

Final Environmental Impact Report

Concar Passage Mixed-Use Project

PA18-052



Prepared by the



In Consultation with



July 2020

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SECTION 1.0 INTRODUCTION

This document, together with the Draft Supplemental Environmental Impact Report (SEIR), constitutes the Final SEIR for the Concar Passage Mixed-Use Project.

1.1 PURPOSE OF THE FINAL EIR

In conformance with the California Environmental Quality Act (CEQA) and CEQA Guidelines, this Final EIR provides objective information regarding the environmental consequences of the proposed project. The Final EIR also examines mitigation measures and alternatives to the project intended to reduce or eliminate significant environmental impacts. The Final SEIR is intended to be used by the City of San Mateo and any Responsible Agencies in making decisions regarding the project.

Pursuant to CEQA Guidelines Section 15090(a), prior to approving a project, the lead agency shall certify that:

- (1) The Final EIR has been completed in compliance with CEQA;
- (2) The Final EIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the final EIR prior to approving the project; and
- (3) The Final EIR reflects the lead agency's independent judgment and analysis.

1.2 CONTENTS OF THE FINAL EIR

CEQA Guidelines Section 15132 specify that the Final EIR shall consist of:

- a) The Draft EIR or a revision of the Draft;
- b) Comments and recommendations received on the Draft EIR either verbatim or in summary;
- c) A list of persons, organizations, and public agencies commenting on the Draft EIR;
- d) The Lead Agency's responses to significant environmental points raised in the review and consultation process; and
- e) Any other information added by the Lead Agency.

1.3 PUBLIC REVIEW

In accordance with CEQA and the CEQA Guidelines (Public Resources Code Section 21092.5[a] and CEQA Guidelines Section 15088[b]), the City shall provide a written response to a public agency on comments made by that public agency at least 10 days prior to certifying the EIR. The Final EIR and all documents referenced in the Final EIR are usually available for public review at City of San Mateo Council Chambers, 330 W. 20th Ave., San Mateo, California on weekdays during normal business hours. Due to the current situation under the coronavirus related Shelter-in-Place policy, this location is closed to the public. Therefore, if requested, a hard copy will be mailed to you. Please allow time for printing and delivery. The Final EIR is also available for review on the City's website: www.cityofsanmateo.org/passage.

SECTION 2.0 DRAFT EIR PUBLIC REVIEW SUMMARY

The Draft SEIR for the Concar Passage Mixed-Use project, dated March 2020, was circulated to affected public agencies and interested parties for a 60-day review period from March 26, 2020 through May 26, 2020. The City of San Mateo undertook the following actions to inform the public of the availability of the Draft EIR:

- A Notice of Availability of Draft EIR was published in the San Mateo Daily Journal and on the City's website (<https://www.cityofsanmateo.org/3777/PA18-052-CONCAR-PASSAGE>) ;
- The Notice of Availability of the Draft SEIR was mailed to project-area residents within 1,000 foot radius of the project site and other members of the public who had indicated interest in the project;
- The Draft EIR was delivered to the State Clearinghouse on March 26, as well as sent to various governmental agencies, organizations, businesses, and individuals (see Section 3.0 for a list of agencies, organizations, businesses, and individuals that received the Draft EIR); and
- Copies of the Draft EIR were made available on the City's website (www.cityofsanmateo.org/passage). Due to current situation under the coronavirus related Shelter-in-Place policy, the City's office and libraries were closed to the public. Therefore, a hard copy was mailed to the interested parties upon request.

SECTION 3.0 DRAFT EIR RECIPIENTS

CEQA Guidelines Section 15086 requires that a local lead agency consult with and request comments on the Draft EIR prepared for a project of this type from responsible agencies (government agencies that must approve or permit some aspect of the project), trustee agencies for resources affected by the project, adjacent cities and counties, and transportation planning agencies.

The NOA for the Supplemental EIR was sent to owners and occupants adjacent to the project site and to adjacent jurisdictions. The following agencies received a copy of the Draft SEIR from the City of San Mateo or via the State Clearinghouse:

- California Air Resources Board
- California Department of Conservation
- California Department of Fish and Wildlife, Bay Delta Region 3
- California Department of Housing and Community Development
- California Department of Parks and Recreation
- California Department of Resources Recycling and Recovery
- California Department of Transportation, District 4
- California Department of Transportation, Division of Aeronautics
- California Department of Water Resources
- California Governor's Office of Emergency Services
- California Highway Patrol
- California Native American Heritage Commission
- California Natural Resources Agency
- California Public Utilities Commission
- California Regional Water Quality Control Board, San Francisco Bay Region 2
- Department of Toxic Substances Control
- Office of Historic Preservation
- State Water Resources Control Board, Division of Water Quality
- Calwater
- PG&E
- San Mateo Foster City Unified School District
- San Mateo Union High School District

Copies of the Notice of Availability for the Draft SEIR were sent by mail and/or email to the following organizations, businesses, and individuals who expressed interest in the project.

All San Mateo homeowner's and neighborhood associations

SECTION 4.0 RESPONSES TO DRAFT EIR COMMENTS

In accordance with CEQA Guidelines Section 15088, this document includes written responses to comments received by the City of San Mateo on the Draft SEIR. This section also summarizes and addresses verbal comments related to the Draft EIR received at the Planning Commission hearing on April 28, 2020.

Comments are organized under headings containing the source of the letter and its date. The specific comments from each of the letters and/or emails are presented with each response to that specific comment directly following. Copies of the letters and emails received by the City of San Mateo are included in their entirety in Appendix A of this document. Comments received on the Draft SEIR are listed below.

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ORGANIZATIONS, BUSINESSES, AND INDIVIDUALS

A. Valerie Acker (March 27, 2020)

Comment A.1: I would like to know why my comment email was not included in the SEIR Appendix K 'Public comments'. I feel I have valid points that the public should see and applicant should address to both the City of San Mateo and to the public.

Greetings,

I recently received the Notice of preparation of a Supplemental Environmental Impact Report (EIR) and Public Scoping Meeting. I feel the need to comment on some issues I see, and I feel strongly that these issues must be addressed.

I see Trader Joe's will be part of this project. Where the nearby residents do want a grocery store, we don't feel that Trader Joe's should be able to hold us 'hostage' to that particular location of the project. It looks like a good location to the corporate office of Trader Joe's located in San Diego, but they really don't have any concern about our traffic circulation in that intersection. I feel their main concern is that they have freeway visibility for their signage. Can we reach a compromise and relocate their store to another corner of the project and promise Trader Joe's they will have visible signage on the south side of the actual apartment building? Or look for comparable grocery store for another location in project?

Response A.1: The commentor had provided an email in March 2019 responding to the Notice of Preparation, and the email had been sent to City staff that are no longer with the City, therefore the email was inadvertently left out of the Draft SEIR Appendix K 'Public Comment's. This comment was related to scoping the EIR, and specifically pertains to the proposed relocation of the Trader Joe's on the project site, and traffic circulation at the adjacent intersection. The project was the subject of a traffic impact analysis, included as Appendix I of the Draft EIR, which was prepared according to the City's standards.

Comment A.2: The traffic and circulation of the project doesn't seem to have been planned with any consideration for our current traffic issues, which in turn will cause a headache for Public Works. As they will have to reconfigure the traffic flow and the tax paying residents will be charged for it. The congestion at the intersections at 92 and Fashion Island/19th Avenue at Delaware and also at Grant/Ginnever have been on ongoing issue and continue to get worse daily. The City has done some traffic remediation, but these 2 intersections are currently out of control. Currently the plans show the main drive, Passage Way formerly known as C Street, for access to residents parking seems to be on the alley that runs East/West adjacent to State Route 92. Has anyone other than myself seemed to notice that this thoroughfare will be the main thoroughfare for almost all residents and shoppers? Please note that the East entrance/exit to Passage Way is less than 300 feet from Fashion Island/19th Av at Grant/Ginnever? And the West entrance/exit is approximately 315 feet from the Delaware & Fashion Island/19th Av traffic interchange, and only 100 feet to the 'Hub' entrance/exit for all the shuttles and car shares. *Are you kidding me?*

Response A.2: The project's traffic and circulation are addressed in *Section 4.6 Transportation* in the Draft SEIR, as well as in Appendix I. LOS analysis, i.e. vehicle delay, is not included in the Draft SEIR as with the passage of SB 743 and the adoption of related Guidelines implementing SB 743, LOS is longer considered to be an environmental impact under CEQA and considers VMT the most appropriate measure of transportation impact. The project is not anticipated to increase the overall VMT.

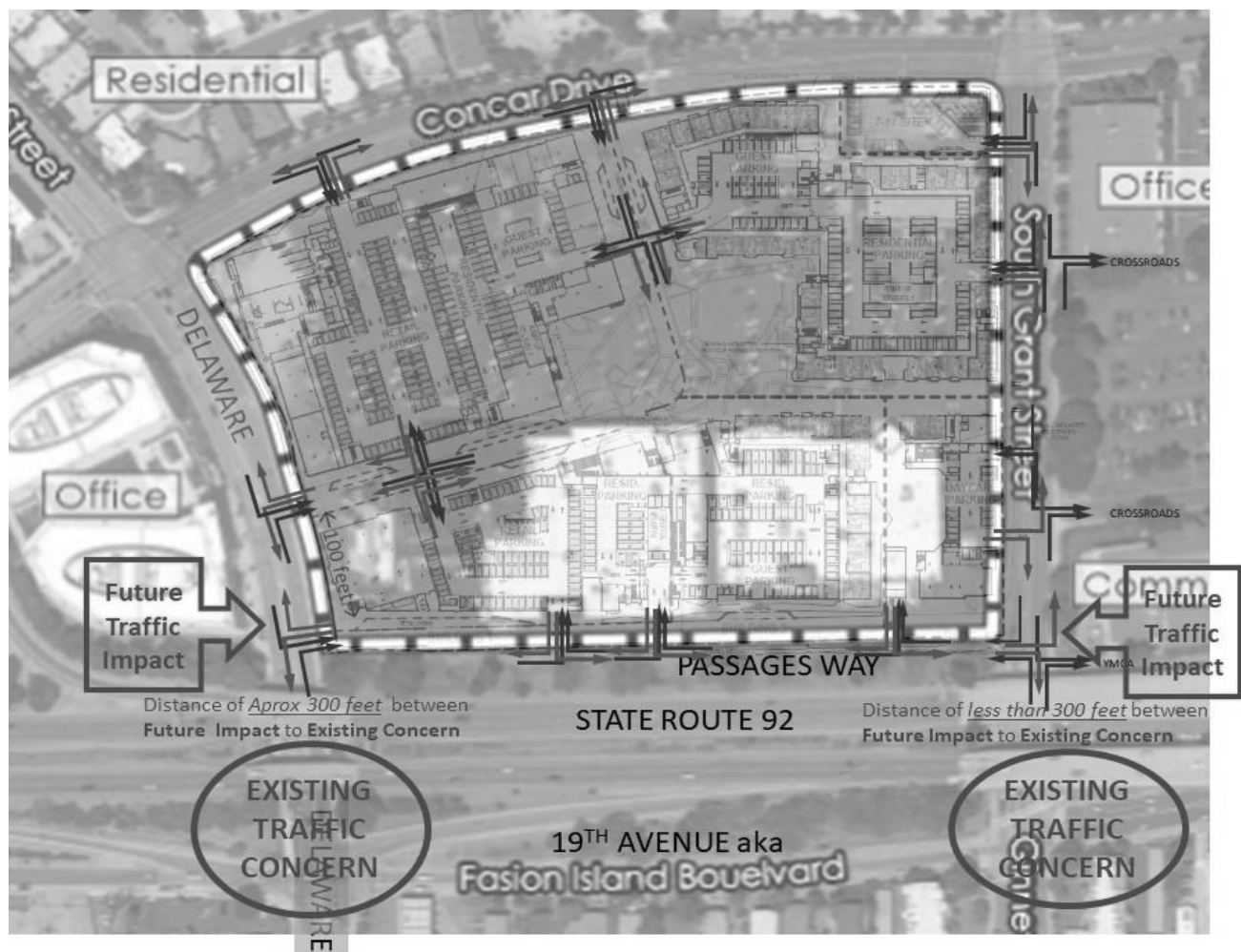
Comment A.3: Besides the horrendous planning for residential and retail shopper parking these driveways are in the heart of 2 known problem areas! What, if any, plans have been made to address the impact on the existing neighborhoods?

Response A.3: This comment does not pertain to the SEIR's analysis of the project. Please also refer to Response G3 below.

Comment A.4: We continue to hear these will be retail space for smaller vendors but retail space at Station park Green has yet to be filled, nor has all the retail space at Bay Meadows. I think this quaint little self-sustained village is a pipe dream for a perfect world.

There will be higher elevated poor air quality, hazardous materials, traffic congestion and noise if this project does not address the placement of Trader Joe's and the parking for residents.

Please see attached overlay of project site noting just the driveways as they relate to existing roads. (pasted into email and attached as .pdf.)



Response A.4: This comment was provided in response to the Notice of Preparation, and does not address the SEIR's analysis of the project. The commentor is encouraged to review the Draft SEIR for detailed analysis on project impacts to traffic, air quality, noise, and hazardous materials.

B. Bev Kalinin (March 28, 2020)

Comment B.1: I just received from the city of San Mateo a notice about this – which puzzles me. I thought this was a done deal and we residents adjacent to this project were unhappily awaiting for the noise, commotion, building, and interruption to our lives to being—with the rumor that it would be at least five years (news that pleased us.)

So, who is this new developer? Did the other one back out? Or is this a last-moment chance for us living in the vicinity to shout NO!!

Does anyone know anything about this?

Response B.1: As mentioned in the Draft SEIR, the applicant developer for this project is California Coastal Properties. The comment did not raise any other environmental issues under CEQA and therefore, no specific response is required.

C. Elaine Thompson (March 28, 2020)

Comment C.1: I am a resident who lives in Fiesta Gardens.

I have received a notice from you telling me of your April plans for the shopping center that you call The Concar Passenger on Grant and Ginnever Street. This is not acceptable under these circumstances. I firmly believe you should cancel your plans until further notice.

Response C.1: The Concar Passage project is not located on Ginnever Street. The site is bounded by Concar Drive to the north, S. Grant Street to the east, State Route 92 to the south, and S. Delaware Street to the west. Grant Street turns into Ginnever Street south of Bermuda Drive. The comment did not raise any other environmental issues under CEQA and therefore, no specific response is required.

D. Tom Taber (April 2, 2020)

Comment D.1: I read the EIR for the Concar Passage Mixed Use Project. Because the site is currently a strip mall that has few if any natural qualities I don't see any reason why this project shouldn't go forward. In fact, I think it will have a positive environmental impact by placing much needed housing close to a Caltrain station. This will reduce commuter traffic by allowing people to take public transportation and to live close to where they work. Currently, many employees of San Mateo County businesses are clogging Highway 92 as they drive across the Highway 92 bridge from the east side of San Francisco Bay because there is insufficient housing in San Mateo County.

Response D.1: The comment shows support for the project and does not raise any environmental issues under CEQA and therefore, no specific response is required.

