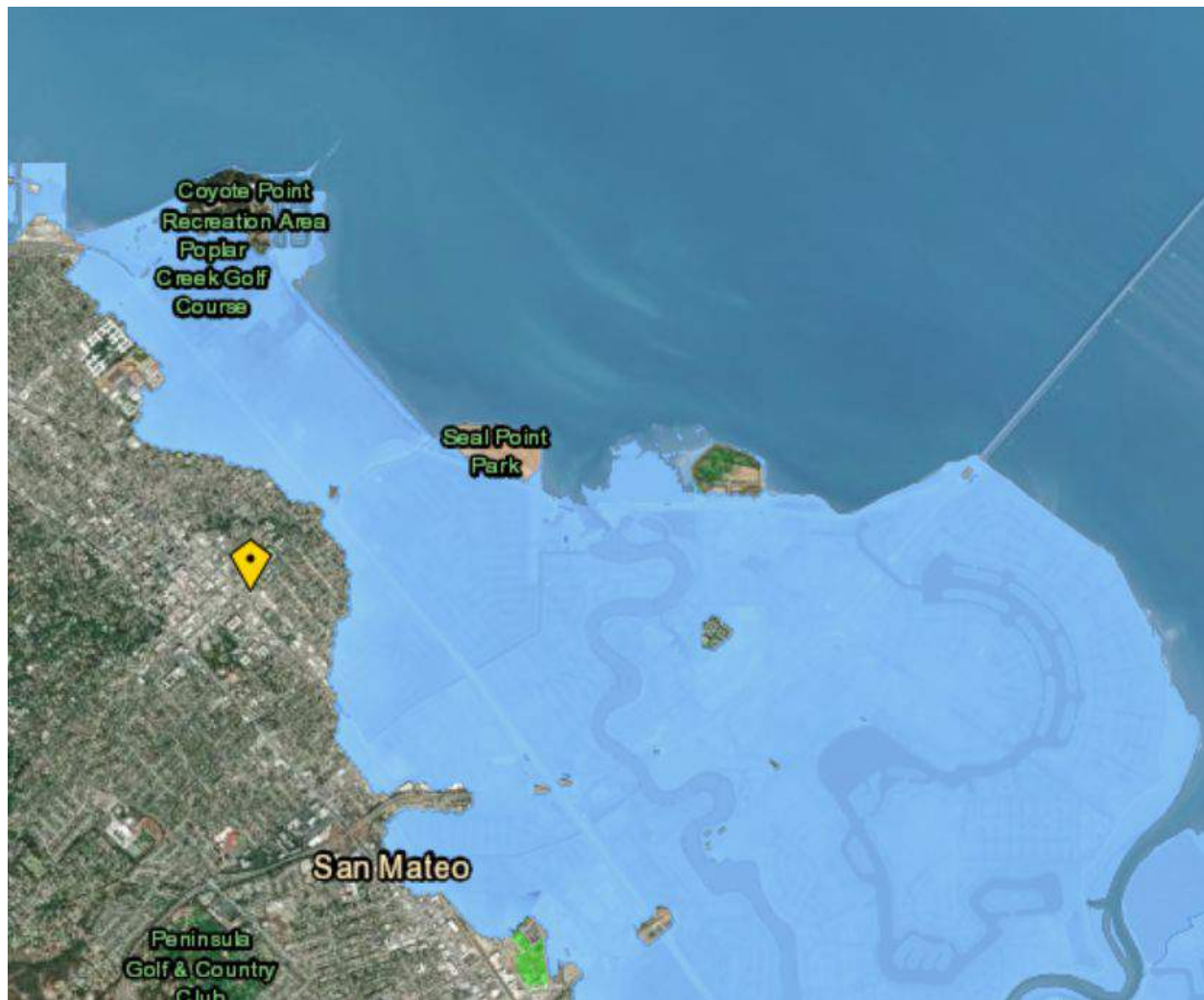
It is understandable that some residents are concerned and hesitant about these changes. The height of the buildings is above the average San Mateo home, and the architecture may be seen as unfamiliar. However, at this moment we must consider what San Mateo could lose if this project is downsized or even terminated. The city would lose residents to other towns that will most likely not have access to the same level of provided services. They may be forced to super commute over an hour to work, leading to great financial, psychological, and physiological stress. If San Mateo strives to be a champion of equity and environmental management, this project would be a pragmatic and forward-thinking avenue to pursue.

I endorse this project for the economic and environmental benefits it will bring to both the current and future community of San Mateo. Maps of the project's positioning against sea-level rise and wildfires can be seen below.

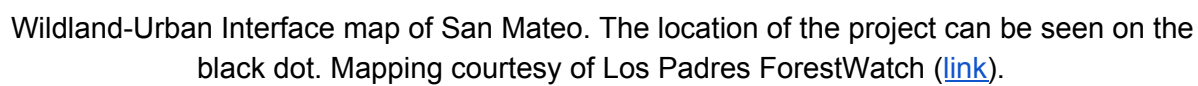
Thank you for your time.

Sincerely,

Isaac A. Gendler



200 cm sea-level rise map of San Mateo. The location of the project can be seen on the yellow pointer. Mapping courtesy of Our Coast, Our Future ([link](#)).



Wildland-Urban Interface map of San Mateo. The location of the project can be seen on the black dot. Mapping courtesy of Los Padres ForestWatch ([link](#)).

From: Karen Grove <[REDACTED]>
Sent: Sunday, April 26, 2020 9:43 AM
To: Planning <planning@cityofsanmateo.org>
Subject: SUPPORT - 225 Affordable Homes near San Mateo Caltrain

Dear San Mateo Planning Commission,

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations; and solo car driving affects the entire planet. Right now we are confronting the reality of a global pandemic and the imperative that every individual contribute to mitigation; let's double down to mitigate the impacts of global climate change while we can.

The 480 E. 4th Avenue and 400 E. 5th Avenue proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. Its serving of low-income individuals and families also reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, the better off we'll be, as a community. The more homes near transit, the more we will reduce our carbon footprint. As we are learning during the COVID-19 health emergency, secure housing is healthcare. **I support the current (or a greater) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner.** Everyone one of these 225 deeply affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Respectfully yours,
Karen Grove

Pronouns: she/her/hers

[REDACTED]

From: A H <[REDACTED]>
Sent: Tuesday, April 28, 2020 2:41 PM
To: Planning <planning@cityofsanmateo.org>
Subject: In support of housing for people with developmental disabilities

My family is in support because we have two kids with special needs and it's important that they have a stable environment plus affordable living situation so that their progress in life overall is not disruptive and stressful. Thank you for your time. The Battles family. George Hall family.