Comment D.2: I do have a suggestion for landscaping that will reduce water consumption and provide food and habitat for native wildlife, especially birds and butterflies. California has many species of native plants, including bushes and trees, that are adapted to our annual drought cycle and provide food and shelter for native birds and other wildlife. I have grown some of these in my yard with great success. Instead of planting non-native ornamental plants I suggest planting native vegetation. Here is a partial list:

Sticky Monkey Flower
California Buckeye
Ceanothus
Manzanita
Bay Laurel
Wild Fuchsia
Tonyon
California Poppy
Flowering Currant
Black Sage
Douglas Iris
California Flannelbush
Blue Elderberry
Twinsberry
Bush Lupine

Response D.2: Construction of the proposed project would remove all existing 64 trees (none of which are native to the San Mateo area) and would replace them with landscaping including 319 trees, shrubs, turf, and bioretention areas around and throughout the project site. Please refer to Figure 3.2-9 Conceptual Landscape Plan for the project site. The City will consider the requested native landscaping ideas and communicate with the community outside of the Concar Passage EIR process, as they are unrelated.

E. Bev Kalinin (April 2, 2020)

Comment E.1: I call to your attention the Business Section of today's SF Chronicle (4/1/20): MOST CONSTRUCTION PROJECTS BANNED. This is an order from Bay Area Health officials that all construction be shut down. This includes the six large counties, including San Mateo.

Please read and share this information with our San Mateo officials. Especially, how will this affect the CONCAR PASSAGE project?

I believe our City should carefully investigate this situation, as it will most probably affect the future of PASSAGE.

Response E.1: Any future construction activity on the site would comply with applicable health and safety requirements at the time, including any protocols and precautions related to COVID-19, if in effect at the time. The comment did not raise any environmental issues under CEQA and therefore, no specific response is required.

F. Sierra Club (April 9, 2020)

Comment F.1: Thank you for providing the opportunity for the Sierra Club Loma Prieta Chapter Sustainable Land Use Committee (SLU) to comment on the proposed Concar Passage at San Mateo project. SLU is the committee of the local Sierra Club chapter that advocates on land use issues like major development projects. As an environmental organization working towards reducing local greenhouse gas and other emissions, we encourage the development of higher density, mixed-use development near major transit stations.

We understand that you will be addressing the Passage at San Mateo Project at your April 28, 2020 meeting. We would like to provide comments on that project.

As part of our efforts to encourage sustainable development we have established a set of Guidelines for Residential, Commercial and Mixed-Use Transit Oriented Development (TOD). These Guidelines include a scoring system for evaluation of projects.

Attached is our Guidelines and our current scoring for this project. After reviewing the plans and meeting with the developer, the Passage proposal received a total of 121 points; however, many of those points were for features that were given to us verbally by the developer, but are not yet final until they are included in either the Plans or the Development Agreement.

We consider 100 points (out of a maximum possible score of 180) a minimum for consideration for supporting a project. We cannot, however, consider fully endorsing the project at this time, as we need to go through additional process steps which will require additional information.

The project scores well in our Guidelines. I would like to highlight some of the main points below. Then provide a detailed list the projects strengths as well as opportunities for improvement.

- The project provides significant density of housing (66 units/ acre) for a very sizable amount of housing (961 units). The 10% affordable units at very low income and 5% for affordable workforce housing is particularly helpful. A project like this is beneficial to the environment by reducing auto travel by being near public transit and having many needed services accessible by walking or bicycle. This is very valuable given the housing crisis in the Bay Area.
- The inclusion of a Mobility Hub will further reduce auto traffic and its attendant pollution including greenhouse gas emissions. This is an innovative feature that can be used by all residents and workers in the area, not just those in this development. It will also help reduce local traffic congestion by reducing the number of cars that would be in the area.
- The project contains a number of features that significantly improve pedestrian and bicycle access including safe and pleasant paths to the local businesses and amenities in the area. This encourages walking and biking, thus further reducing local traffic impacts and provides an attractive, healthy environment for all the residents of San Mateo.

We are pleased (based on the plans and verbal assurances by the developer) that the proposal is

planned to include:

1. High amount of new housing with 961 units
2. 10% affordable for very low income, 5% affordable workforce units
3. Near Caltrain and bus /shuttle lines as a TOD
4. Mobility Hub that provides a full range for transportation options
5. Helps improve the local jobs/housing imbalance
6. Retains local amenities (Trader Joes, Peninsula Ballet Theatre, etc.)
7. Subsidizes local business in the development
8. ~4 acres of public parks/open space
9. Includes pedestrian friendly sidewalks and intersections
10. Native landscaping
11. Public playgrounds and fitness stations
12. Funding of local public amenities
13. Day care facility
14. Bike share and repair
15. Solar power on 20% of roof area
16. Monitored Traffic Demand Management Program
17. Lots of bicycle parking (over 1 per unit)
18. Expands pedestrian and bicycle paths
19. Ability to convert parking garages to other uses in future if parking demand drops
20. Electric car charging stations
21. Provides infrastructure to expand electric car charging stations in future
22. Near many local amenities, (shopping, restaurants, day care, schools etc.)
23. On-site garden for Food Hall
24. All electric residential units

There are also areas where we encourage the city to seek possible additional benefits for the project. This includes:

1. Unbundled parking: Require Unbundled parking for all the residential parking spaces and a Residential Parking Permit Program: This is important to implement, as it will financially incentivize residents to not use cars. This will reduce environmental impacts, including local traffic congestion. The Residential Parking Permit program will assure that residents don't park in adjacent neighborhoods.

Response F.1: The City doesn't have a mechanism to require unbundled parking. Further, the City does not proactively implement Residential Parking Permit Program (RPPP) in a neighborhood; rather it is a request-driven approach. We understand that the project seeks to implement a partially unbundled approach for parking, and will require RPPP at such time as a neighborhood parking issue comes about that meets the requirements for implementation of an RPPP program. Under the City's current RPPP policy, parking from other residential entities is not an approved parking generator; generators are commercial parking, schools, retail, etc.

Comment F.2: 2. Specify Conditions of Approval: All of the positive aspects of the development listed (1–24) above should be included in the Development Agreement or as a Condition of

Approval. We urge the Commission to require that all the developer's promises be codified in the Development Agreement and ensure that these are in fact executed.

Response F.2: Comment noted. Most of the positive aspects of the project are included as project objectives stated in Section 3.3 of the DSEIR. The remaining are included as conditions of approval and will be included in the Development Agreement, when finalized.

Comment F.3: 3. Subsidize transit passes: Require the owner/developer to provide subsidized transit passes for five years for all residents to encourage transit use.

Response F.3: As listed on Page 120 in the TDM measures in *Section 4.6 Transportation* of the SEIR and Appendix I – Traffic Report, free or subsidized unlimited Caltrain and SamTrans rides will be provided for residents through participation in Caltrain's Go Pass and SamTrans Way2Go programs, which allows residential complexes to purchase annual unlimited-ride passes for all residents. This program must be offered to all eligible residents for a period of three (3) years. After which, an alternate TDM measure(s) may be proposed by the project for the City's consideration which achieves a similar or better trip reduction.

Comment F.4: 4. Affordable housing: An increase of affordable and low-income units to 20% would also enhance the project.

Response F.4: Comment noted. Consistent with affordable housing requirements in the City of San Mateo, the project would provide ten percent (73 apartments) affordable units onsite to very low-income families.

Comment F.5: We ask that you consider the information in the Guidelines and our scoring as you consider this project.

Response F.5: Comment noted.

G. Linda Tolosano (April 22, 2020)

Comment G.1: We live in 19th Avenue Park in San Mateo. As background for our comments, we are now suffering the fifth year of construction projects in our area: Station Park Green, 1650 South Delaware (AAA) project, Hines office buildings. Our neighborhood has been severely impacted by construction traffic, noise, vibrations and dirt. Every day for five years we have listened to construction noise from multiple projects (now simultaneously Station Park Green and AAA project right next to each other).

The Passage development is projected to take five years. We are so tired of construction in our vicinity. Another five years is almost unbearable. We have lived day in and day out with the consequences of the building process. Our back yard looks like the dust bowl. The consequences of breathing in particulate matter blowing off the construction sites is alarming. We recently sent an email to the City pointing out this problem during a particularly windy period and never heard back and did not see any mitigating process to curb the dust blowing off the sites. This is just one example of the many issues arising from the construction. The repetitive noises are extremely annoying. We can't even sit in our backyard because of the noise.

As outlined in the Passage EIR report, excessive noise can impact sleep and cause annoyance. We have experienced both during the past and current construction. In addition to the traffic and construction noise, we are also very concerned about vibration caused by the excavation process and also dewatering of the site.

The EIR shows there will be a potentially substantial significant noise impact due to construction activities (Appendix H page 28). It shows ways to mitigate the impact, but I can tell you from experiencing construction taking place near use, unless someone is monitoring proposed mitigation constantly and holding the contractor to it, it won't happen. What is the City going to do to ensure the noise is kept at the legal level?

Response G.1: Impacts from construction air quality, noise and vibration, traffic and dewatering are discussed in Sections 4.1, 4.3, and 4.6 of the SEIR and Section 4.7 of the IS, respectively. Best Management Practices and Conditions of Approval will be implemented to reduce impact to these resources to a less than significant level. MM NOI-1.1 would be implemented to reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance. Dewatering could be accomplished by pumping from sumps and will be required to follow the measures, as stated in MM HYD-2.1 to protect groundwater quality of the shallow aquifer underlying the site.

The project has prepared a Mitigation Monitoring or Reporting Program (MMRP), the purpose of which is to ensure compliance with the mitigation measures during project implementation. This MMRP addresses those measures in terms of how and when they will be implemented. Residents and other nearby uses who believe the construction activity is not adhering to the required mitigation can lodge complaints with the City for investigation and enforcement.

Comment G.2: As stated in the Geotechnical Investigation (Appendix E), the site sits on reclaimed marshland composed of fill over Bay Mud over groundwater. Dewatering at the site is a huge concern. As the City is aware, dewatering of the Hines site cause alleged slab settlement at the Ross and Rite Aid stores, which caused a lawsuit in 2016. What proof do we have that settlement will not occur in 19th Avenue Park with the proposed dewatering at Passage? We would like to see the City put some type of monetary mechanism in place to ensure compensation should dewatering effect our neighborhood in a negative way. No one wants to incur the time and expense of a lawsuit.

Response G.2: Implementation of MM HYD-2.1 (page 93 of Appendix A) would reduce impacts of dewatering to a less than significant level. Project construction shall follow the recommendations of the investigation as stated below:

- To construct the basement of the buildings, groundwater would need to be temporarily lowered to a depth of at least three feet below the bottom of the planned excavation. The method of dewatering will depend to an extent on the method of shoring. The dewatered level shall be maintained at that depth until sufficient building weight is available to resist the hydrostatic uplift pressure of the groundwater at its design elevation.
- If dewatering wells are installed within the excavation, the wells shall be properly sealed through the floor slabs upon abandonment to reduce the potential for water leakage.
- Dewatering the site shall remain as localized as possible. Widespread dewatering could result in subsidence of the area around the site due to increases in effective stress in the soil. Nearby streets and other improvements shall be monitored for vertical movement and groundwater levels outside the excavation shall be monitored through wells while dewatering is in progress.
- The geotechnical report recommends a recharge program to be submitted as part of the dewatering plan, so that the contractor is prepared to recharge the groundwater outside the excavation through recharge wells, should excessive settlement or groundwater drawdown be measured.

Comment G.3: There is still major concern over traffic congestions along Concar/Delaware/Grant. There is special concern about the placement of Trader Joe's on Delaware and the flow of traffic cause by people coming/going from the store. The backup of traffic on grant during commute hours is significant. We have not seen any plan to mitigate this issue.

Response G.3: The existing congestion issue raised by the commenter is reflected in the transportation study. In accordance with CEQA Guidelines Section 15064.3(a) level of service can no longer be used as a metric to identify traffic impacts under CEQA. Therefore, this report was not included as an appendix to the EIR but will be included as an attachment to the staff report.

The City is currently studying potential options to alleviate the existing congestion issues along 19th Avenue/Fashion Island Blvd. Some of the preliminary improvement options are listed in the transportation study and below for reference:

- a) Convert 19th Avenue between Delaware Street and Grant Street from the existing one-way eastbound operation to two-way operations with one lane in each direction.
- b) Construct intersection improvements at the Delaware Street and 19th Avenue intersection and the Grant Street and 19th Avenue intersection to accommodate the 19th Avenue two-way conversion. The following improvements are preliminarily identified:
 - a. Restripe southbound Delaware Street at 19th Avenue to include two left-turn lanes and one through lane. The northbound/southbound operations would be converted from split phasing to protected phasing.
 - b. Westbound 19th Avenue at Delaware Street would consist of one left-turn lane. Eastbound/westbound operations would be split phase
 - c. Westbound 19th Avenue at Grant Street would consist of one shared left-through lane and one right-turn lane.
- c) Widen the US 101 southbound on-ramp from Fashion Island Boulevard to include a second mixed-flow lane.
- d) Widen westbound Fashion Island Boulevard to include a right-turn pocket at the US 101 northbound on-ramp intersection
- e) Lengthen the eastbound left-turn pocket at the Norfolk Street and Fashion Island Boulevard intersection.
- f) Implement reversible lanes on the bridge between Norfolk Street and Harbor Seal Court. The AM peak period operations will be the same as existing conditions. The PM peak period operations will allow for two eastbound through lanes from west of Norfolk Street to just west of Harbor Seal Court where Fashion Island Boulevard opens up to two eastbound lanes. At the intersection of Norfolk Street and Fashion Island Boulevard, the eastbound approach will consist of one left-turn lane, one through lane and one shared through-right lane. The westbound approach will consist of one left-turn lane and one shared through-right lane.
- g) Implement signal coordination at all signalized intersections on 19th Avenue/Fashion Island Boulevard between Delaware Street and Norfolk Street
- h) Restripe eastbound 19th Avenue at the Grant Street intersection to include one shared left-through lane and one shared through-right lane.
- i) Restripe eastbound Fashion Island Boulevard at the US 101 southbound ramps intersection to include one through lane and one shared through-right lane.

As a community benefit measure, the applicant has proposed to contribute funds to traffic improvement measures that the City can use to implement the above listed measures. Please also see *Section 5.0 Draft EIR Text Revisions*.

Comment G.4: Some neighbors put for a proposal to build a concrete block wall on the 19th Avenue Park side of the street along Concar to protect the neighborhood from the excessive noise during construction and afterward from traffic noise. I agree with this and would also like to see the same along Delaware. The City should look into this and ask for mitigation funds from the developer to build a wall. As a matter of fact, at one of the meetings we attended for the Passage project, a representative of California Coastal Properties said they would support (and possibly fund) the idea, but it is City property and needs to be initiated by the City.

Response G.4: Mitigation measures (MM NOI-1.1) will be incorporated to reduce construction noise impacts to less than significant level and are included in Section 4.5 of the SEIR. The need for a permanent sound wall was not warranted as a result of the noise analysis.

Comment G.5: We would also like assurance that construction workers will not park in our neighborhood. The sign at the entrance to 19th Avenue Park on Charles Lane stating “No Construction Parking”, which is knocked down constantly, doesn’t work. The City needs to find a way to ensure that construction workers are not parking in our neighborhood.

Response G.5: Comment noted. The comment did not raise any environmental issues under CEQA and therefore, no specific response is required.

Comment G.6: Lastly, the number of affordable units in this development, 73 out of 961, is abysmal. San Mateo has enough market rate apartments. We need more affordable housing. If we have to accept another development in our area, at least let it be worthwhile and support the folks who really need it.

Response G.6: Consistent with affordable housing requirements in the City of San Mateo, the project would provide ten percent of the base density (73 apartments) affordable units onsite to very low-income families.

Comment G.7: It would be appreciated if the City of San Mateo would step up to help and support its existing neighborhoods. We are really overloaded with development and it feels like the City could care less about how all this construction impacts us.

Response G.7: The City has prepared an Environmental Impact Report (EIR) for analyzing the environmental impacts of the project. An EIR is the most comprehensive and thorough type of report under CEQA. In addition to identifying mitigation measures to reduce impacts, the EIR also includes an evaluation of a range of feasible alternatives to a project that would attain most of the basic objectives of the project, but would also avoid or substantially lessen the adverse environmental impacts of the project. Construction impacts have been thoroughly evaluated and meaningful, feasible measures are identified in the EIR to reduce impacts to levels considered acceptable.

H. Barbara Kilpatrick (April 24, 2020)

Comment H.1: Please reconsider Passages. SPG is still unproven and while we all appreciate being in San Mateo, perhaps income could be raised first. Before more structure is built. I do believe parks trees climate the fairgrounds, are a better o...

Thank you.

But please keep the parking lot of Rite Aid empty!

Response H.1: The comment did not raise any environmental issues under CEQA and therefore, no specific response is required.

I. Elaine Thompson (April 25, 2020)

Comment I.1: Council Members,

If passage is built with over 961 units, it will truly mean Death due to Covid-19. Please do not go forward with this project.

Response I.1: The comment is not in support of the project. The comment did not raise any environmental issues under CEQA and therefore, no specific response is required.

J. Kenneth Abreu (April 27, 2020)

Comment J.1: Dear Planning Commissioners,

I am a 36-year resident of San Mateo whose children went to school here. I am very concerned that the housing crisis on the Peninsula is destroying the future for the younger generation as well as the services needed by older residents (who were fortunate enough to move in before the housing/jobs imbalance became so bad).

The Passage project is a major step toward helping to solve the problems created by this imbalance. I strongly encourage you to move this project forward in a timely manner. The project provides several major benefits to the community. I'll summarize a few below.

The project provides a very large amount of new housing with a significant portion affordable. This will help provide some downward pressure on the very high cost of housing in San Mateo.

The project will help reduce the local traffic congestion by being near the train station and by incorporating an innovative Mobility Hub to divert commuters from private car travel.

Finally, in this time of the Covid19 pandemic we can see the benefits of having housing for critical workers (nurses, grocery workers, delivery workers, etc.) in San Mateo rather than having to commute from long distances. Also, the project is well planned, with open space so that social distancing in the future can be done in a safe and pleasant way. Please take these thoughts into consideration and move this important project forward.

Response J.1: The comment is in support of the project and lists some of the positive aspects of the project. The comment did not raise any environmental issues under CEQA and therefore, no specific response is required.

K. Daniel Bruch (April 28, 2020)

Comment K.1: Below are my comments regarding the Concar Passage EIR submittal:

The report shows that sewage demand increases by 700%. What will be done with the existing infrastructure to serve this need? How is the developer contributing to upgrading the city infrastructure?

Response K.1: As stated on Page 130, Impact UTL-3, wastewater from the site would be directed to two six-inch VCP lateral connections to the site along Delaware Street, three six-inch VCP lateral connections to the site along Concar Drive, and three six-inch VCP lateral connections to the site along Grant Street. The Rail Corridor TOD FEIR determined that the City's wastewater conveyance system and Waste Water Treatment Plant would have sufficient capacity during dry weather conditions to convey and treat wastewater generated by the Corridor Plan. During wet weather conditions, however, the southern trunk system of the City's wastewater system currently experiences deficiencies, and would be exacerbated by buildout of the Corridor Plan. To mitigate this impact, the project would implement the following mitigation measure:

Mitigation Measure Utilities – CP2: The City shall collect a development impact fee from all applicants of proposed development projects within the Corridor Plan Area prior to issuance of a building permit to defray the cost to construct improvements and upgrades to the wastewater conveyance system.

The proposed project would be required to pay the development impact fee as outlined in the above mitigation measure. The 2004 Rail Corridor TOD FEIR concluded that with implementation of the above mitigation measure, projects under the Corridor Plan would have a less than significant impact.

Comment K.2: The transportation study doesn't account for trips currently visiting the site which now have to go elsewhere, this study only looks at vehicles entering the site boundary; there will be an overall increase in trips within San Mateo city limits.

Response K.2: The purpose of the transportation study is to identify potential transportation deficiencies created by the project, as proposed. To the extent some of the existing businesses end up elsewhere, they either would occupy existing buildings or newly developed site that would undergo their own separate transportation analysis, based on location. It is not possible at this point, due to a lack of information, to evaluate the traffic from businesses on the current site that may relocated elsewhere.

Comment K.3: Will the developer contribute to improvements for the surrounding roads, to account for additional trips? The roads immediately surrounding the site, and in adjoining neighborhoods, are already in poor condition and will deteriorate faster with more vehicle traffic.

Response K.3: See Response G.3

Comment K.4: This development is built under false Transit Oriented Development pretenses. The Hayward Park Caltrain has limited service and does not adequately serve current population, both in train frequency and capacity. Caltrain electrification does not guarantee a significant change to train availability. This site should not be considered an equivalent to the area surrounding the Hillsdale station, which has much more transit accessibility.

Response K.4: The site is designated as *Transit-Oriented Development* under the City's General Plan and is zoned *TOD-Transit Oriented Development*. The project site is served by three bus routes, and all buses stop within walking distance of the project site. In addition, the Hayward Park Caltrain station is located approximately 2,000 feet west of the center of the project site and is also within walking distance. The Hillsdale Caltrain station is located approximately 1.3 miles south of the center of the project site, which is a 30-minute walk or a 7-minute bike ride. There is also a free Caltrain shuttle that stops within walking distance of the project site and travels to the Hillsdale Caltrain Station. There are continuous pedestrian facilities connecting the project site to the various bus stops and the Hayward Park and Hillsdale Caltrain stations. It is expected that the Caltrain electrification project would accommodate the potential increase in transit ridership generated by the project.

Comment K.5: The proposed Trader Joe's location will negatively impact traffic on Delaware. There will be significant safety issues for cyclists and pedestrians traveling north along Delaware. The additional delivery vehicles will clog the Delaware entrance and potentially backup traffic.

Response K.5: The DEIR acknowledges that the project would increase traffic on Delaware Street. The project would not increase the number of driveways on the project site fronting Delaware Street. Vehicles would need to yield to pedestrians and bicycles as they access the project driveways. The project site plan proposes loading zones on-site so that delivery vehicles do not need to clog the Delaware entrances. The project also proposes detached sidewalks along its project frontage on Delaware Street. Detached sidewalks provide barriers between pedestrians and roadway traffic and would improve pedestrian safety and comfort levels.

Comment K.6: The developer and city need to minimize construction impacts. The Concar / Delaware area was severely impacted by Station Park Green construction. The contractors disregarded existing residents' access to these roads, especially during morning commute hours. The city did not enforce road blockages/closures on the SPG project, and must do so on the new project.

Response K.6: Comment noted. The City will enforce road blockages/closures, as needed during construction phase to minimize disruption to existing neighbors. The construction impacts of the project are discussed in relevant sections in the SEIR. Implementation of mitigation measures and conditions of approval will minimize these impacts to less than significant level.

Comment K.7: The 10% allotment of "very low income" housing is inadequate. To further exacerbate the issue, the density bonus is not subject to low income unit requirements. These

residences will be financially inaccessible to teachers and those in the service industry, who are desperately in need of housing.

Response K.7: Consistent with affordable housing requirements in the City of San Mateo, the project would provide ten percent (73 apartments) affordable units onsite to very low-income families. As an additional community benefit, the applicant proposes to make an additional 36 units, or five percent of the base density units, at Moderate Income levels throughout the project site.

Comment K.8: The city should commission a separate, independent transportation report from someone besides Hexagon. The city also uses Hexagon, and previous projects were build upon their studies. We need a truly independent report from someone who doesn't pose a potential conflict of interest between the developer and the city.

Response K.8: The City contracted with Kittelson and Associates to conduct a peer review, supplemental transportation analysis for the Passage project. The applicant's traffic consultant also reviewed the DEIR including Traffic Report and TDM Plan and provided their comments.

L. Nancy Schneider (April 28, 2020)

Comment L.1: I have reviewed the draft Environmental Impact Report for the Concar Passage project and strongly support this project.

I support it because it provides a large number of housing units to community including 15% affordable units. Importantly, it is also very close to Caltrain and they owners plan to operate shuttle lines as a travel demand management feature. In addition, the planned Mobility Hub will provide a range of transportations options and work spaces. I also like that there is much open space and pedestrian friendly facilities. The inclusion of solar panels and all electric units helps reduce the carbon footprint of the area.

This is a good project for San Mateo

Response L.1: The comment is in support of the project and lists some of the positive aspects of the project. The comment did not raise any environmental issues under CEQA and therefore, no specific response is required.

M. Rachel Del Monte – YMCA of San Francisco (April 28, 2020)

Comment M.1: The Peninsula Family YMCA, a branch of the YMCA of San Francisco, is pleased to support the Passages project. As a potential partner providing onsite child care to the community, the YMCA looks forward to working closely with NuQuest Ventures. Child care is a critical need in our community, as evidenced by our waiting list of over 100 families at our Gateway Child Development Center in South San Francisco. We are excited for the opportunity to expand our delivery of high-quality, lower-cost child care programming to families living and working in San Mateo.

Additionally, we were pleased to hear that the Passages project has increased their low and moderately priced housing in the plans. The YMCA team is comprised of 250+ employees, some of whom would qualify for the affordable housing proposed at the Passages project. We expect up to 15% of our employees would be interested in the opportunity to live and work in this community. As we all know, housing has become increasingly cost-prohibitive for people in nonprofit and service roles. The Passages project provides an opportunity for our employees to live close to their work.

The YMCA has been a part of the Peninsula community since 1924. The YMCA is an internationally recognized community organization. The YMCA of San Francisco prides itself on being an excellent partner to cities, school districts, and communities in Marin, San Francisco and San Mateo counties. We pride ourselves on delivering high quality, lower cost programming for everyone, regardless of ability to pay.

Response M.1: The comment is in support of the project and did not raise any environmental issues under CEQA. Therefore, no specific response is required.

N. Denton Murphy – Housing Leadership Council (April 28, 2020)

Comment N.1: I support the development of this kind of housing and others like it in San Mateo. I'm a former resident of San Mateo, and the reason my wife and I moved to South San Francisco is because we couldn't afford to live there. We are both 35, in the prime of our careers, and about to start a family. We loved the neighborhood we rented in there, and really wanted to make it work, but just couldn't. Projects like this that increase housing supply in desired areas is ultimately one of the most effective ways to bring down the crushing cost of housing in the Bay Area. If San Mateo is interested in creating a sustainable, robust community, they need to accommodate these kinds of projects.

Response N.1: The comment is in support of the project and did not raise any environmental issues under CEQA. Therefore, no specific response is required.

O. Kelsey Banes – Peninsula for Everyone (April 28, 2020)

Comment O.1: Thank you again commissioners! I will be extremely brief and only wish to strongly encourage you to study the maximal number of homes within the Concar Passage Draft EIR. We have a dire housing shortage that is causing immense pain among residents in San Mateo and the broader region as evidenced by super-commutes, homelessness, and housing instability. More homes at all income levels are needed to ensure the health of our communities and the planet. Thank you for your thoughtful consideration of what will be a treasured part of San Mateo for many decades to come.

Response O.1: The comment is in support of the project and did not raise any environmental issues under CEQA. Therefore, no specific response is required.

P. Dennis Keane (April 28, 2020)

Comment P.1: My concern is the traffic impact of the Concar Passage development. I have sat at the intersection of Grant Ave and 19th. for 20 minutes to get onto 19th Ave eastbound across 101 to my neighborhood in the Parkside area. I did not see strategies to mitigate what is already a heavily impacted throughway. If we don't have specific, effective means to increase traffic flow (which would seem to require participation by Foster City) I would like to delay this project till we get the full impact of the additional traffic from residents from the Station Park development. Traffic is already terrible and it would be both foolish and disrespectful to established residents to further muck up our neighborhoods with another round of new commuters prematurely.

Response P.1: The existing congestion issue raised by the commenter is reflected in the General Plan Conformance Transportation Analysis report. In accordance with CEQA Guidelines Section 15064.3(a) level of service can no longer be used as a metric to identify traffic impacts under CEQA. Therefore, this report was not attached to the EIR and will be included as an attachment to the staff report.

Some of the preliminary improvement options to alleviate the congestion issues along 19th Avenue/Fashion Island Blvd are listed in the transportation study and in **Response G.3** above for reference.

Comment P.2: I am disappointed in this effort to participate with the council. None of our callers were able to speak. I would consider this an incomplete opportunity for the public to participate. I hope we get more time in the near future.

Response P.2: Due to the Covid-19 safety concerns and the current shelter-in-place order, the Planning Commission Hearing took place virtually on April 28, 2020. The City took all possible measures to ensure everyone gets an opportunity to speak. These are unprecedented times and therefore, the City extended the DEIR public review period by 15 days (from 45 to 60 days) to allow more time for public review and comment. The opportunity to comment on the Draft EIR was from March 26, 2020 to May 26, 2020.

Q. Jordan Grimes (April 28, 2020)

Comment Q.1: Commissioners: as someone living directly across from the Passage project, I'm very glad it is finally moving forward. I've heard some discussion that the project could delay due to concerns around a more limited ability for public comment due to COVID. I hope that won't be the case, and the amount of public comment on the last agenda item should demonstrate that it's more than possible to gather considerable community input despite our rapidly changing world. The first community meeting we had on Passage was back in December of 2017. It's unfortunate that it has taken so long to come to fruition, and further delay of badly needed housing stock is unacceptable at this point.

Response Q.1: The comment is in support of the project and did not raise any environmental issues under CEQA. Therefore, no specific response is required.

R. Alex Melendrez – Housing Leadership Council of San Mateo County (April 28, 2020)

Comment R.1: Alex Melendrez, again representing the Housing Leadership Council of San Mateo County. We work with communities and their leaders to produce and preserve quality affordable homes. I was one of the callers on the line. I want to thank the City Staff for running the meeting, we are all learning during this time and we appreciate their efforts.

As mentioned we have also endorsed Passages in San Mateo.

These 109 affordable homes and 852 market rate homes will provide a significantly positive impact to our region's jobs-housing imbalance, while also reducing traffic due to its proximity to Hayward Park Caltrain.

What you have here is a chance to revitalize and repurpose an underused strip mall and surface level parking lot to create homes for San Mateo's workers.

More than that you are creating a community out of paved space. A community that will look out for each other and will contribute to San Mateo's overall community wellness. And as we are learning now, the San Mateo community looks out for each other during trying times like these. We hope to see the Passages community built as soon as possible.

Response R.1: The comment is in support of the project and lists some of the positive aspects of the project. The comment did not raise any environmental issues under CEQA and therefore, no specific response is required.

S. Sheila Sandow (April 29, 2020)

Comment S.1: A neighbor informed me that the San Mateo City Council is planning to approve the Passages development without addressing local neighborhoods' concerns about increased traffic. I am writing to request that you do not moved forward with this development's approval unless and until you address such traffic concerns.