From: Auros Harman [REDACTED]
Sent: Monday, April 27, 2020 1:34 PM
To: Planning <planning@cityofsanmateo.org>
Subject: SUPPORT - 225 Affordable Homes near San Mateo CalTrain

Dear San Mateo Planning Commission,

I was a renter in San Mateo for six years, from 2011 to 2017, and am now a homeowner and landlord (renting two rooms to friends) near CalTrain in San Bruno. I still visit San Mateo regularly, to shop at the Whole Foods at Park Place, or to patronize restaurants and other businesses.

Having rented in the Bay Area for twenty years, and watched rents rise from "ridiculous" to "utterly mind-boggling", I support efforts to build MUCH more rental housing, especially in places that will allow people to commute without driving. The affordability crisis is especially hard on vulnerable populations -- seniors, working-poor adults, young people trying to establish a career in the midst of an economic crisis -- but it affects all of us. Everyone who works here has to either pay nosebleed housing prices, or commute in from three hours away (which is expensive both in terms of gas dollars, and the toll those long commutes take on mental health). Taxes have to be higher because our teachers, police, and so on, are all subject to housing costs. Employees of restaurants, hair salons, and all other private businesses face the same costs, so either they get paid more or it doesn't make sense to work here; so costs get passed through to customers. People up and down the income ladder need to be able to live together for our economy to work.

I am writing to you in support of the 100% affordable homes at 480 E 4th Ave and 400 E 5th Ave in San Mateo, near CalTrain. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. Because it serves low-income individuals and families who will be more inclined to use the ready access to transit, rather than bearing the cost of gas, insurance, and maintenance on a car, it also reduces the need for additional parking.

The more homes we build, the better off we'll be as a community. As we are learning during the COVID-19 health emergency, secure housing is healthcare. Families can't shelter in place if they don't have a place to shelter. I support the current number of affordable homes at this site in San Mateo, or a greater number if that's possible. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner. Every one of these 225 affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage on the issue of affordable housing in San Mateo.

Respectfully yours,
Auros Harman
past San Mateo renter
current San Bruno homeowner

From: Danielle Harvey [REDACTED]
Sent: Saturday, April 25, 2020 9:23 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Public comment in support of affordable housing in San Mateo

Hello,

I live in San Mateo and I am very much in favor of the proposed building of affordable housing in downtown San Mateo (480 E. 4th Avenue and 400 E. 5th Avenue). The housing crisis is my top concern as a resident of this region, and I do plan to move from the area in the next five years if apartment prices continue to rise.

Furthermore, we need more housing for lower income families. This area should not become a rich person's playground like San Francisco. The change in culture that that would cause would be much greater than any cultural change as a result of a tall building. And as this current health crisis has shown us, we as a society are only as strong as the most vulnerable among us.

Thank you for your time!
Danielle Harvey

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

From: Katherine Hill <[REDACTED]>
Sent: Tuesday, April 28, 2020 3:49 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Planning Department San Mateo

Hello,

Please include my vote for the rights of those with disabilities to be represented in the new planning of housing. My family lives in San Mateo and would like to see a certain amount of spaces for those in need that can live on their own with disabilities to have a chance at living in society without an extra struggle. They already have many obstacles and it would be nice to see them get an opportunity in getting a place on their own.

Thank you!

Katherine H.

From: Jan Stokley [REDACTED]
Sent: Thursday, April 23, 2020 10:05 AM
To: Planning <planning@cityofsanmateo.org>

Cc: Nevada Merriman <[REDACTED]>; Alex Rogala [REDACTED]
[REDACTED] Kalisha Webster [REDACTED]

Subject: Letter of Support for Downtown Opportunity Sites

Dear Chair and Planning Commission,

Enclosed please find Housing Choices' letter of support for the affordable housing planned at the Downtown Opportunity Sites.

Our letter includes specific information on how this project can address an unmet need identified in the City's Housing Element and affirmatively further fair housing for the City's residents with intellectual and developmental disabilities who have mostly been closed out of the city's rental housing market.

Thank you so much.



April 23, 2020

Planning Commission of the City of San Mateo
30 W. 20th Avenue
San Mateo, CA 94403

via email to planning@cityofsanmateo.org

Re: Downtown Opportunity Sites

Dear Chair and members of the Planning Commission:

Housing Choices is a nonprofit organization dedicated to creating affordable housing for people with intellectual and developmental disabilities who require the coordinated services provided by California's Regional Centers to live successfully in community-based affordable housing. We have partnered with developers to include people with developmental disabilities successfully in 18 multi-family housing properties in multiple cities across Silicon Valley, and eight more inclusive housing properties are in construction, planning and development. The housing support services we provide at each property enable residents with intellectual and developmental disabilities to maintain stable housing and remain in the cities where they grew up and have existing networks of support.

Currently, 973 City of San Mateo residents are served by the Golden Gate Regional Center, of whom 599 (62%) are adults. Among the City's adults with intellectual and developmental disabilities, only 51 (9%) are able to live in their own apartment with Independent Living or Supported Living services. Because of the City's high cost of housing, many adults with intellectual and developmental disabilities remain in the home of aging parents well past the time they would otherwise transition to independent living with supportive services coordinated and funded by the Golden Gate Regional Center.

The City's 2015 Housing Element assesses the housing need of its residents with intellectual and developmental disabilities as required by the State's Housing Element statute. But, since the Housing Element's adoption, the City of San Mateo has not entitled any affordable housing properties with some apartments subject to a preference for adults with intellectual and developmental disabilities who require the coordinated services of Golden Gate Regional Center to live inclusively in affordable housing. The City has assessed the need, and now is the time to deliver on solutions.