In particular, the section of 19th Avenue that leads from Delaware and So. Grant to the Hwy. 101 entrances, the eastern side of San Mateo, and Foster City is a PARKING LOT during the afternoon commute. That problem will only increase if the Passages project is approved without any traffic-mitigation measures. Under normal conditions (prior to the Shelter-in-Place order), I already have to plan my day to specifically avoid taking that route on weekdays after 3 pm; once Passages is in full operation, there will be increased demand for access to that corridor.

Please do not take any actions that will exacerbate San Mateo's already-existing traffic problems! It is your responsibility to mitigate existing problems, not approve plans that will only make them worse.

Response S.1: The comment is not in support of the project and raises concerns regarding traffic impacts. See Response G.3 for detailed response on this issue.

T. Aaron Lam (May 2, 2020)

Comment T.1: To whom it may concern:

I am a resident of the 19th Ave Park neighborhood. In response to the 45 day public review period of the DEIR, I have the following comments:

Comment 1: Page 51, Table 4.1-3 Applicable Control Measures

Ride-hailing incentives are identified as a measure to meet TR8 – Ridesharing, Last-Mile Connections. However, ride-hailing incentives only meet the last-mile connection intent; it does not address the goal of overall trip reduction when these vendors are travelling with zero or one passenger. As such, I do not believe that the project is fully consistent with the measure's intent to reduce trips.

TR8 Control Measure discusses employers to participate in a ridesharing or carsharing program. This seems like something the on-site Transportation Coordinator (as identified in the DEIR) could manage; a coordinated ridesharing or carsharing program across various employers within the project's 40,000 sq ft of commercial space could be implemented to support this measure's intent to reduce trips.

Response T.1: Comment noted. Ride-Hailing Credits/Discounts is one of the measures proposed by the TDM program to achieve an approximately 36 percent trip reduction. There are many other TDM strategies as summarized below that are proposed by the project to promote the use of alternative modes of transportation by reducing the need and reliance on private cars, reducing the cost and enhancing the experience when using alternative modes, and minimizing the potential mobility issues when special circumstances arise.

- The Depot Mobility Hub: The Depot Mobility Hub is proposed to be centrally located and operate as a one-stop-shop for access to all mobility options and information. By concentrating mobility options, this will increase the opportunity to make connections between modes.
- High-Quality Pedestrian Connections: The project would provide high-quality pedestrian connections within Passage, and between Passage and key destinations including the Hayward Park and Hillsdale Caltrain stations, and Downtown San Mateo.
- Secure Bicycle Storage: A high-quality access-controlled storage room for personal bicycles would be provided at each residential building.
- Subsidized Transit Passes: Free or subsidized unlimited Caltrain and SamTrans rides will be provided for residents through participation in Caltrain's Go Pass and SamTrans Way2Go programs, which allows residential complexes to purchase annual unlimited-ride passes for all residents. This program must be offered to all eligible residents for a period of three (3) years. After which, an alternate TDM measure(s) may be proposed by the project for the City's consideration which achieves a similar or better trip reduction.

- **Ride-Hailing Credits/Discounts:** Residents will be given monthly credits for using ride-hailing vendors (e.g. Uber, Lyft, etc.), with a suggested limit of \$100 per month. Rates will be negotiated with ride-hailing vendors for a residential rate for trips that begin or end on-site at The Depot. This would encourage residents who do not own cars to live at the project site and enhance the effectiveness of other TDM measures in promoting alternative modes of transportation.
- **Bicycle Repair Facilities:** Free bicycle maintenance facilities for bikes owned by residents will be provided at the Depot or within the long-term bike rooms.
- **Transportation Coordinator:** The project will designate an on-site coordinator available to residents and employees. The coordinator will provide free commute planning assistance, information about programs and credits available, run incentive programs, and market the project site to residents who want to live a TOD lifestyle.

Comment T.2: Comment 2: Page 120, Transportations Demand Measure

The goal of TDM is identified to reduce single-occupant vehicle trips to help relieve traffic congestion, parking demand, and air pollution. Of the key measures provided, “Ride-Hailing Credits/Discounts” would not support the goals of reducing traffic congestion and air pollution.

A report published by Fehr and Peers on such ride hailing vendors was completed in August 2019. This report is attached here for your reference. The report found that approximately 40% of vehicle miles traveled are while these vendors are waiting for a ride request or on their way to pick up a passenger – both of which activities are single-occupant vehicle trips. This is depicted in Figure 3 of the report.

This TDM measure is misleading in the fact that it does not account for the additional vehicle trips where the vendor may travelling as a single occupant in the area. On the contrary, ride-hailing vendors would increase traffic congestion and air pollution. Accordingly, I believe that this TDM measure should not be placed into effect and removed.

Alternatively, shuttle services connecting identified trip generators/attractors to/from the site may be more effective at achieving the TDM goals than ride-hailing. Shuttles do not typically operate with zero or one passenger, and if they are, are not being effectively implemented; the on-site Transportation Coordinator (as identified in the DEIR) could oversee such a shuttle program in order to adapt to changes over time.

Response T.2: Please see comment T.1 above and refer to TDM Toolkit (Appendix I) for a list of TDM measures proposed by the project. The combination of all TDM measures would promote the use of alternative modes of transportation by reducing the need and reliance on private cars, reducing the cost and enhancing the experience when using alternative modes, and minimizing the potential mobility issues when special circumstances arise.

U. Christina Leslie – Peninsula Ballet (May 4, 2020)

Comment U.1: Hello Lisa, I am contacting you to reiterate that Peninsula Ballet Theatre is very much in support of this project and to acknowledge the great support that we have received from Brian Meyers.

Since I do not have a thorough appreciation of the approval process, I want to continue to make sure that everyone understands that in order for Peninsula Ballet Theatre, and the other non profit arts organizations to fully utilize the new site, we will need a minimum of 14' feet from top of finished floor to bottom of finished ceiling. More height would be better but 14 feet is the absolute minimum.

Thank you for all you are doing to keep this project moving forward.

Response U.1: The comment is in support of the project. The comment related to space design is a tenant/landlord issue and not a CEQA or City comment.

V. Nancy Riffle (May 7, 2020)

Comment V.1: If the current Concar shopping center is replaced by another project it is likely that the rents will rise. Peninsula Ballet Theatre operates on a shoestring. I am not in favor of losing this community resource. Its current building is marginal at best. However, the very basic building allows PBT to pay a modest rent. Unquestionably this will change in the new shopping project. Do not demolish another place that artists can afford.

I belong to the Ballroom Dance community that has seen the loss of ballrooms and practice spaces throughout the peninsula. We need to keep the practice facility at PBT as do all of the other Dance organizations that rent space there. I am not favor of this project.

Response V.1: The comment is not in support of the project and raises concerns regarding future rents, which is outside the scope of an EIR's analysis. The project includes approximately 40,000 square foot of retail uses, including the "SEED" food hall, Peninsula Ballet Theater administrative space, performance space, restaurant, retail space, and a day care center. The Trader Joe's, 7-Eleven, and the Ballet Theatre will remain as tenants within reconstructed spaces.

W. Barbara Kilpatrick (May 7, 2020)

Comment W.1: We are asking for single story, family dwellings, without child care. They are practicing elder abuse.

Response W.1: The comment is not in support of the project and did not raise any environmental issues under CEQA. Therefore, no specific response is required.

X. Adrienne Kent (May 8, 2020)

Comment X.1: I want to know if there is underground parking for every unit? We have been asking this of every builder for the last four years and while they know skipping parking or only putting in partial parking ruins the existing neighborhood for the families unfortunate enuf to have their homes by the project.

Response X.1: The project include one level of below-grade parking. The project proposes 961 units and 1,598 parking spaces. The project would also provide 1,032 secured long-term bicycle spaces and 78 short-term spaces. Consistent with the Rail Corridor Plan, the City has reviewed anticipated parking demand and the parking plan. It is noted that the project's proposed parking is consistent with the reduced parking ratios provided under the State Density Bonus Law, specifically, those provided in Section 65915(p)(1).

Comment X.2: I could not understand what you said about trader joes. *is it remaining? iin earlier releases to the county you said it would. that is the go to store for everyone from burlingame to redwood city because they are the best. I know safeway is there but their produce is old and fish and poultry grade d.*

Response X.2: The project includes approximately 40,000 square foot of retail uses, including the "SEED" food hall, Peninsula Ballet Theater administrative space, performance space, restaurant, retail space, and a day care center. The Trader Joe's, 7-Eleven, and the Ballet Theatre will remain as tenants within reconstructed spaces.

Y. Laurie Meisenheimer (May 18, 2020)

Comment Y.1: I live in Fiesta Gardens and am currently able (well, pre covid) to walk to Trader Joes and the rest of the shopping center. I want to make sure this site remains walkable, not having to have pedestrians crossing busy delivery streets on the way to the Peninsula Ballet Theatre, for example.

Response Y.1: As discussed in *Section 3.2.3 Site Access and Parking* of the SEIR, pedestrian access would be provided to the project site by a mid-block pedestrian crossing on Grant Street. The project also includes a pedestrian connection to the 19th Avenue neighborhood to the north, the Medallia office to the west and the YMCA/Office buildings to the east. Pedestrian access to the project's buildings would be provided via existing sidewalks on Concar Drive, Delaware Street, and Grant Street and new sidewalks on Depot Way and Passage Way. To increase accessibility to the site from the 19th Avenue Park neighborhood, the project will install a new signalized intersection at the intersection of Depot Way and Concar Drive replacing the existing uncontrolled mid-block crosswalk. The project proposes detached sidewalks along the streets fronting the project site. Detached sidewalks provide barriers between pedestrians and roadway traffic and would improve pedestrian safety and comfort levels. Therefore, the project would improve pedestrian safety and accessibility.

Comment Y.2: Also, I'm sure the amount of "affordable" units is considered adequate, but I do not think they are sufficient. The waiting lists for the places are ridiculous. I know because my son and his family are currently living with us. I hope that you can push the number of affordable units higher than the currently proposed numbers.

Response Y.2: Consistent with affordable housing requirements in the City of San Mateo, the project would provide ten percent of the base density (73 apartments) affordable units onsite to very low-income families.

Comment Y.3: It was certainly pleasant to have a reprieve from the constant noise and dirt of building and traffic around our neighborhood for a little while. It is wearing,

I hope you have thoroughly studied the issues with pumping out water to dig the deep underground parking areas needed, and found a way to compensate people who live in 19th Ave Park for houses being rattled and settled. I hope there will be regular supervision of the dirt being airborne so that there will be less of it for us to breathe.

As you can tell, I am not happy about yet another development being built in our area, but would feel better if the rents were not all so high.

Response Y.3: See Responses G.1 and G.2.

Z. Chelsea Macclean – Holland & Knight (May 19, 2020)

Comment Z.1: On behalf of the applicant for the proposed Concar Passage Mixed Use Project (Project) located at 640, 666, 678, 690 Concar Drive, 1820, 1850 S. Grant Street and 1855 S. Delaware Street, San Mateo at 1601 and 1304 El Camino Real, we sincerely appreciate the City staff's time and efforts, and those of David Powers & Associates, in conducting the environmental review of the Project pursuant to the California Environmental Quality Act (CEQA). We also appreciate the opportunity to comment on the Draft Supplemental Environmental Impact Report (DSEIR). The following includes our comments and additional information that we would like considered as part of the administrative record for the proposed Project.

Summary:

1. [Alternatives Summary] p. xiii – We recommend that the summary of the two Reduced Intensity Alternatives (discussed in Section 8.2.4) is added to the Final SEIR's summary of alternatives.

Response Z.1: Text changes are made in the Draft EIR according to the commenter's correction. In addition, there was an error found in Adjusted Mixed-Use Alternative discussion in Section 8.0 Alternatives of the DEIR. Please refer to *Section 5.0 Draft EIR Text Revisions* of this document for the proposed text amendment.

Comment Z.2: 2. Section 1.2 [EIR Process]; p. 14 – In the discussion of the prior EIRs, we note the Project site's location in a Priority Development Area within the Plan Bay Area 2040, the region's sustainable community strategy plan prepared pursuant to SB 375. Specifically, we note that Project is located within the Rail Corridor Priority Development Area. Accordingly, we note the resulting value of the Plan Bay Area EIR, particularly with respect to regional impacts associated with transit oriented development in urban, infill locations previously identified in the Plan Bay Area EIR. To this end, we have attached a summary of all of the significant and unavoidable impacts identified in the Plan Bay Area EIR as Attachment A.

Response Z.2: Comment noted. It was noted in Section 4.2 Energy and 4.3 Greenhouse Gas Emissions that the project site would develop a transit-oriented community consistent with the Rail Corridor Plan and within a Priority Development Area.

Comment Z.3: 3. On April 22, 2020, the Governor issued Executive Order N-54-20 that suspends several CEQA noticing and posting requirements for 60 days until June 22, 2020 and identifies replacement actions to be taken during this time including the following:

- Post such materials on the relevant agency's or project applicant's public-facing website for the same period of time that physical posting would otherwise be required;
- Submit all such materials electronically to the State Clearinghouse CEQAnet Web Portal; and
- Engage in outreach to any individuals and entities known by the lead agency, responsible agency, or project applicant to be parties interested in the project.

We thank the City for taking all bulleted actions above, as well as making hard copies of the DSEIR available to members of the public that request such copies.

Response Z.3: The comment lists the public outreach steps for the project. The comment did not raise any further environmental issues under CEQA and therefore, no specific response is required.

Comment Z.4: Project Description

4. Section 3.2 [Project Description] – We note that the Project contains many sustainable and energy/greenhouse gas (GHG) reducing features, including the following:

- EV charging spaces capable of supporting future electric vehicle supply equipment;
- high efficiency fixtures;
- a minimum of a 3-kilowatt photovoltaic system with 15% of the total roof area “solar ready”;
- bioretention for stormwater management; and
- participation in the City’s Transportation Management Association and provision of transportation demand measures including:
 - bus/shuttle stop
 - subsidized transit passes,
 - transportation coordinator,
 - incentive program for sustainable transportation
 - protected/separated bike facilities to key destinations
 - on-site car sharing vehicles
 - high quality pedestrian spaces
 - Depot mobility hub
 - secure bike storage
 - guaranteed ride home
 - community ride-sharing service
 - transportation information center
 - on-site daycare service
 - bike repair facilities
 - on-site bike share station

Response Z.4: Please refer to *Section 5.0 Draft EIR Text Revisions* of this document for the proposed text amendment. Please refer to Section 4.6 Transportation for a list of TDM measures.

Comment Z.5: GHG

5. Table 4.3-2 [Operational GHG Emissions] – The table identifying greenhouse gas (GHG) says that 660 MT CO₂e is the BAAQMD bright-line threshold. Our review of the BAAQMD thresholds indicates that 1,100 MT of CO₂e/yr is the bright-line threshold. Similarly, the GHG Technical Study identifies 1,100 MT of CO₂e/yr as the bright-line threshold. (p. 6). While the threshold utilized in the DSEIR is more stringent, it would be helpful to understand the use of the 660 MT CO₂e brightline threshold.

Response Z.5: The GHG analysis conducted for the proposed project utilizes 2017 BAAQMD Significance Thresholds for impacts related to GHG emissions, in accordance with the City policy. For operational impacts, the BAAQMD project-level threshold of significance for the year 2020 is the generation of 1,100 metric tons of CO₂e per year during operations (bright-line threshold), or the generation of 4.6 metric tons of CO₂e per service population (employees + patrons + residents) per year during operations (efficiency-based threshold), or compliance with a qualified GHG Reduction Strategy. Given the project would be built and operational after 2020, a threshold based on the SB 32 2030 statewide target is appropriate, which is 40 percent below the 2020 target. The assessment on which this discussion is based evaluated the proposed project for compliance with the City of San Mateo Climate Action Plan, in addition to the adjusted BAAQMD bright-line threshold of 660 metric tons of CO₂e (i.e. 40 percent below the 2020 target of 1,100 MT/yr) per year during operations. While the discussion associated with Thresholds of Significance in GHG technical study (Appendix F) does reference the 1,100 numeric threshold as one promulgated by BAAQMD for 2020 emissions goals, this comes before the discussion where the service population threshold, the one used in the impact determination, is reduced 40 percent in an attempt to parallel the state's post-2020 reduction goals per SB 32 (p.18).

We also noticed that Table 4.3-2 has several incorrect values. Text revision correcting these errors has been made in *Section 5.0 Draft EIR Text revisions*. These revisions do not result in any changes to the Draft EIR's conclusions.

Comment Z.6: Land Use

6. Section 4.4.1.1 [Regulatory Setting]; p. 86 – With respect to the discussion of the Project's consistency with the Rail Corridor Plan, we note that the applicant prepared an analysis considering the Project's consistency with the Rail Corridor Plan policies in 2018. It is attached for reference as Attachment B.

Response Z.6: Project's consistency with the land use plan, policy, or regulations is discussed under Impact LU-2 on Page 86. It was concluded that the proposed project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The attachment provided in the comment is included with this Final EIR for the benefit of the City decision-makers and the public.

Comment Z.7: Transportation

7. Section 4.6.2.1 [Project Impacts]; p. 112 – Fehr & Peers has noted that there is a more recent version of the MXD model. Fehr & Peers notes that the MXD methodology used in the DSEIR's trip generation analysis typically overestimates trips in the PM peak hour by approximately 8% for mixed use projects in proximity to public transit like the proposed Project. The newer MXD+ methodology typically overestimates PM peak hour trips by 4%. That said, the MXD methodology used in the DSEIR trip generation analysis likely presents a conservative view and overestimates potential trip generation. Fehr & Peers' more detailed analysis is attached as Attachment C.

8. Section 4.6.2.1 [Project Impacts]; p. 113 – Fehr and Peers has also considered how Transportation Demand Management (TDM) measures might affect the trip generation estimates for the proposed Project and the Reduced Intensity Alternatives. Specifically, the Fehr & Peers analysis notes that the TDM Plan for the Project is expected to further reduce Project trips by up to 20 percent. It explains: “The TDM measures included in the TDM plan do not include any “built environment” measures (such as credit for transit proximity or mix of uses) that would already be accounted for in the MXD methodology, so these TDM reductions would not be double counted. As shown in the table below, when using the MXD methodology and accounting for the TDM reduction as reported in the DEIR, total net new Project trips would be 444 daily / 17 AM peak hour / 13 PM peak hour.”

| Proposed Project | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|--|----------------|--------------|-------------|--------------|--------------|-------------|--------------|
| | | In | Out | Total | In | Out | Total |
| Raw Project Trips (ITE)* | 12,946 | 226 | 366 | 592 | 600 | 492 | 1,092 |
| MXD Reduction (18% daily, 15% AM, 16% PM)* | (1,445) | (20) | (44) | (64) | (57) | (42) | (99) |
| Pass-By Reduction (Retail 34-51% PM)* | (1,364) | - | - | - | (118) | (110) | (228) |
| Net Project Trips* | 10,137 | 206 | 322 | 528 | 425 | 340 | 765 |
| TDM Reduction (20%) | (2,027) | (41) | (64) | (106) | (85) | (68) | (153) |
| Reduced Project Trips (with TDM) | 8,110 | 165 | 258 | 422 | 340 | 272 | 612 |
| Existing Trips (Including Pass-By)* | 7,666 | 216 | 189 | 405 | 270 | 329 | 599 |
| Net New Project Trips | 444 | (51) | 69 | 17 | 70 | (57) | 13 |

*Source: Project DEIR

Based on Fehr & Peers’ analysis, the proposed Project is expected to generate 444 net new vehicle trips when accounting for the TDM reduction as compared to existing conditions. Further, this analysis assumes that the existing trips (to be removed) are based on existing retail usage of the Project site (as of April 26, 2018 date when counts were taken for the Traffic Impact Analysis). As noted in the DSEIR No Project Alternative section 8.2.1, the existing retail site could potentially be improved, revitalized and would generate more vehicle trips than were accounted for in the DSEIR. Under this scenario, the comparison of the proposed Project trips to the revitalized shopping center, and the resulting net Project trips, could even represent a net negative.

Further, using similar trip generation methodologies outlined in the DSEIR, Fehr & Peers estimated peak hour trip generation for both alternatives and found the alternatives likely to result in net negative trips. Fehr & Peers’ letter explains:

[T]he net new trip generation for the 20 percent housing reduction alternative is expected to be approximately 1,650 daily / 70 AM peak hour / 100 PM peak hour vehicle trips. For the 30 percent housing reduction alternative, net new trip generation is expected to be approximately 1,230 daily / 40 AM peak hour / 60 PM peak hour vehicle trips.

Trip estimates for the project alternatives would be further reduced if accounting for the 36 percent TDM reduction, as discussed above. Daily, AM peak hour, and PM peak hour vehicle trips for both the 20 percent and 30 percent housing reduction alternatives are expected to be net negative. That is, the existing uses on the site would be expected to generate more vehicle trips than the project alternatives that would replace them.

Again, this is further amplified by the fact that the existing traffic counts don't account for the fact that the existing shopping center could be revitalized, resulting in additional trips. Fehr and Peers' more detailed analysis is included as Attachment C.

Response Z.7: The comments pertain to the trip generation estimates in the traffic study. Trip generation was estimated following methodology approved by City staff, and using data in the public domain. As shown in the DSEIR, the analysis conducted using the trip generation estimates approved by City staff resulted in no significant transportation impacts. The attachment provided in the comment is included with this Final EIR for the benefit of the City decision-makers and the public.

Comment Z.8: 9. Section 4.6.2.1 [Impact TRN-1]; p. 118 – The DSEIR accurately identifies that projects less than ½ mile from a major transit stop are presumed to have a less than significant vehicle miles traveled impact as identified in the Office of Planning and Research's SB 743 Technical Guidance. We note that other the disqualifying criteria are not applicable to the Project, thereby reinforcing applicability of the less than significant impact. The disqualifying criteria (as found in OPR's SB 743 Technical Advisory) is as follows:

- Has a Floor Area Ratio (FAR) of less than 0.75
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization)
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units

None of the above disqualifying criteria are apply to the Project, as described below:

- The Project's FAR is 1.35 and therefore exceeds 0.75.
- The Project does not include more parking than required by the City. The Project would include 1,598 parking spaces. The Project would also provide 1,032 secured long-term bicycle spaces and 78 short-term spaces. Consistent with the Rail Corridor Plan, the City has reviewed anticipated parking demand and the parking plan. It is noted that the Project's proposed parking is also consistent with the reduced parking ratios provided under the State Density Bonus Law, specifically, those provided in Section 65915(p)(1).
- The Project is consistent with the applicable Sustainable Communities Strategy (SCS). The SCS for the region is the Plan Bay Area. The Project's location in the Rail Corridor Priority Development Area evidences its consistency with the applicable SCS.
- The Project does not replace affordable units with a smaller number of affordable units. In contrast, the Project replaces a shopping center and surface parking with new affordable housing units. Specifically, the Project would include 73 affordable units onsite to very low-income families and, as an additional community benefit, the applicant proposes to make an additional 36 units, available to moderate income families.

Based on the foregoing, the less than significant VMT presumption applies.

Comment Z.9: 10. Section 4.6.2.1. [Project Impacts] p. 119 - In the discussion of the TDM reductions required by the Climate Action Plan, we note that the effectiveness of TDM measures has been monitored in the past and there is historic data to show the success of the TDM program within the Rail Corridor Plan area. Most recently, the 2020 San Mateo Rail Corridor TMA Report shows six projects in the Rail Corridor meeting and exceeding short- and long-term trip reduction goals. See Attachment D.

Response Z.9: Comment noted. As noted on page 119 under Transportation Demand Analysis, the project's TDM program is expected to achieve a 36 percent trip reduction. The attachment provided in the comment is included with this Final EIR for the benefit of the City decision-makers and the public.

Comment Z.10: Utilities

11. Sec. 4.7.2 [Impact UTL-3 and MM Util - CP2]; p. 129-130: The SDEIR restates a finding in the 2004 Rail Corridor FEIR (to which the SDEIR relies on) that, "During wet weather conditions, however, the southern trunk system of the City's wastewater system currently experiences deficiencies, and would be exacerbated by buildout of the Corridor Plan." It is our understanding that the City's Public Works Department has committed to a series of capital improvement projects in the adopted 2015 Sewer System Management Plan (SSMP) to mitigate and/or correct such deficiencies, some of which may have already been implemented. Specifically, the 20-Year Capital Improvement Program (CIP) included at Appendix 8.4 of the SSMP lists the following projects to improve the south trunk system:

- *South Trunk Phase I* - Replace 450 ft. of 39 in pipe with 48 in pipe; Start date (2013), End date (2015), Cost: \$7,540,000.
- *South Trunk Phase II* - Delaware/Sunnybrae Relief, managed by Town of Hillsborough; Start date (2025), End date (2029), Cost: \$36,310,000
- ☐ *South Trunk Phase III* - 4.2 MG of below grade in-system flow storage at the Bay Meadows site; Start date (2015), End date (2021), Cost: \$40,140,000.

This information demonstrates that (i) capital improvement projects may have already occurred which may reduce the Project's contribution to deficiencies on the southern trunk system, and (ii) a number of future capital improvement projects exist that project impact fees paid pursuant to MM Utilities – CP2 would contribute to. (p. 130).

Response Z.10: The above listed projects have been replaced with a bundle of "Basins 2 and 3 Collection System Improvements Projects". This package of projects includes multiple projects improving the performance of the system to convey flow to and through the Delaware corridor; however, of the projects included in the Basin 2/3 improvements, two (2) projects will specifically allow the Concar Passage flows to be conveyed without exacerbating existing wet-weather restrictions in the system:

1. Dale Ave Pump Station (DAPS) Improvements—Construction contract has been awarded and first phase of construction has started and project is scheduled to be completed by fall of 2021.
2. Underground Flow Equalization System (UFES) is a below grade, 5.3 million gallon, equalization storage facility and diversion sewers and structures that will

divert and store high wet weather flows to reduce sanitary sewer overflows. Contract has been awarded and construction is scheduled to conclude in winter of 2022/2023.

Until these projects are completed, any additional flow into the Delaware corridor, including flows from the Concar Passage project, will likely exacerbate existing wet-weather restrictions including potentially the volume of sanitary sewer overflows. Given the timeframes noted, implementation of these improvements is expected to precede implementation of the project.

AA. Sierra Club (May 22, 2020)

Comment AA.1: We understand that comments on the Draft EIR for the Passage at San Mateo Project are due on May 26, 2020.

This is a follow up to our April 9, 2020 email. We would like to emphasize some comments that we made in our April 9, 2020 email on that project. I have also attached that prior email and Guidelines for your convenience.

The project scores very well in our Guidelines. However, I would like to highlight some of the main points below that pertain to the Draft EIR and possible mitigation.

1. Require Unbundled parking for all the residential parking spaces **and a Residential Parking Permit Program to protect nearby neighborhoods from overflow parking:** This is important to implement, as it will financially incentivize residents to not use cars. This will reduce environmental impacts, including local traffic congestion. The Residential Parking Permit program will assure that residents don't park in adjacent neighborhoods.

Response AA.1: See Response F.1.

Comment AA.2: 2. All of the positive aspects of the development listed (1–24) in our earlier email would need to be **included in the Development Agreement or as Conditions of Approval.** We urge the Commission to require that all the developer's commitments be codified in the Development Agreement and ensure that these are in fact executed.

Response AA.2: See Response F.2.

Comment AA.3: 3. Require the owner/developer to provide subsidized **transit passes for all residents for five years** to encourage more transit use.

We ask that you consider the information in the Guidelines and our scoring as you consider this project.

Response AA.3: See Response F.3.

BB. Wade White (May 26, 2020)

Comment BB.1: After reviewing the Draft EIR documents for this project (Concar Passage), I offer the following observations and comments.

The existing site has basically reached a point where it is ready for rejuvenation. I think a project of this type has merit but do not think it is meeting the needs of our community. 961 Units seems way more than this area can absorb!

The major problem with the DEIR, which is not the fault of the writers or developer, is that the current Covid-19 Pandemic has shaken our society to its core. So many issues to proper development in our future have changed making this DEIR irrelevant and not applicable to the environment we find ourselves in. For instance, recent postings in our news media bring up the following issues which obviously change the conclusions of this DEIR.

1. Home building industry on shaky ground leaving challenges with planning for an uncertain future.
2. This pandemic has caused economic devastation for our state and country.
3. Financial Outlook for our Public Transportation, especially CalTrain is grim. SamTrans also has issues. Ridership is down and may or may not come back due to Pandemic and social distancing concerns.
4. Will more people turn back to personal vehicles for safety concerns?
5. Is the whole concept of Transit Oriented Development still reasonable in our future?
(large companies are already switching to work from home indefinitely)

These and a lot more issues will need to be addressed after this Pandemic is brought to heel and our new dynamic can be analyzed in a logical and thoughtful manner. I don't think at this point in time the DEIR is adequate and complete. If for some reason, this DEIR is not shelved for the time being, for reasons I cannot fathom, I offer some issues in DEIR for later discussion.

Response BB.1: The commenter raises concerns about the long-term effects of the COVID-19 pandemic on the housing market, commute travel patterns including employees working from home and being less inclined to take transit and instead commute by solo personal vehicle, and the financial condition of transit agencies. Forecasting the long-term effects of COVID-19 requires speculation, which is precluded by CEQA, and the EIR was prepared based on the best available information and use of reasonable assumptions at the time.

Comment BB.2: 1. Concerns about Developer Fees. Have these been adequate in the past. Will we not have to worry about **tax increases** in the future to mitigate costs to our City from inadequate Fees generated from the Developers.

Response BB.2: The commenter raises concerns regarding the adequacy of development impact fees, which are outside the scope of this EIR, which is focused on the environmental effects of physical changes to the environment. Therefore, further response is not warranted.

Comment BB.3: 2. Didn't seem to cover impacts to our schools, fire department, police departments, medical, public works etc. A little mention of Middle & High Schools but doesn't seem to mention Elementary Schools. How many more fire, police, medical and public works personnel and facilities will be needed to support this project?

Response BB.3: Impacts to schools, fire department, police department and other public facilities are discussed in *Section 4.15 Public Services* in Attachment A of the SEIR. As discussed in Impact PS-3, the Rail Corridor FEIR identified that middle schools and high schools in the Rail Corridor Plan area would not have capacity to accommodate the projected growth. Therefore, the mitigation proposed did not include measures for elementary schools, which are expected to have adequate capacity. Implementation of the proposed project would include policies and mitigation measures to ensure the collection of school impact fees and adherence to the provisions of Senate Bill 50 (MM PS-3.1 and 3.2).