The Downtown Opportunity Sites is particularly appropriate for inclusion of people with intellectual and developmental disabilities for several reasons:

- Because adults with intellectual and developmental disabilities rarely have a drivers' license or own a car, they would particularly benefit from being included in this transit-oriented project.
- Their inclusion would reduce the project's overall parking and traffic impact, which we can substantiate by well-documented traffic studies of our other inclusive housing properties.
- The location enhances opportunities for people with intellectual and developmental disabilities to participate in the rich community life of downtown San Mateo.
- The award of 80 Project-Based Vouchers to the project allows for the apartments to be affordable to the adults we serve, most of whom have income below 30% of Area Median Income.

We strongly support the 225 units of affordable housing proposed to be developed at the Downtown Opportunity Sites. But the project would be so much stronger if it provided for the inclusion of people with intellectual and developmental disabilities. We hope you will consider providing for 20 of the project's 225 apartments to be subject to a preference for extremely low-income people with intellectual and developmental disabilities because this would impose no additional cost on the developer Mid-Pen Housing, would reduce the project's parking and traffic impact, and would enhance the project's overall benefit to the community.

Please contact me if I can provide any more information about the housing need of the City's residents with intellectual and developmental disabilities.

Sincerely,



Jan Stokley

Executive Director

Email

Direct

Cc: Nevada Merriman, Mid-Pen Housing, *via email to* nmerriman@midpen-housing.org

From: cindy cornell [REDACTED]
Sent: Sunday, April 26, 2020 9:39 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Downtown Opportunity Sites Project

Please see the accompanying correspondence from Housing for All Burlingame.

Thank you.

Cynthia Cornell
on behalf of
HOUSING FOR ALL BURLINGAME
(650) 430-2073



HOUSING FOR ALL BURLINGAME

April 26, 2020

Via e-mail

Planning Commission
City of San Mateo
330 West 20th Avenue
San Mateo, CA 94403

Dear Planning Commissioners:

Housing for All Burlingame supports the Downtown Opportunity Sites project and recommends that it include 20 apartments for people with developmental disabilities.

Our grassroots organization advocates for renter protections and affordable housing throughout the State of California, and particularly in San Mateo County.

The inclusion of people with developmental disabilities is critical as they are too often at the bottom of the list when it comes to obtaining affordable housing.

Please make your approval of this project subject to Mid-Pen Housing's agreement to make 20 of the apartments subject to a preference for people with developmental disabilities.

Sincerely,

s/ Cynthia Cornell

Cynthia Cornell
on behalf of
HOUSING FOR ALL BURLINGAME

Dear San Mateo Planning Commission,

On behalf of the **Housing Leadership Council of San Mateo County** please see attached our letter of support for Midpen's **Downtown San Mateo Opportunity Sites** and the 225 affordable homes it will create.

Thank you for the opportunity to comment,

Alex Melendrez

--

#HousingIsHealthcare

Alexander Melendrez

Organizer

Housing Leadership Council of San Mateo County (HLC)

2905 S El Camino Real

San Mateo, CA 94403

(650) 242-1764 ext. 4 [Linkedin](#)

Pronouns: He, Him, His

HLC: [Website](#) | [Facebook](#) | [Twitter](#) | [LinkedIn](#) | [Instagram](#) | [Become A Member!](#)



April 27, 2020

Chair Etheridge
And Members of the San Mateo Planning Commission
City of San Mateo
330 West 20th Avenue
San Mateo, CA 94403

Re: Support - Downtown San Mateo Opportunity Sites

Dear Chair Etheridge and Members of the San Mateo Planning Commission,

On behalf of the **Housing Leadership Council of San Mateo County (HLC)**, I am writing to express our support for the **Downtown San Mateo Opportunity Sites** proposal. We work with communities and their leaders to produce and preserve quality affordable homes. This Midpen proposal is a great opportunity to provide 225 quality, affordable homes for the City of San Mateo and its workers.

We are excited to see the rare opportunity from the original proposal to provide an additional 61 affordable homes as well as deeper levels of affordability. Its proximity to Caltrain and downtown San Mateo helps make it highly equitable by allowing low income individuals and families to be well connected with their community, as well as providing easy access to public transportation to work on the peninsula. This proposal also would help the workers of San Mateo by addressing the city's jobs-housing mismatch. By approving this proposal, the Planning Commission will take one step closer to an equitable, inclusive and sustainable future for San Mateo.

Thank you for your leadership in bringing this proposal forward. We request that you approve Midpen's Downtown San Mateo Opportunity Sites without delay.

Sincerely,

Alex Melendrez, Organizer

Housing Leadership Council of San Mateo County
2905 S. El Camino Real, San Mateo, CA 94403 • (650) 242-1764 • hlcsmc.org

From: Tea Teresa [REDACTED]
Sent: Monday, April 27, 2020 12:36 PM
To: Planning <planning@cityofsanmateo.org>
Subject: SUPPORT - 225 Affordable Homes near San Mateo Caltrain

Dear San Mateo Planning Commission,

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. Its serving of low-income individuals and families also reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, the better off we'll be, as a community. As we are learning during the COVID-19 health emergency, secure housing is healthcare. **I support the current (or a greater) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner.** Everyone one of these 225 deeply affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Respectfully yours,

Teresa Hsu, San Mateo Resident

From: Robert Huibers [REDACTED]
Sent: Monday, April 27, 2020 10:39 PM
To: Planning <planning@cityofsanmateo.org>
Subject: SUPPORT - 225 Affordable Homes near San Mateo Caltrain

Dear San Mateo Planning Commission,

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. Its serving of low-income individuals and families also reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, the better off we'll be, as a community. As we are learning during the COVID-19 health emergency, secure housing is healthcare. I support the current or greater number of affordable homes at this site in San Mateo. I would ask you to support moving forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner. Every one of these 225 greatly needed affordable homes will provide secure shelter to people in need, who deserve decent, safe and an affordable home in the community they live or work.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

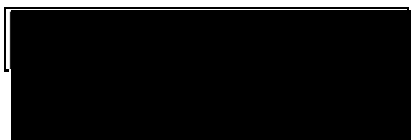
Respectfully yours,
Robert S. Huibers
San Mateo Business Owner

--



Robert S. Huibers

Branch Manager / Sr. Mortgage Advisor



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Dear San Mateo Planning Commission,

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. Its serving of low-income individuals and families also reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, the better off we'll be, as a community. As we are learning during the COVID-19 health emergency, secure housing is healthcare. I support the current (or a greater) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner. Everyone one of these 225 deeply affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Respectfully yours,
Carolyn Jaramillo
San Mateo County Resident

From: Susan Ketcham [REDACTED]
Sent: Tuesday, April 28, 2020 2:43 PM
To: Planning <planning@cityofsanmateo.org>
Subject: I SUPPORT - 225 Affordable Homes near San Mateo Caltrain

Dear San Mateo Planning Commission,

Thank you for your continued leadership around housing in this area. I am very supportive of more housing, at all levels of income, and more density – as there is such a great need in this area.