According to the Rail Corridor FEIR, police staffing requirements are based on a minimum of 1.25 officers per 1,000 residents. In order to maintain existing service levels, population increase under Corridor Plan Z would necessitate hiring 16.6 additional sworn positions and necessitate deployment of 13 additional officers per shift. Based on an average of 2.62 persons per household for City of San Mateo, the project would result in a net increase in local population by approximately 2,518 new residents (961 units X 2.62). The Corridor Plan FEIR identified that full buildout of the Rail Corridor Plan would require the modernization and expansion of Fire Station #23 to accommodate the necessary equipment and personnel (MM Public Services-CP2). Improvements and expansion to Fire Station #23 have already been completed.

Comment BB.4: 3. Didn't seem to cover cumulative impacts regarding developments up and down the Peninsula. There has been nonstop development once we recovered from the last major impact to our lives in the 2008 Financial Debacle. We still haven't been able to see the impacts of Station Park Green, the new AAA site and the Bay Meadows buildout as these large projects are still in process.

Response BB.4: Cumulative Impact analysis described in each section of the DSEIR, immediately following the discussion of project-specific impacts. This EIR considers future cumulative conditions using a list of projects in the relevant vicinity. Table 4.0-1 identifies the approved (but not yet constructed or occupied) and pending projects in the project vicinity that are evaluated in the cumulative analysis.

Comment BB.5: 4. This project is denser than Station Park Green which seems rather dense.

Response BB.5: The comment states that the proposed project is denser than the Station Park Green Project. The comment did not raise any other environmental issues under CEQA and therefore, no specific response is required.

Comment BB.6: 5. This project will entail the off haul of possibly 10,000 Truck Loads of excess corrosive soil and Bay Mud. What is the impact of all of those truck loads to surrounding neighborhood traffic situation? What will be the truck routes used?

Response BB.6: Traffic, including trucks, will be less when the project is under construction than when the project is completed and operating. That is why the DSEIR does not analyze construction traffic impacts. The related environmental impacts of construction traffic (e.g. air quality, noise, water quality, etc.) are discussed in each relevant section of the EIR or Initial Study (Attachment A of the SEIR). As part of the City review process, City staff will review the project's construction plans including the truck routes, number of trucks and construction staging.

Comment BB.7: 6. This will require a dewatering program and possibly recharge program. Where will the dewatering water go? Where will the recharge water come from? Drought implications

Response BB.7: The proposed project would comply with MM HYD-2.1 (page 93) to address dewatering impacts. A detailed, design-level geotechnical investigation shall be completed at the time of construction, to include the details regarding dewatering and recharge program which are not known at this time.

Comment BB.8: 7. Will pile driving be used? With more people possibly working from home how will this be mitigated not only for nearby neighborhoods but also existing tenants in a phased development. Will Auger cast displacement piles be used in lieu of pile driving?

Response BB.8: The proposed project is anticipated to use vibratory pile driving along the perimeter of parking garages. Construction activities would be carried out in stages. During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary by stage and vary within stages, based on the amount of equipment in operation and the location at which the equipment is operating. Construction noise levels would be anticipated to reach 89 dBA Lmax at 100 feet during use of the vibratory pile driver along site property lines. Implementation of mitigation measure MM NOI-1.1 limits pile-driving activities between 8:00 AM to 5:00 PM, Monday through Friday, to limit the intrusiveness of pile driving during the morning and evening hours. This measure is suggested for construction sites that would use pile drivers within 2,000 feet of residential or sensitive land uses. During pile driving, temporary noise barriers, such as mass loaded construction blankets on temporary fencing or a solid plywood construction barrier, will be placed around the perimeter of construction areas where pile driving is taking place. The placement of these barriers will not allow clear, line of sight openings for site access between the pile driving activities and adjacent land uses. These measures will minimize the impact of construction noise on existing tenants and nearby neighborhoods.

Comment BB.9: 8. Bike lanes are discussed but seems to not discuss **safe** biking under Highway 92.

Response BB.9: As discussed in Section 4.3 and 4.6 of the DSEIR, the project footprint would not intrude onto the public right-of-way and would not be in conflict with the adopted Bicycle Master Plan. The project proposes to improve pedestrian and bicycle access by including protected bike intersections at Concar/Delaware and Concar/Grant, Class IV separated bike lanes on Concar Drive, Delaware Street and Grant Street, and a HAWK beacon (high-intensity activated crosswalk beacon) mid-block pedestrian on Grant Street. The proposed project includes dedicated bicycle parking, new bike lanes, and improvements to existing bicycle infrastructure. The project would include a bike depot that contains 2,340 square feet of secure bike storage for residence as well as improvements to bike lanes. Bicycle and pedestrian improvements in the surrounding neighborhoods are being proposed as well in order to not only reduce VMT but also benefit the needs of the surrounding neighborhoods.

Comment BB.10: 9. Project objective of non-auto dependent mobility. A lot more people may or may not be using Hayward Park Station and Hillsdale Station. Hillsdale Station has bullet trains which the Hayward Park Station does not at this time. Hayward Park Station also has 60 minute headways whereas Hillsdale has 15—30 minute headways. This would seem to make Hillsdale Station more attractive for a lot of tenants. There is mention of the Norfolk Caltrain shuttle but no mention of how often it would stop at this site.

Response BB.10: The project site center is located about 1.3 miles north of the Hillsdale Caltrain station, which is about a 30-minute walk or a 7-minute bike ride. The Norfolk Caltrain Shuttle that stops near the project site travels to the Hillsdale Caltrain Station, which provides baby bullet train service. Caltrain provides service at this station with approximately 10- to 30-minute headways during the weekday AM and PM commute hours and 60-minute headways midday, at nights and on weekends. Continuous pedestrian facilities exist between the project site and the Hillsdale Caltrain station. One of the measures proposed by the project's TDM plan is to provide high-quality pedestrian connections within Passage, and between Passage and key destinations including the Hayward Park and Hillsdale Caltrain stations, and Downtown San Mateo.

As discussed in *Section 4.6.1.2 – Transit Service*, the San Mateo-Norfolk Caltrain Shuttle, operated by Commute.org, connects the Hillsdale Caltrain Station with various area office buildings, and residential areas of Lakeshore and Fiesta Gardens. The line operates with approximately 30-45-minute headways during the AM (7 a.m. to 9:30 a.m.) and PM (3 p.m. to 7 p.m.) peak periods. The bus stop closest to the project site is at the intersection of Concar Drive & Pacific Boulevard (approximately 1,700 feet from the project site) or Concar Drive & Amphlett Boulevard (approximately 1,600 feet from the project site).

Comment BB.11: 10. The report mentions the on road bike lanes are typically suitable for the Most Confident types of Bike Riders. Will there be signs saying for Confident Riders only? No Kids? *Shouldn't bike lanes be developed for all bikers?*

Response BB.11: This comment is referring to the assessment of existing conditions, which uses general language to describe the conditions. Later in the TDM toolkit

(Appendix I), the strategy of Protected/ Separated Bicycling Facilities to Key Destinations is included with the following language:

“Physically protected and separated bicycle lanes are exclusive bicycle facilities that provide a separation from motor traffic, parking lanes, and sidewalks, providing bicyclists a higher level of security. There are several variations to designing protected and separated bicycles lanes, at different levels (street, sidewalk, or intermediate), and can be separated by raised medians, on-street parking, or bollards.”

Comment BB.12: 11. There is mention of installation of a 3 or 5 kilowatt Solar System. What percentage of the estimated project use will this cover?

Response BB.12: As stated in *Section 4.1, 4.2 and 4.3* of the DSEIR, the project proposes the installation of at least a three-kilowatt solar energy generation system with 15 percent of the total roof area “solar ready”, in compliance with the San Mateo Municipal Code.

Comment BB.13: 12. Will the # of charging stations be enough for future growth of Electric Vehicles?

Response BB.13: The City Council has adopted local amendments to the California Green Building Code (CalGreen) regarding EV charging space requirements for new multi-family dwellings (San Mateo Municipal Code Section 23.70.030). These laws generally account for current and future growth trends and are updated, as needed based on California Energy Code cycles updated every three years. This Municipal Code section states that for new multi-family dwellings containing 17 or more units constructed on a building site, 10 percent of the total number of parking spaces provided for all types of parking facilities shall be EV charging spaces capable of supporting future electric vehicle supply equipment. The project is proposing 161 EV charging spaces, which is more than 10 percent of the 1,343 parking spaces proposed by the project.

Comment BB.14: 13. Will there be enough parking if people move more to private vehicles than Public Transportation? What steps are being taken to keep onsite parking out of adjoining neighborhoods and developments?

Response BB.14: The project would provide a total of 1,343 on-site spaces for the residential uses, including visitor parking, and 255 parking spaces for the retail uses. In total, the project would provide 1,598 parking spaces. The project would also provide 1,032 secured long-term bicycle spaces and 78 short-term spaces. According to the parking demand analysis prepared for the project (See Appendix I), the proposed parking supply (1,598) exceeds the demand forecasted for the site due to reduction in parking demand expected from shared parking, in addition to benefits expected due to the proximity to multimodal transportation options (owed to the site’s location in a transit-oriented planning zone).

The project proposes a residential mixed-use project in an infill, urban location in proximity to bus routes and Hayward Park Caltrain Station. The project includes bicycle parking spaces to promote automobile-alternative modes of transportation. A Transportation Demand Management (TDM) Plan is prepared for the project to achieve an approximately 36 percent reduction in vehicular trips to the site. The proposed project would, therefore, facilitate a more efficient use of resources over the lifetime of the project.

Comment BB.15: 14. It amazes me that a project of this size and scope can have less than significant impacts on our environment.

Response BB.15: As discussed in the SEIR, the project will include mitigation measures for impacts to nesting birds, buried cultural resources, shallow groundwater impacts, temporary construction noise impacts, and impacts to capacity of middle and high schools to reduce them to a less than significant level. With the implementation of mitigation measures and conditions of approval, proposed development on the site would not result in significant environmental impacts. This conclusion is a reflection of the baseline conditions being a developed site, such that taking into account the existing conditions, the incremental change resulting from the project is much smaller than if the site were vacant and undeveloped.

Comment BB.16: 15. 2013 ABAG Final Plan Bay Area 2040. What is the current status of those goals being obtained?

Response BB.16: Originally adopted in 2013, *Plan Bay Area* established a course for reducing per-capita GHG emissions through the promotion of compact, mixed-use residential and commercial neighborhoods near transit, particularly within identified Priority Development Areas (PDAs). Building upon the development strategies outlined in the original plan, *Plan Bay Area 2040* was adopted in July 2017 as a focused update with revised planning assumptions based on current demographic trends. Target areas in the *Plan Bay Area 2040* Action Plan area related to reducing GHG emissions, improving transportation access, maintaining the region's infrastructure, and enhancing resilience to climate change (including fostering open space as a means to reduce flood risk and enhance air quality). CARB has confirmed the project region will achieve its GHG reduction targets by implementing Plan Bay Area (CARB 2014).

Comment BB.17: 16. Operational Greenhouse Gas - The project more than doubles the amount of existing and yet is less than significant.

Response BB.17: As shown in Table 4.3-2 (page 75) of the SEIR, the project would result in an increase of operational emissions by approximately 4,200 metric tons of CO_{2e} per year and exceed the BAAQMD bright-line threshold. This is largely due to the increase in mobile-source emissions that can be attributed to an increase in vehicle trips. For large projects, the evaluation of GHG emissions takes into account how much GHG is emitted per resident or job (taken together, the 'service population') to assess the carbon-efficiency of the development. The project exceeds

the adjusted 'bright-line' threshold for 2030, however, it would have to also exceed BAAQMD's adjusted 2030 efficiency-based threshold of 2.8 metric tons of CO₂e per service population per year to result in a significant impact. This means that as long as a large project is efficient on a per resident or per job basis, its GHG emissions are considered less than significant. The proposed project would have a service population of 2,586. Based on the emissions shown in Table 4.3-3 (page 76), the project would emit 2.8 metric tons of CO₂e per service population per year. This would be below the BAAQMD efficiency-based threshold and, therefore, not result in a significant operational GHG impact.

Comment BB.18: 17. Report mentions increased density reduces emissions associated with transportation as it reduces distance people travel for work etc. How can they know where people will work, travel etc.?

Response BB.18: The project site represents an urban/compact infill location within the central portion of the city. The project site is served by existing public transportation as previously described; it is within an active urban center surrounded with many existing offsite office/commercial and residential buildings. The project would co-locate complementary office, retail, and residential land uses in close proximity to existing offsite office/commercial and residential uses; therefore, in addition to providing future project residents with the potential work opportunities and commercial service options both in the project site and in close proximity to the site, the project would also provide job options to existing residents living near the site. The location efficiency of the project site would result in synergistic benefits that would reduce vehicle trips and VMT compared to the statewide average and would result in corresponding reduction of transport-related GHG emissions.

Comment BB.19: 18. Why is it the Cities responsibility to provide capacity for total development expected by 2030? Is continued development a right? Is it a Cities right to build office buildings without housing to support the outcome? Park Place in Bay Meadows comes to mind. Two new large office buildings with outside one level paved parking. How much housing could have been added there. I sure don't see a lot of 4-5 story developments in Bay Meadows which seems would have been a perfect place for them with the magnitude of office development allowed. How many people does San Mateo want or need to plan for? 125,000 residents, 150,000 residents maybe 200,000? How many people can we reasonably provide for? Are we to be a San Francisco (San Macisco)?

Response BB.19: The City's forecast population based on the Housing Element is 126,000 by the year 2040. The comment raises concerns regarding increased development. The comment did not raise any further environmental issues under CEQA and therefore, no specific response is required.

Comment BB.20: 19. Water is a major issue in my view. Our water from Cal Water is based on coming from the San Francisco Public Utilities Commission. The people served by the Hetch Hetchy water system has been growing leaps and bounds.

We just went through a 5 year drought and seem to be in another one of a duration we don't know. The Cal Water 2015 Urban Water Management Plan states they have the water supply available to meet projected water demands during normal and wet years until 2040. They also state that during a one-year or multi-year drought shortfalls of up to 20% or more are projected. **They don't state what Multi-year means.** What will be the impacts if we go into a 10 year drought which is quite conceivable for our state? Is it possible for the SFPUC or the Fed's to cut back our supplies?

Response BB.20: A multi-year drought refers to at least three years. As discussed in *Section 4.7.1.2 Water Service*, according to the Cal Water's 2015 Urban Water Management Plan (UWMP) forecasts, the decrease in imported water is anticipated to be made up through implementation of drought-year water conservation measures. Cal Water is expanding current conservation programs and developing new programs for its 24 service districts (including the Mid-Peninsula District) based on Senate Bill No. 7 (SB 7) which mandated (in November 2009) a statewide 20 percent reduction in per capita urban water use by 2020, as well as recent decisions by the California Public Utilities Commission (CPUC) requiring water utilities to adopt conservation programs and rate structures designed to achieve reductions in per capita water use. To achieve the state's reduction targets, Cal Water set 2015 and 2020 per capita targets (for water use) to 95 percent of the 2015 and 2020 targets for the San Francisco Bay hydrologic region (a State-approved method to attain the SB 7 goal). Based on this method, the Mid-Peninsula District's target for 2015 was 129 gallons per capita per day (gpcd) and the 2020 target is 124 gpcd. In 2015, the Mid-Peninsula (San Mateo and San Carlos) system's customer demand was 85 gpcd, which meets District's goal set for both 2015 and 2020. Additionally, Cal Water has developed a water shortage contingency plan consisting of a four-stage rationing plan that includes both voluntary and mandatory measures. The measures include public information campaign, public school educational programs, changes to water rates and mandatory reductions in water use.

Comment BB.21: 20. What are the Wastewater mitigation development impact fees, Rail Corridor TOD FEIR impact fees and how are they both calculated?

Response BB.21: These are both the same fees. The Rail Corridor TOD FEIR included Mitigation Measure Utilities – CP2 to collect development impact fees in order to fund improvements to the City's wastewater system. The City imposes a Development Impact Fee on all development that adds sewage flow to the City's sewer collection system west of Highway 101. The City updates its Development Impact Fee Schedule annually and these fee amounts are subject to change and are determined at the time building permits are issued.

Comment BB.22: 21. It is stated that the project would incrementally reduce the affordability gap by increasing inventory! What are the facts to back this statement? That only works if the demand is less than availability. There seems to be almost unlimited demand as office building keeps growing. The only reason we are in this mess is that our local governments have allowed unbridled commercial construction without reasonable housing to match the growth.

Response BB.22: The proposed project is not a commercial project. The proposed project would incrementally reduce the affordability gap by increasing housing inventory.

Comment BB.23: 22. Is DENSITY really the answer in our new Pandemic World?

Response BB.23: Responding to this comment is outside the scope of this EIR, which is focused on the environmental effects of physical changes to the environment from the proposed project. Therefore, further response is not warranted.

Comment BB.24: 23. The Hexagon Report keeps mentioning Peak Hour trip estimates. What is the Peak Hour?

Response BB.24: A peak hour is a part of the day during which traffic congestion on roads and crowding on public transport is at its highest. The term is often used for a period of peak congestion that may last for more than one hour. The transportation study includes an analysis of AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM) peak hour traffic conditions during weekdays. The peak hour is the busiest 60 minute period within the AM and PM commute periods. For instance, in the AM commute, it could be from 7:30-8:30, and during the PM commute it could be 4:30-5:30, depending on the nature of the land uses in the area.

Comment BB.25: 24. I didn't see any details on daily trips for Uber/Lyft. Were they taken into consideration? How about car-sharing trips? How many cars in the car sharing program?

Response BB.25: Project trip generations were estimated using trip generation rates published by the Institute of Transportation Engineers, which is the industry standard. It does not separate out daily trips by Uber/Lyft. Uber/Lyft trips and car-sharing trips are not assumed to be a major component of the project generated traffic. It should also be noted that the shared-ride features of Uber/Lyft also have the potential to reduce single-occupant vehicle trip making. The exact details of the car-sharing program are not known at this point. The traffic analysis was conducted without assuming car-sharing programs.

Comment BB.26: 25. We still need our local Pharmacy preferably with drive-thru.

Response BB.26: The Trader Joe's, 7-Eleven, and the Ballet Theatre will remain as tenants within reconstructed spaces.

Comment BB.27: I think it prudent and logical to shelve this DEIR until we see the end of this unfortunate pandemic and are able to assess the new Bay Area Peninsula we will be living in. So many issues are not able to be qualified or quantified at this point in time. To every action is an equal an opposite reaction. We seem to have forgotten that in the past. Let's not forget it in the future.

Response BB.27: The comment did not raise any environmental issues under CEQA and therefore, no specific response is required. Please see prior Response BB.1.

CC. Barbara Niss (May 27, 2020)

Comment CC.1: I apologize for the late reply. I had intended to address the project at hand this weekend, but work during Covid-19 has been a very difficult change for me and basically I'm behind in everything.

I am writing to you at this late hour in hopes that my comments will be considered and they are as follows:

Although I agree that the current property is in disrepair and in need of a improvements, adding 961 units to an already overly developed corner will negatively impact the surrounding residents in numerous ways:

Traffic pre-Covid-19 was already challenging. Delaware was put on a street "diet" before Station Park Green (SPG) started building and the impact of just that one change added 10 minutes to my commute just to get to the freeway on many occasions. We haven't even felt the impact of SPG and the Hines Buildings at full capacity, so to think it's okay to add almost 1,000 more units to this area makes no sense.

Response CC.1: The full buildout and occupancy of the project at Station Park Green is accounted for in the study under 'background' conditions. The scenario the commenter is referring to is addressed in the study as background + project conditions. The City is currently studying potential options to alleviate the congestion issues along nearby streets serving the project site. Some of the preliminary improvement options are listed in the transportation study as well. See **Response G.3** for potential improvements.

Comment CC.2: The Hexagon "traffic study" has a major inherent flaw; the study only counts cars heading to the site in its current condition vs. projected cars heading to the site after the change in use. They FAIL to consider the human factor of what happens when the amenities currently provided by the site close. 1. This project proposes to have more people (theoretically without cars) hoping to live in the area, shop for groceries, go to the pharmacy, shop for affordable clothing and household items, etc., but the new project does not propose to provide for these necessities. Where will the residents from Sunnybrae, 19th Ave Park, Hayward Park and Fiesta Gardens DRIVE TO to get the same amenities that are currently within walking distance of these neighborhoods? Where will the 2,000 new households "train" to in order to get these same needs met.

Another flaw is that this type of project assumes approx. 1.3 cars per unit. But, with the 599 units at SPG, 73 units at 1650 S. Delaware that are already approved and, if approved, the 961 units from this project, what planning has been done to account for the 2,000 + cars being added to one street corner for getting in and out of these new buildings - be it for work or just the occasional shopping excursion.

Response CC.2: The full buildout and occupancy of the project at 1650 S. Delaware Street is accounted for in the study under 'background' conditions. The scenario the commenter is referring to is addressed in the study as background + project conditions. The City is currently studying potential options to alleviate the congestion

issues along. Some of the preliminary improvement options are listed in the transportation study as well. See **Response G.3** for potential improvements.

Comment CC.3: Covid-19 has shaking communities around the country (and the world) to their core. If people are forced to work from home, who knows if this large influx of units will even be needed? Twitter, an SF based company has already said it is offering for any employees to work from home even after Covid-19. Who's to say if Facebook, Apple and Google won't follow suit? With the continuous rising cost of housing in the bay area, it's likely many employees with new options to work-from-home will opt out of living in the bay area, or perhaps even CA in general to afford a better lifestyle at a significantly smaller cost. **Is this the right time to decide if large developments next to traditional single-family home neighborhoods is the right move for our city?** 4. It was stated that this project would reduce the lack of affordable units by increasing inventory, but when has this ever been proven true by a for-profit business. The rents charged, other than the few low-income units, are based on the market. The market in the bay area has proven to profit the owners of these units and not the renters. Just look at the market rent offerings from SPG. There has been no saving the renters money - instead the "luxury" and "amenities" are sold as the reason to spend on higher rent. This is not a rent reducing plan and nobody should be fooled into thinking it is. This a for profit company that could not give a reasonable amount of "low-income" units because the dollars did not work out. We've been told this by every developer salivating to build in this area. Let's please call a spade a spade.

Response CC.3: Consistent with affordable housing requirements in the City of San Mateo, the project would provide ten percent (73 apartments) affordable units onsite to very low-income families. As an additional community benefit, the applicant proposes to make an additional 36 units, or five percent of the base density units, at Moderate Income levels throughout the project site. Please also see prior **Response BB.1**.

Comment CC.4: Water is an ongoing issue in our state. We recently were in a long drought and appear to be heading towards this being more of the norm rather than the exception. Clients served by our water reserve (the Hetch Hetchy) are ever-increasing while the supply is dwindling. The supply is NOT unlimited yet our city treats this like it's not a concern. What will the impacts of this and other developments on this corner be to our water supply?

Response CC.4: There is a detailed analysis of Water Supply and demand from the proposed project under Impacts UTL-2 (pages 127-130). The analysis concluded that the City would have adequate water supplies to meet the proposed project's water demand, including during drought conditions.

Comment CC.5: At a minimum I ask that our city be prudent and logical about approving any projects at this time. The Pandemic we are in will likely change how many of us work, commute and live. Like the General Plan and many things the city is deciding on for our future, this should be thought out when we have better information about how Covid-19 will impact our city, our businesses, our population and our need for more development. Our city has rushed to approve and build and does not always take into account the impacts of these decisions. Now is the time to be thoughtful and take all impacts of this development and the state of affairs into consideration before moving forward with any significant developments.

Thank you for taking my concerns into consideration.

Response CC.5: The City has prepared an Environmental Impact Report or EIR for analyzing the environmental impacts of the project. An EIR is the most comprehensive type of report under CEQA. In addition to identifying mitigation measures to reduce impacts, the EIR also includes an evaluation of a range of feasible alternatives to a project that would attain most of the basic objectives of the project, but would also avoid or substantially lessen the adverse environmental impacts of the project. Please also see prior **Response BB.1**.

SECTION 5.0 DRAFT EIR TEXT REVISIONS

This section contains revisions to the text of the Concar Passage Mixed-Use Project Draft EIR dated March 2020. Revised or new language is underlined. All deletions are shown with a ~~line through the text~~.

Page xiii Summary of Alternatives, the summary of No Project- Existing Plan Development and two Reduced Intensity Alternatives will be **ADDED** as follows:

No Project - No Development Alternative

The project site is currently built out with approximately 165,000 square feet of existing uses, developed with six existing commercial buildings (not fully occupied). The “No Project” alternative could include the continued use of these buildings or would likely involve the property owner re-investing in the appearance of the shopping center and attracting new tenants, which may generate more traffic than the shopping center currently does. The No Project Alternative would avoid most of the environmental impacts of the project, assuming the continued occupancy of the existing buildings. However, this alternative would not meet any of the project objectives. In addition, the existing development would not be consistent with the Rail Corridor Plan because it does not have a transit supportive multi-family housing or a major employment center component.

No Project - Existing Plan Redevelopment Alternative

The proposed project is consistent with the General Plan land use and zoning designation and Rail Corridor Plan. Given the site’s TOD land use designation, its location within the Rail Corridor Plan, and the objectives of the City’s General Plan, any alternative project proposed on this site would likely be a transit supportive multi-family housing or major employment center project, comparable in scale to currently proposed project. Assuming that any proposal would try to maximize development on-site (within the parameters of the Rail Corridor Plan), such an alternative would likely allow FAR of up to 2.0. This would mean a development with approximately 1.2 million square feet on the 631,854 square feet of existing project site. This is pretty similar in intensity to the development proposed by the project, which proposes approximately 1.1 million square feet of residential and retail use. Given the maximum allowable development, it is reasonable to assume that construction air quality and noise impacts would be comparable to the proposed project because the length of construction and amount of grading would likely be similar. Other identified impacts to biological resources, cultural resources, and shallow groundwater would remain the same as the proposed project because this alternative assumes full demolition of existing structures, removal of all landscaping trees on-site, and grading of the site.

Adjusted Mixed-Use Alternative

The proposed project would result in conflicts with CMP guidelines for freeway congestion and the City’s LOS Policy, although such conflicts are no longer considered an impact on the environment following SB 743 amendments to the CEQA Guidelines. The purpose of the adjusted mixed-use alternative is to avoid the project’s conflict with adopted transportation policies. Under the adjusted mixed-use alternative, the project would be redesigned to reduce housing by 50 percent (total 480 units) and increase commercial square footage by 336,000 for a total of 376,000 square feet of

commercial uses. Building stories and height would stay the same. The adjusted mixed-use alternative would result in ~~no~~ approximately 700 net new peak hour trips, and thereby minimize ~~eliminate~~ the conflicts with City and CMP policies regarding congestion on local roadways and freeways, respectively. All other impacts during construction and operation would be similar to that of the proposed project. By substantially reducing the proposed housing, the Adjusted Mixed-use Alternative would not meet the project objectives and City's objective to resolve the housing crisis in the City of San Mateo to the same extent as the project would.

Reduced Intensity Alternative – 20 Percent Reduction in Housing Units

Reducing the housing units by 20 percent (resulting in proposed project with 769 residential units), would result in a net trip generation of 1,645 daily trips. This is approximately 800 trips lower than the proposed project net trip generation, and would serve to incrementally reduce the project's operational effects related to vehicle trips, such as air quality, energy consumption, roadway noise, and GHG emissions. The overall residential buildings square footage is proposed to be 779,040 square feet. The amount of new building area would be reduced by 133,700 square feet, and it is anticipated that the construction impacts of the project could be incrementally reduced. However, site clearing, and disturbance would likely be similar to the proposed project. The Reduced Intensity Alternatives would partially achieve the basic objectives of the project but would not meet the basic objective of providing a site with 961 units. It would not conform to the denser land use intensities envisioned in the City of San Mateo 2030 General Plan and Rail Corridor Plan for the project area, which are reflected in the project objectives.

Reduced Intensity Alternative – 30 Percent Reduction in Housing Units

Reducing the housing unit count by 30 percent (resulting in 673 residential units), would result in a net trip generation of 1,231 trips. This is approximately 1,200 trips or 50 percent lower than the proposed project net trip generation, and would serve to reduce the project's operational effects related to vehicle trips, such as air quality, energy consumption, roadway noise, and GHG emissions. The overall residential buildings square footage is proposed to be 779,040 square feet. Under a Reduced Intensity Alternative, the building footprints or building heights would be reduced, by approximately 201,000 square feet and it is anticipated that the construction impacts of the project could be incrementally reduced. However, site clearing, and disturbance would likely be similar to the proposed project. The Reduced Intensity Alternatives would partially achieve the basic objectives of the project but would not meet the basic objective of providing a site with 961 units. It would not conform to the denser land use intensities envisioned in the City of San Mateo 2030 General Plan and Rail Corridor Plan for the project area, which are reflected in the project objectives.

Environmentally Superior Alternative(s)

The environmentally superior alternative would be the No Project - No Development Alternative, which would avoid all project impacts; however, this alternative would not meet any project objectives.

Apart from the No Project Alternative, the other alternatives considered would also reduce the project impacts resulting from net new vehicle trips such as air quality, roadway noise, energy consumption, and GHG emissions. The adjusted mixed-use alternative would result in ~~no~~

approximately 700 new peak hour trips generated from the project and lowest average daily trips and would partially fulfill the development objectives of the project. Since it allows new development on the site consistent with the General Plan while ~~avoiding all~~ minimizing impacts resulting from net new peak hour project trips, the Adjusted Mixed-use Alternative would be the environmentally superior alternative. It should be noted that all project impacts are capable of being reduced to acceptable levels with implementation of feasible mitigation measures.

Page 25 **Delete** text in Section 3.2.1.1 Proposed Development, Residential as follows:

The proposed project includes 961-units (including 954 apartments and seven live-work units). Consistent with affordable housing requirements in the City of San Mateo, the project would provide ten percent (73 apartments) affordable units onsite to very low-income families. ~~As an additional community benefit, the applicant proposes to make an additional 36 units, or five percent of the base density units, at Moderate Income levels throughout the project site.~~ Under State Density Bonus Law, the affordable units would qualify the project for a 32.5 percent density bonus and one incentive/concession. This bonus allows an additional 236 units above the 725 units allowed under the General Plan and Corridor Plan, for a total of 961 units.