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. It serves low-income individuals and families and also reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, the better off we'll be, as a community. As we are learning during the COVID-19 health emergency, secure housing is healthcare.

I support the current (or a greater) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner. Every one of these 225 deeply affordable homes will provide a home and shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Respectfully yours,

Susan Ketcham, San Mateo Resident

From: Paul Krupka <[REDACTED]>
Sent: Tuesday, April 28, 2020 2:02 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Public Comments for Planning Commission 4/28/20 Agenda Item 3 > City-Owned Downtown Affordable Housing and Parking Garage Sites

Dear Chair Etheridge and members of the Planning Commission.

I wish you peace, good health and courage.

I'm Paul Krupka, a proud resident of San Mateo for over 30 years. I live at 431 Yale Drive.

I appreciate your devotion and service to the people of San Mateo, especially during this unprecedented life change we are experiencing.

I wish to express my complete support for the City-Owned Downtown Affordable Housing and Parking Garage Sites project by MidPen Housing. In my opinion, this project is a hallmark of the City's future and requires our collective, sustained focus and action - all things considered.

The following points summarize my thoughts about project attributes.

- This project provides affordable housing, which is critical to the vitality of Downtown businesses and enhances opportunities for individuals and families, and helps further the vision of wholesome neighborhoods. I see and feel the tension of business vitality and shortage of employees caused by the absence of affordable homes.
- This project adds 225 affordable homes, which will address the strategic goal to increase entry-level homes.
- This project adds 532 public parking stalls, which will improve parking availability for employees and patrons and help me find a parking space and reduce time searching.
- Finally, the project conforms to pertinent goals and policies of the General Plan and the Downtown Area Plan, and would accomplish a major objective of the Downtown Parking Management Plan.

Thank you and the community that is the great City of San Mateo.

Sincerely,

Paul Krupka
[REDACTED]
[REDACTED]

From: Robin Kutner [REDACTED]
Sent: Sunday, April 26, 2020 10:04 AM
To: Planning <planning@cityofsanmateo.org>
Subject: Public Comment for 480 E 4th Ave and 400 E 5th Ave

Dear San Mateo planning commission,
I work in at one of the largest employers in San Mateo County. I have countless colleagues who live in San Mateo proper, in Burlingame, South San Francisco, etc. I have countless more colleagues who live in Novato, Oakland, or Fremont and spend 3 hours a day commuting to our workplace who **WISH** they could live in San Mateo and near transit.

I am writing to **strongly support** the approval of developments at 480 E 4th Ave and 400 E 5th Ave. They are 100% Affordable Housing, which will slow the tide of displacement and help house our essential workforce. They are located in amazing downtown, walkable, transit-accessible locations which will impose positive change on the worsening traffic, climate change, and street safety problems in this area.

Any effort to downsize or diminish this project is an effort to worsen our state's housing crisis, increase displacement, and lengthen commutes and VMTs.

Please approve this project.

Thank you,
Robin Kutner

From: Louise Levi [REDACTED]
Sent: Tuesday, April 28, 2020 3:31 PM
To: Planning <planning@cityofsanmateo.org>
Subject: PA-2019-033/City Owned Downtown Affordable Housing and Parking

This project must, at the very least, be put on hold. The city of San Mateo is in no position to make decisions in these precarious times by attempting to view the future through a rear-view mirror.

- We are about to face vacancies in numbers rarely seen for both local businesses, and apartment units. Numerous multiplex units are already reporting tenants leaving in large numbers. We have a considerable amount of new construction units either unoccupied or in the process of being built. This is a time to take a breath and see what the next year or two will bring. By the time these proposed units are built, the going rental rate may be appreciably lower than predicted prior to the pre-COVID-19 pandemic. The cost to build and maintain could easily far outpace the revenue from rentals.

The concept for these units has been poorly thought out. It fails to meet the need of the very people it purports to serve:

- The location and design completely fail to properly accommodate the elderly, disabled and families with children. In fact it is deleterious to their health and well-being.
 - o Location: The proximity to Caltrain creates several hazards: the noise level and diesel pollution exceed all acceptable standards. The proposed thicker walls and double pane windows do nothing to alleviate those serious violations – what happens when someone wants or needs to open a window, or walk outside while a train is spewing diesel emissions and the engineer is repeatedly blaring the horn? Why is it that those that may be underprivileged are made to live in such conditions. Why are only those who are elderly or have disabilities, or families trying to eke out a living on minimum wage offered only unhealthy and faulty living conditions from their cities. Many of these very people work and contribute valuable services to their more advantaged neighbors who would never opt for such living conditions for themselves.
 - o Design: The 5 story garage and bridge make absolutely no sense for the intended users. How does someone with a disability or the elderly who needs to drive, manage to walk to the garage elevator, then across a bridge to get to the apartment complex and ultimately walk even further to their unit. What if they have groceries, packages, etc. Has anyone consulted with a disability specialist before coming up with this nonsensical plan? No construction without underground parking with automatic access into a building should ever be allowed to be considered to have handicapped accessible parking.

Thank you,
Louise Levi
[REDACTED]

From: Bob Levi <[REDACTED]>

Sent: Sunday, April 26, 2020 9:14 PM

To: Planning <planning@cityofsanmateo.org>

Subject: COMMENTS OPPOSING PA-2019-033 - City Owned Downtown Affordable Housing & Parking

The proximity of the project to the train tracks is hazardous for the following reasons:

1. The noise and diesel exhaust from the trains is detrimental to the health of all those living in these units.
 - a. The sound levels from the horn of the southbound locomotive leaving the San Mateo station well exceeds 100dB(A), and is deafening throughout the downtown area. Why is it that Atherton was able to solve this problem by simply installing double gates at crossing? Why doesn't San Mateo treat this as a critical health and safety issue for its residents and visitors.
 - b. The diesel exhaust from the current locomotives is noxious and rains soot on the surrounding neighborhood. I live at the Gramercy at 555 Laurel Ave., several blocks away from the train, and if a window or sliding door is open, diesel soot comes into our unit. While the planned Caltrain electrification will eliminate the diesel exhaust, the current Covid-19 crisis will very likely delay the electrification project. Despite Caltrain electrification diesel freight locomotives, that usually operate late at night or early in the morning, will still emit soot.
 - c. Even when the electrification project is completed, Caltrain plans to operate more frequent trains to make up for the loss of capacity of the new smaller cars increasing the frequency of the deafening noise.
2. During a recent open forum the Assistant City Manager stated that the noise issue for the living units facing the train tracks will be attenuated by thicker walls and acoustically insulated windows. This should reduce noise when all the windows are kept sealed but this means that it will be prohibitive to open windows in these residential units.

Robert Levi
[REDACTED]

From: Jose Mendez <[REDACTED]>
Sent: Monday, April 27, 2020 9:40 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Affordable housing.

Dear San Mateo Planning Commission,
We support the 225 affordable homes at this site in San Mateo. We respectfully ask you to move forward in a timely manner.
Everyone of these 225 deeply affordable homes will provide secure shelter to people in need.
As we are learning during the COVID-19 health Emergency secure housing is healthcare.
Thank you for your continued leadership and courage around affordable housing in San Mateo.

Jose Mendez
NAACP San Mateo Branch
Housing Committee

From: Renata Nordell <[REDACTED]>
Sent: Tuesday, April 28, 2020 2:46 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Dev Disabilities apartments

Dear Planning Commission,

I am a resident of the City of San Mateo. I support the Downtown Opportunity Sites Project and ask that it include some apartments for people with developmental disabilities. Inclusion of people with developmental disabilities will reduce the project's parking and traffic impact and will address an unmet priority of the City's Housing Element. Please make your approval of this project subject to Mid-Pen Housing agreement to make 20 of the apartments subject to a preference for people with developmental disabilities. My son who has Down syndrome is super engaged in our community and would love to live in a place such as this.

Thank you,
Renata Nordell

Sent from my iPad

From: Jackie Nunez [REDACTED]
Sent: Tuesday, April 28, 2020 3:32 PM
To: Planning <planning@cityofsanmateo.org>
Subject: SUPPORT - 225 Affordable Homes near San Mateo Caltrain

Dear San Mateo Planning Commission,

Last Friday I volunteered with the Second Harvest Food Bank to distribute food at a center on 25th Ave in San Mateo. Having run out of food at the second hour of a four-hour event, many households sharing one vehicle to get to the food site reinforced for me how much our community is struggling to make ends meet. Now more than ever, housing is a crucial part of ensuring the health and safety of our residents.

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. It's serving of low-income individuals and families also reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, the better off we'll be, as a community. As we are learning during the COVID-19 health emergency, secure housing is healthcare. **I support the current (or a greater) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner.** Every one of these 225 deeply affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Respectfully yours,
Jackie Nuñez
Resident of Mariners Island, San Mateo
--
Jacqueline Nuñez

From: Sue Digre <[REDACTED]>
Sent: Tuesday, April 28, 2020 3:48 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Housing for

Housing for residents that have developmental disabilities needs your leadership this evening .

The Planning Commission needs to use specific " set aside " language, using the words "developmentally disabled" for this project and for all potential housing opportunities.

Mid-Pen is skilled at providing housing for those who have a developmental disability. Yes there are other housing agencies with expertise as well.

Leadership is what is needed this evening on your part .

Insist that Mid-Pen agree to set aside 20 apartments for those who have a developmental disability.

Please be aware that there are numerous agencies already in place with funding to ensure that the future residents who have a developmental disability will be reliable residents, and positive members of the San Mateo City Community.

What is needed is your understanding and leadership this evening

Thank you very much.

Sue Digre

PARCA Family Support Services & Advocacy Department Director

From: laura Peterhans <[REDACTED]>
Sent: Tuesday, April 28, 2020 11:17 AM
To: Planning <planning@cityofsanmateo.org>
Subject: Strong Support for Affordable Housing Development

Dear San Mateo City Planning Commissioners:

I heartily support the proposal to develop 225 affordable units of affordable homes at the large site near Caltrain and Downtown.

Such developments are sorely needed throughout the county.

I applaud San Mateo for taking this step as an example for other cities. Mid-Pensula Housing has shown its leadership previously with the similar developments including the large building of affordable apartments near Hillsdale Shopping Center.

Thank you for your continuing leadership as a city.

Sincerely yours, Laura Peterhans, currently living in Belmont but formerly from 1969-2000 living in San Mateo..

From: Sara Cottrell [REDACTED] >

Sent: Wednesday, April 22, 2020 11:20 AM

To: Planning <planning@cityofsanmateo.org>

Cc: Jan Stokley [REDACTED] >

Subject: Letter of Support for Inclusive Housing at San Mateo's Downtown Opportunities Site

Good Morning,

Please find attached Project Sentinel' Letter of Support for Inclusive Housing at San Mateo's Downtown Opportunity Sites.

Best,

Sara Cottrell

Executive Assistant-Office Manager



Project Sentinel

11/27/19

Re: Downtown San Mateo Opportunity Sites

Dear Planning Commission: On behalf of Project Sentinel, I support the Downtown Opportunity Sites project and recommend that it include some apartments for people with developmental disabilities.

Project Sentinel helps tenants, landlords and home owners to resolve their housing problems through educational programs on housing rights and responsibilities, counseling to review problem solving options and mediation for conflict resolution. Civil rights protection is provided through public education, complaint investigation and the securing of redress for victims of housing discrimination. Services are rendered to housing providers as well as to home seekers in a neutral, balanced manner unless evidence of a legal violation is secured at which point the agency assumes an advocacy role. Information transmitted in mediations is confidential and cannot and is not used in legal proceedings. Services are delivered primarily by phone but appointments can be made with the housing counselors and legal staff.

Inclusion of people with developmental disabilities will reduce the project's parking and traffic impact and will address an unmet priority of the City's Housing Element. Please make your approval of this project subject to Mid-Pen Housing's agreement to make 20 of the apartments subject to a preference for people with developmental disabilities.

Sincerely,

Ann Marquart
Executive Director

From: [Planning](#)
To: [Phillip Brennan](#)
Subject: FW: Support of Midpen project
Date: Friday, April 24, 2020 1:33:04 PM
Attachments: [image001.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)

Wendy Lao, AICP

Associate Planner | Community Development Department
330 W. 20th Ave., San Mateo, CA 94403
650-522-7219 | wlao@cityofsanmateo.org



From: St. James AME Zion Church [REDACTED]
Sent: Friday, April 24, 2020 12:03 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Support of Midpen project

April 24, 2020

Dear San Mateo Planning Commission,

I am writing today in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near the Caltrain station. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. Its serving of low-income individuals and families also reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, and that benefits the entire community. As we are learning during the COVID-19 health emergency, secure housing is healthcare. **I support the current (or a greater) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner.** Everyone one of these 225 deeply affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Sincerely,
Rev. Marlyn Bussey

Pastor, St. James AME Zion Church
San Mateo

--

Blessings,
Pastor Marlyn Bussey

"Never forget that justice is what love looks like in public." Dr. Cornell West

From: Stephanie Reyes <[REDACTED]>
Sent: Tuesday, April 28, 2020 11:52 AM
To: Planning <planning@cityofsanmateo.org>
Subject: SUPPORT - 225 Affordable Homes near San Mateo Caltrain

Dear San Mateo Planning Commission,

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. Its serving of low-income individuals and families also reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, the better off we'll be, as a community. As we are learning during the COVID-19 health emergency, secure housing is healthcare. **I support the current (or a greater) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner.** Every one of these 225 deeply affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Sincerely,
Stephanie Reyes
[REDACTED]

From: Valerie Rynne <[REDACTED]>
Sent: Tuesday, April 28, 2020 2:26 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Downtown San Mateo Opportunity Sites / Consideration of Mid-Pen Housing's Proposal

Dear Planning Commission Members,

I am writing as a long-time resident of San Mateo in support of MidPen Housing's proposed development of 225 deeply affordable homes at the Downtown Opportunity Sites located at 480 E 4th Avenue and 400 E Fifth Avenue in San Mateo, and, in doing so, urgently request that your approval of this project be conditioned on MidPen's agreement to make 20 of the most affordable apartments subject to a preference for people with developmental disabilities. This request aligns with the requirement in California that every city consider the needs of local residents with developmental disabilities in its Housing Element. Stipulating that 20 of the most affordable apartments in this development shall be subject to a preference for people with developmental disabilities who need the coordinated services of the Regional Center would advance an important unmet priority of the Housing Element of the City of San Mateo and help a number of individuals who truly rely on your concern and action.

On a personal note, as a the mother of an adult son with a developmental disability who knows many other such families, I have experienced directly how extraordinarily challenging it is for families to obtain safe, stable, and affordable housing locally for adult sons or daughters with a developmental disability, which provides the foundation for their ongoing participation in the life of the community in which they grew up as well as vital continuity of supportive relationships and services. As parents of individuals with developmental disabilities advance in age, the need to facilitate and support the transition of their adult son or daughter from the parental home to a stable, well-supported living arrangement is extremely pressing. I implore you to understand that access to truly affordable, stable housing for our local special needs men and women depends on the opportunities you actively put into place and secure for them. It is the recognition of your essential role and responsibility in this regard that in fact drove the formal requirement that their needs be considered in the Housing Element in the first place. We are counting on you to address these needs in a tangible way.

It is important to understand that the needs and living preferences of people with developmental disabilities are diverse and require an variety of options; this proposed development is one that is greatly needed. A particular benefit of the physical site of this development for some individuals with a developmental disability who do not own a car is the walkable access to downtown and ready availability of multiple alternative transit options.

Given that developments succeed in supporting health and well-being only to the extent that properties are well-constructed, managed, and maintained, I was happy to learn that MidPeninsula is at the helm of this effort, as it has deep roots in this area and high standards in the development and management of properties.

Please advance this project expeditiously with a provision to prioritize 20 apartments at the highest level of affordability for our local residents with developmental disabilities. Your assessment of relative needs will define in a real way who is included in the mainstream of this community, which I hope can be vibrant, diverse, and mutually supportive. Development to date has fallen short of the magnitude and urgency of the local need, as objections to proposals

perpetuate the desperate struggles of numerous local residents and workers and impede responsive action on a needed level. The 225 deeply affordable homes offer foundational security to many who are in greatest need of it.

Many thanks for your ongoing work under challenging circumstances and continuing to develop multiple ways for residents to communicate with you in this process.

Sincerely, Valerie Rynne



Sheraden Nicholau | Regional Manager, Bay Area
State Council on Developmental Disabilities
510-286-0439 Main Office Line
510-286-1250 Direct Line
bayarea@scdd.ca.gov
www.scdd.ca.gov

For plain language resources on COVID-19, go to our website at scdd.ca.gov

Pronouns: she, her, hers





State Council on Developmental Disabilities



STATE OF CALIFORNIA
Gavin Newsom, Governor

• website • www.scdd.ca.gov

• email • council@scdd.ca.gov

3831 North Freeway Blvd., Suite 125
Sacramento, CA 95834
(916) 263-7919
(916) 263-7963 fax

April 28, 2020

City of San Mateo Planning Commission
330 West 20th Ave.
San Mateo, CA 94403

This letter expresses the CA State Council on Developmental Disabilities Bay Area Office's support of the Downtown Opportunity Sites project, and support for the recommendation that this project include apartment units for people with developmental disabilities. MidPen Housing has been a reliable and dedicated community partner in bringing inclusive, welcoming communities to life, and we look forward to seeing the project at 480 E. 4th Avenue proceed with 20 of the project's most affordable units for residents with developmental disabilities.

The CA State Council on Developmental Disabilities supports systems change, capacity building, and quality of services within the community for individuals with developmental disabilities and their families. Survey results state that a majority of Californians with developmental and other disabilities seek to live in community housing. Instead, many remain in their family member's home because of lack of affordable, accessible housing options. Statewide inclusive housing options for individuals with developmental disabilities must be increased and enhanced through access to housing and subsidies, including those that are paired with needed supports and services. Permanent, affordable, accessible and sustained housing options must be continually developed to meet both current and future needs.

City of San Mateo is home to over 1,600 residents with developmental disabilities. We know that inclusion of people with developmental disabilities contributes to the community in many ways. This inclusion is also expected to reduce this project's parking and traffic impact, and will address an unmet priority of the City's Housing Element.

The creation of affordable housing that includes people with developmental disabilities depends on the City of San Mateo's leadership. This aligns with federal and state priorities, with California's Housing Element plans, and the Council's state plan goal to increase the availability of housing for people with developmental disabilities in community housing.

Lack of affordable housing is the greatest single barrier to achieving the goal of independent living for people with developmental disabilities.

"The Council advocates, promotes & implements policies and practices that achieve self-determination, independence, productivity & inclusion in all aspects of community life for Californians with developmental disabilities and their families."

The CA State Council on Developmental Disabilities Bay Area Office supports this project, and supports the recommendations that its most affordable units include those with developmental disabilities.

I would be pleased to further discuss our support for this project anytime.

Thank you for your service to the great City of San Mateo.



Sheraden Nicholau
Regional Manager, Bay Area
CA State Council on Developmental Disabilities
1515 Clay Street, Ste. 300
Oakland, CA 94612
Sheraden.nicholau@scdd.ca.gov
510.286.1250

From: Nancy Schneider [REDACTED]
Sent: Tuesday, April 28, 2020 12:11 PM
To: Planning <planning@cityofsanmateo.org>
Subject: I SUPPORT - 225 Affordable Homes near San Mateo Caltrain

Dear San Mateo Planning Commission,

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. Its serving of low-income individuals and families also reduces the need for additional parking. Also, its location near downtown San Mateo reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, the better off we'll be, as a community. As we are learning during the COVID-19 health emergency, secure housing is healthcare. **I support the current (or a greater) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner.** Every one of these 225 deeply affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Respectfully yours,
Nancy Schneider
San Mateo Resident

From: Nathalie Servin [REDACTED]
Sent: Monday, April 27, 2020 12:50 PM
To: Planning <planning@cityofsanmateo.org>
Subject: SUPPORT - 225 Affordable Homes near San Mateo Caltrain

Dear San Mateo Planning Commission,

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. Its serving of low-income individuals and families also reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, the better off we'll be, as a community. As we are learning during the COVID-19 health emergency, secure housing is healthcare. **I support the current (or a greater) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner.** Everyone one of these 225 deeply affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Respectfully,
Nathalie Servin, San Mateo Resident

From: Jackie [REDACTED]
Sent: Monday, April 27, 2020 5:45 PM
To: Planning <planning@cityofsanmateo.org>
Subject: SUPPORT - 225 Affordable Homes near San Mateo Caltrain

<="" td="">

Dear San Mateo Planning Commission,

I am writing in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue, San Mateo. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal can provide many affordable homes, close to transit. Ideally, it will provide housing for local employees and their families who can walk or bike to work or school. The housing complex should also help support businesses in Downtown San Mateo.

Secure housing is an important health factor for limited-income individuals and families. I support the 225 affordable homes at this site in San Mateo and encourage you to move forward with Midpen's "Downtown San Mateo Opportunity Sites." Thank you for your continued housing leadership in San Mateo.

Best wishes,
Jackie Siminitus, San Mateo Resident

From: S Sountru [REDACTED]
Sent: Wednesday, April 22, 2020 3:33 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Downtown Opportunity Sites

Dear Planning Commission:

On behalf of **Pomeroy Recreation & Rehabilitation Center** I support the Downtown Opportunity Sites project and recommend that it include some apartments for people with developmental disabilities.

The mission of Pomeroy Recreation & Rehabilitation Center is to provide recreational, vocational and educational opportunities for people with disabilities through programs and services that encourage self-expression, promote personal achievement, and lead to greater independence.

Inclusion of people with developmental disabilities will reduce the project's parking and traffic impact and will address an unmet priority of the City's Housing Element. Please make your approval of this project subject to Mid-Pen Housing's agreement to make 20 of the apartments subject to a preference for people with developmental disabilities.

Smiles,

Sountru

From: Kathleen Sparer <[REDACTED]>
Sent: Tuesday, April 28, 2020 2:55 PM
To: Planning <planning@cityofsanmateo.org>
Subject: SUPPORT - 225 Affordable Homes near San Mateo Caltrain

Dear San Mateo Planning Commission,

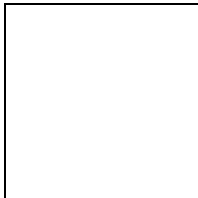
I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. Its serving of low-income individuals and families also reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, the better off we'll be, as a community. As we are learning during the COVID-19 health emergency, secure housing is healthcare. **I support the current (or a greater) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner.** Every one of these 225 deeply affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Respectfully yours,
Kathleen Areias and
Michael Sparer
San Mateo Residents

--



KATHLEEN AREIAS SPARER



From: Milo Trauss [REDACTED]
Sent: Monday, April 27, 2020 12:50 PM
To: Planning <planning@cityofsanmateo.org>
Subject: SUPPORT - 225 Affordable Homes near San Mateo Caltrain

Dear San Mateo Planning Commission,

Please approve this item. This proposal has already been downsized, and given the current state of affairs more units would be better for the community.

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. Its serving of low-income individuals and families also reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, the better off we'll be, as a community. As we are learning during the COVID-19 health emergency, secure housing is healthcare. **I support the current (or a greater) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner.** Everyone one of these 225 deeply affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Respectfully yours,
Milo Trauss

Milo Trauss
[REDACTED]

From: Dianne Whitaker [REDACTED]
Sent: Tuesday, April 28, 2020 4:06 PM
To: Planning <planning@cityofsanmateo.org>
Cc: Phillip Brennan <pbrennan@cityofsanmateo.org>
Subject: City-Owned Downtown Affordable Housing & Parking Garage Sites - Item 3

Chair Etheridge, Vice Chair Mallory and Planning Commissioners –

The MidPen Housing and Parking Garage proposal presented at the April 23, 2019 Planning Commission study session was a good design. I supported it as then Planning Commission Chair. It was warm, fuzzy and exciting. Now that the State has entered the conversation with AB1763, the design needs to be tweaked to become an exceptional design. I feel the current design is cold, hard and uninviting. However, I have confidence that MidPen Housing is up to the challenge, given their proven track record in San Mateo. The alternate color scheme presented in your packets for tonight's meeting, is a big step in the right direction.

However, in order to justify approval of the current design, which is requesting 3 incentives (per State Density Bonus and Other Incentives Law) and 4 deviations (per AB1763) from the San Mateo Zoning Code, additional tweaks should be considered:

1. Color Palette. In addition to the shade of green proposed in the alternate scheme, I suggest adding a second color, that is deeper and richer. A color scheme of cream, beige and brown is very ho-hum.
2. Materials. Current proposal is to use brick (actually brick veneer) at the entry and the ground floor. Cost is an issue, therefore spend the money to use real brick/stone at the entry, and replace with another material at remainder of the ground floor.
3. Neighborhood Context. The current 7-story design does not fit well in the neighborhood. The city's design consultant, Larry Cannon, has made many excellent suggestions in his April 1, 2020 letter; one of which is described on pages 14 -15 for how to remedy this by stopping the projections at the 55-foot height...
4. Street Wall Plane deviation. Incorporating Larry Cannon's suggestions help to balance out this request to eliminate this requirement. Be careful: one of the three requested incentives is to also eliminate the Maximum Bulk requirement in the Zoning Code, which also works against reducing perceived mass.

Thank you so much for your time serving on the Planning Commission. The public *really* appreciates you.

-Dianne

[Dianne R. Whitaker, AIA](#)

[REDACTED]

[REDACTED]

From: Bob Whitehair [REDACTED]
Sent: Monday, April 27, 2020 8:34 AM
To: Planning <planning@cityofsanmateo.org>
Cc: Leora Tanjuatco Ross [REDACTED]
Subject: Support Downtown San Mateo Opportunity Sites

Dear San Mateo Planning Commission,

We are writing to you in support of the 100% affordable Downtown San Mateo Opportunity Sites. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes close to transit, as possible. Its serving of low-income individuals and families also reduces the need for additional parking. And just as importantly, this is an environmentally responsible project, destined to be all electric.

The more homes we can build, the more neighbors and diversity we will have, and the less carbon our homes use, the better off our community will be.

I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner. Everyone one of these 225 deeply affordable homes will provide secure, safe shelter to people in need. I also respectfully request that the project take advantage of Peninsula Clean Energy (PCE) grants for Electric Vehicle charging, and all other PCE grants and assistance for the electrification of this project.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Best wishes and stay safe

Robert and Teri Whitehair
San Mateo

From: Jonah Williams [REDACTED]
Sent: Tuesday, April 28, 2020 1:19 PM
To: Planning <planning@cityofsanmateo.org>
Subject: SUPPORT - 225 Affordable Homes near San Mateo Caltrain

Dear San Mateo Planning Commission,

As a North Central resident and homeowner I would like to voice my support for the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. I support the current or a greater number of affordable homes at this site and applaud the city for this use of city property to support vulnerable populations during this housing crisis.

Thank you,
Jonah Williams

From: [Planning](#)
To: [Phillip Brennan](#)
Subject: FW: SUPPORT - 225 Affordable Homes near San Mateo Caltrain
Date: Friday, April 24, 2020 1:31:32 PM

From: Nina [REDACTED]
Sent: Friday, April 24, 2020 1:13 PM
To: Planning <planning@cityofsanmateo.org>
Subject: SUPPORT - 225 Affordable Homes near San Mateo Caltrain

Dear San Mateo Planning Commission,

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. Its serving of low-income individuals and families also reduces the need for additional parking.

I hope that San Mateo will serve as an example to Menlo Park, which has done a terrible job of managing its housing planning. Please show that it can be done right!

Respectfully yours,

Nina G. Wouk

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Kolja Schluetter <[REDACTED]>
Sent: Saturday, April 25, 2020 7:43 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Comment Development 480 E. 4th Avenue and 400 E. 5th Avenue

Hello planning team,

I wanted to send a quick comment for the proposed projects at 480 E. 4th Avenue and 400 E. 5th Avenue.

These projects should be an absolute no brainer. This is what San Mateo needs - since a long time. I have no doubt that the proposed development in their current form will be a massive net positive impact for San Mateo as a city and county. This is how every single multi family development of this size should look like in the county.

People actively opposing this project should be questioned in their sanity. We need to put an end to artificially restricting denser and higher residential real estate developments and proactively embrace them.

Please make this happen in its current form!

Thanks & best, Kolja

--

Kolja Schluetter
Partner

[REDACTED]

[REDACTED]

Dear San Mateo Planning Commission,

I am writing to you in support of the 100% affordable homes at 480 E. 4th Avenue and 400 E. 5th Avenue in San Mateo, near Caltrain. The affordability crisis affects everyone, especially our most vulnerable populations. This proposal maximizes the potential of the land by providing as many affordable homes, close to transit, as possible. Its serving of low-income individuals and families also reduces the need for additional parking.

The more homes we can build, the more neighbors and diversity we'll have, the better off we'll be, as a community. As we are learning during the COVID-19 health emergency, secure housing is healthcare. I support the current (or a greater) number of affordable homes at this site in San Mateo. I respectfully ask you to move forward with Midpen's "Downtown San Mateo Opportunity Sites" in a timely manner. Everyone one of these 225 deeply affordable homes will provide secure shelter to people in need.

Thank you for your continued leadership and courage around affordable housing in San Mateo.

Respectfully yours,
Carolyn Jaramillo
San Mateo County Resident

From: CAROL WINDSOR [REDACTED]
Sent: Thursday, April 23, 2020 1:41 PM
To: Planning <planning@cityofsanmateo.org>
Subject: Housing for the disabled

Dear Council members,

My name is Carol Windsor. Recently I attended one of your city council meetings where you honored Gatepath on our 100th birthday. I was impressed with your commitment to the disabled. Today I am writing to urge you to support the Downtown Opportunity Sites project and that some of the apartments be set aside for the developmentally disabled.

Please make your approval of this project subject to the Mid-Peninsula Housing's agreement to make 20 of the apartments subject to a preference for people with developmental disabilities. It is next to impossible for these citizens to find housing!

Thank you for considering this.

Sincerely,
Carol Windsor
President of the Gatepath Auxiliary

Sent from my iPad