Page 38 **Add** Section 3.2.7 Green Building Measures to Section 3.2 Project Description as follows:

3.2.7 Green Building Measures

The project proposes to include the following sustainable design features that will be maintained as part of the proposed project:

- Water Conservation: The project would seek to conserve potable water by incorporating smart and efficient water systems into its design, and bioretention area for stormwater management.
- Rooftop Solar: The proposed project proposes the installation of at least a three-kilowatt solar energy generation system with 15 percent of the total roof area “solar ready”, in compliance with the San Mateo Municipal Code.
- Energy efficiency: The proposed building would be built to 2016 Title 24 Building Energy Efficiency Standards.
- EV Charging: 161 EV charging spaces capable of supporting future electric vehicle supply equipment;

Page 38 **Add** Section 3.2.8 Potential Off-site Roadway Improvements to Section 3.2 Project Description as follows:

3.2.8 Potential Off-site Roadway Improvements

The City is currently studying potential options to alleviate the existing congestion issues along 19th Avenue/Fashion Island Blvd. Some of the preliminary improvement options are listed in the transportation study and below for reference:

- a) Convert 19th Avenue between Delaware Street and Grant Street from the existing one-way eastbound operation to two-way operations with one lane in each direction. This may require acquisition of approximately 6,000 square feet of right-of-way from Caltrans immediately north of the existing roadway.
- b) Construct intersection improvements at the Delaware Street and 19th Avenue intersection and the Grant Street and 19th Avenue intersection to accommodate the 19th Avenue two-way conversion. The following improvements are preliminarily identified:
 - i. Restripe southbound Delaware Street at 19th Avenue to include two left-turn lanes and one through lane. The northbound/southbound operations would be converted from split phasing to protected phasing.
 - ii. Westbound 19th Avenue at Delaware Street would consist of one left-turn lane. Eastbound/westbound operations would be split phase
 - iii. Westbound 19th Avenue at Grant Street would consist of one shared left-through lane and one right-turn lane.
- c) Widen the US 101 southbound on-ramp from Fashion Island Boulevard to include a second mixed-flow lane.
- d) Widen westbound Fashion Island Boulevard to include a right-turn pocket at the US 101 northbound on-ramp intersection
- e) Lengthen the eastbound left-turn pocket at the Norfolk Street and Fashion Island Boulevard intersection.
- f) Implement reversible lanes on the bridge between Norfolk Street and Harbor Seal Court. The AM peak period operations will be the same as existing conditions. The PM peak period operations will allow for two eastbound through lanes from west of Norfolk Street to just west of Harbor Seal Court where Fashion Island Boulevard opens up to two eastbound lanes. At the intersection of Norfolk Street and Fashion Island Boulevard, the eastbound approach will consist of one left-turn lane, one through lane and one shared through-right lane. The westbound approach will consist of one left-turn lane and one shared through-right lane.
- g) Implement signal coordination at all signalized intersections on 19th Avenue/Fashion Island Boulevard between Delaware Street and Norfolk Street
- h) Restripe eastbound 19th Avenue at the Grant Street intersection to include one shared left-through lane and one shared through-right lane.
- i) Restripe eastbound Fashion Island Boulevard at the US 101 southbound ramps intersection to include one through lane and one shared through-right lane.

As a community benefit measure that may be negotiated as part of the proposed Development Agreement, the applicant may contribute funds to traffic improvement measures that the City can use to implement the above listed measures. The City has not selected, or committed to, using the developer funding for any specific traffic improvement from this list. The City anticipates committing to specific traffic improvements after conducting outreach with the surrounding neighborhood. While these improvements have not undergone detailed engineering design, at this conceptual stage, it is expected that these improvements can all be accomplished within the existing right-of-way, and will not entail substantial construction or the need to remove trees, and the anticipated effects of their implementation are evaluated where relevant in this SEIR. This will be confirmed at the time the City prepares detailed engineering design, and the City will conduct supplemental environmental review as required under Guidelines Section 15162, as appropriate, should the proposed improvements not be covered by the analysis in this SEIR.

Page 50 **Add** text to Section 4.1.2.2 Air Quality, Project Impacts, Impact AIR-2, Construction Impacts, Fugitive Dust as follows:

The project involves the demolition of existing buildings, grading, and excavation, as well as contribution of funding toward potential off-site roadway improvements identified in Section 3.2.8. Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM10 and PM2.5.

Page 57 **Add** text to Section 4.1.2.2 Air Quality, Project Impacts, Impact AIR-3, Construction Toxic Air Contaminants as follows:

The MEIR is shown in Figure 4.1-1. The implementation of the potential off-site roadway improvements identified in Section 3.2.8 are not expected to contribute to the Project's health risk effects disclosed for the MEI and other nearby residences as they are separated by the project site and SR 92 freeway.

Page 64 **Add** text to Section 4.2.2.1 Energy, Project Impacts, Impact EN-1, Construction as follows:

Construction activities associated with the proposed project are estimated to occur at the site over a five-year period and would consist of demolition of the existing buildings and landscaping, site preparation, excavation, grading, construction of the proposed mixed-use development, paving, and installation of landscaping, as well as off-site construction activity resulting from the contribution of funding toward potential roadway improvements identified in Section 3.2.8.

Page 75 **REVISE** Table 4.3-2 as below:

| Table 4.3-1: Operational Greenhouse Gas Emissions (in MT CO2e) | |
|---|---------------------------------|
| Source Category | CO2e (Metric Tons/ Year) |
| Proposed Project | |
| Area Source (landscaping, hearth) | 10 |
| Energy Consumption | 1,116 |
| Mobile | 5,656 |
| Solid Waste Generation | 324 |
| Water Usage | 145 |
| Total | <u>7,247-7,251</u> |
| Existing Onsite Land Uses | |
| Area Source (landscaping, hearth) | 0 |
| Energy Consumption | 409 |
| Mobile | 2,322 |

| | |
|---|--------------------------------|
| Solid Waste Generation | 285 |
| Water Usage | 28 |
| Total | 3,044 |
| Difference | |
| Area Source (landscaping, hearth) | +10 |
| Energy Consumption | +1,525 <u>707</u> |
| Mobile | +3,334 |
| Solid Waste Generation | +39 |
| Water Usage | +117 |
| Total | +4,203 <u>4,207</u> |
| <i>BAAQMD Bright-Line Significance Threshold</i> | 660 |
| Exceed BAAQMD Daily Threshold? | Yes |
| Notes: Emissions projections account for a trip generation rate identified by Fehr & Peers, 2018. Proposed Project CO2e emissions does not account for the 15 percent of the total rooftop that will be dedicated to solar energy generation. | |
| Source: CalEEMod version 2016.3.2. Refer to Attachment A of Appendix B for Model Data Outputs. | |

Page 95 **Add** text to Section 4.5.2.1 Noise, Project Impacts, Impact NOI-1, Construction Noise as follows:

Project construction is anticipated to occur over a period of about five years and would include demolition of existing structures and pavement, site preparation, grading and excavation, trenching and foundations, building erection, and paving, as well as off-site construction activity resulting from the contribution of funding toward potential roadway improvements identified in Section 3.2.8.

Page 116 **Add** text to Section 4.6.2.1 Transportation, Project Impacts, Impact TRN-1, Potential Conflict with the General Plan, as follows:

The project's effects on intersection levels of service are discussed in a separate General Plan Conformance Transportation Analysis report. The City is currently studying potential options to alleviate the existing congestion issues along 19th Avenue/Fashion Island Blvd. Some of the preliminary improvement options are listed in the transportation study and below for reference:

- a) Convert 19th Avenue between Delaware Street and Grant Street from the existing one-way eastbound operation to two-way operations with one lane in each direction. This may require acquisition of approximately 6,000 square feet of right-of-way from Caltrans immediately north of the existing roadway.
- b) Construct intersection improvements at the Delaware Street and 19th Avenue intersection and the Grant Street and 19th Avenue intersection to accommodate the 19th Avenue two-way conversion. The following improvements are preliminarily identified:

- i. Restripe southbound Delaware Street at 19th Avenue to include two left-turn lanes and one through lane. The northbound/southbound operations would be converted from split phasing to protected phasing.
- ii. Westbound 19th Avenue at Delaware Street would consist of one left-turn lane. Eastbound/westbound operations would be split phase
- iii. Westbound 19th Avenue at Grant Street would consist of one shared left-through lane and one right-turn lane.
- c) Widen the US 101 southbound on-ramp from Fashion Island Boulevard to include a second mixed-flow lane.
- d) Widen westbound Fashion Island Boulevard to include a right-turn pocket at the US 101 northbound on-ramp intersection
- e) Lengthen the eastbound left-turn pocket at the Norfolk Street and Fashion Island Boulevard intersection.
- f) Implement reversible lanes on the bridge between Norfolk Street and Harbor Seal Court. The AM peak period operations will be the same as existing conditions. The PM peak period operations will allow for two eastbound through lanes from west of Norfolk Street to just west of Harbor Seal Court where Fashion Island Boulevard opens up to two eastbound lanes. At the intersection of Norfolk Street and Fashion Island Boulevard, the eastbound approach will consist of one left-turn lane, one through lane and one shared through-right lane. The westbound approach will consist of one left-turn lane and one shared through-right lane.
- g) Implement signal coordination at all signalized intersections on 19th Avenue/Fashion Island Boulevard between Delaware Street and Norfolk Street
- h) Restripe eastbound 19th Avenue at the Grant Street intersection to include one shared left-through lane and one shared through-right lane.
- i) Restripe eastbound Fashion Island Boulevard at the US 101 southbound ramps intersection to include one through lane and one shared through-right lane.

As a community benefit measure that may be negotiated as part of the proposed Development Agreement, the applicant may contribute funds to traffic improvement measures that the City can use to implement the above listed measures.

Page 139 Section 8.2.3 Adjusted Mixed Use Alternative will be **REVISED** as follows:

The proposed project would result in conflicts with CMP guidelines for freeway congestion and the City's LOS Policy, although such conflicts are no longer considered an impact on the environment following SB 743 amendments to the CEQA Guidelines. The purpose of the adjusted mixed-use alternative is to avoid the project's conflict with adopted transportation policies. Under the adjusted mixed-use alternative, the project would be redesigned to reduce housing by 50 percent (total 480 units) and increase commercial square footage by 336,000 for a total of 376,000 square feet of commercial uses. Building stories and height would stay the same. The adjusted mixed-use alternative would result in ~~no~~ approximately 700 net new peak hour trips.; This is approximately 1,770 trips lower than the proposed project net trip generation, and would serve to incrementally reduce the project's operational effects related to vehicle trips, such as air quality, energy consumption, roadway noise, and GHG emissions ~~the conflicts with City and CMP policies regarding congestion on local roadways and freeways, respectively.~~ All other impacts during construction and operation would be similar to that of the proposed project. By substantially reducing the proposed housing, the Adjusted Mixed-use Alternative would not meet the project objectives and City's

objective to resolve the housing crisis in the City of San Mateo to the same extent as the project would.

Page 140 Section 8.3 Environmentally Superior Alternative(s); second paragraph will be **REVISED** as follows:

Apart from the No Project Alternative, the other alternatives considered would also reduce the project impacts resulting from net new vehicle trips such as air quality, roadway noise, energy consumption, and GHG emissions. The adjusted mixed-use alternative would result in ~~no~~ approximately 700 new peak hour trips generated from the project and lowest average daily trips and would partially fulfill the development objectives of the project. Since it allows new development on the site consistent with the General Plan while ~~avoiding all~~ minimizing impacts resulting from net new peak hour project trips, the Adjusted Mixed-use Alternative would be the environmentally superior alternative. It should be noted that all project impacts are capable of being reduced to acceptable levels with implementation of feasible mitigation measures.

Appendix A Page 12, **Delete** text in Section 3.2.2.1 Proposed Development, Residential as follows:

The proposed project includes 961-units (including 954 apartments and seven live-work units). Consistent with affordable housing requirements in the City of San Mateo, the project would provide ten percent (73 apartments) affordable units onsite to very low-income families. ~~As an additional community benefit, the applicant proposes to make an additional 36 units, or five percent of the base density units, at Moderate Income levels throughout the project site.~~ Under State Density Bonus Law, the affordable units would qualify the project for a 32.5 percent density bonus and one incentive/concession. This bonus allows an additional 236 units above the 725 units allowed under the General Plan and Corridor Plan, for a total of 961 units.

Appendix A Page 25, **Add** Section 3.2.7 Green Building Measures to Section 3.2 Project Description as follows:

3.2.7 Green Building Measures

The project proposes to include the following sustainable design features that will be maintained as part of the proposed project:

- Water Conservation: The project would seek to conserve potable water by incorporating smart and efficient water systems into its design, and bioretention area for stormwater management.
- Rooftop Solar: The proposed project proposes the installation of at least a three-kilowatt solar energy generation system with 15 percent of the total roof area “solar ready”, in compliance with the San Mateo Municipal Code.
- Energy efficiency: The proposed building would be built to 2016 Title 24 Building Energy Efficiency Standards.
- EV Charging: 161 EV charging spaces capable of supporting future electric vehicle supply equipment;

3.2.8 Potential Off-site Roadway Improvements

The City is currently studying potential options to alleviate the existing congestion issues along 19th Avenue/Fashion Island Blvd. Some of the preliminary improvement options are listed in the transportation study and below for reference:

- a) Convert 19th Avenue between Delaware Street and Grant Street from the existing one-way eastbound operation to two-way operations with one lane in each direction. This may require acquisition of approximately 6,000 square feet of right-of-way from Caltrans immediately north of the existing roadway.
- b) Construct intersection improvements at the Delaware Street and 19th Avenue intersection and the Grant Street and 19th Avenue intersection to accommodate the 19th Avenue two-way conversion. The following improvements are preliminarily identified:
 - i. Restripe southbound Delaware Street at 19th Avenue to include two left-turn lanes and one through lane. The northbound/southbound operations would be converted from split phasing to protected phasing.
 - ii. Westbound 19th Avenue at Delaware Street would consist of one left-turn lane. Eastbound/westbound operations would be split phase
 - iii. Westbound 19th Avenue at Grant Street would consist of one shared left-through lane and one right-turn lane.
- c) Widen the US 101 southbound on-ramp from Fashion Island Boulevard to include a second mixed-flow lane.
- d) Widen westbound Fashion Island Boulevard to include a right-turn pocket at the US 101 northbound on-ramp intersection
- e) Lengthen the eastbound left-turn pocket at the Norfolk Street and Fashion Island Boulevard intersection.
- f) Implement reversible lanes on the bridge between Norfolk Street and Harbor Seal Court. The AM peak period operations will be the same as existing conditions. The PM peak period operations will allow for two eastbound through lanes from west of Norfolk Street to just west of Harbor Seal Court where Fashion Island Boulevard opens up to two eastbound lanes. At the intersection of Norfolk Street and Fashion Island Boulevard, the eastbound approach will consist of one left-turn lane, one through lane and one shared through-right lane. The westbound approach will consist of one left-turn lane and one shared through-right lane.
- g) Implement signal coordination at all signalized intersections on 19th Avenue/Fashion Island Boulevard between Delaware Street and Norfolk Street
- h) Restripe eastbound 19th Avenue at the Grant Street intersection to include one shared left-through lane and one shared through-right lane.
- i) Restripe eastbound Fashion Island Boulevard at the US 101 southbound ramps intersection to include one through lane and one shared through-right lane.

As a community benefit measure that may be negotiated as part of the proposed Development Agreement, the applicant may contribute funds to traffic improvement measures that the City can use to implement the above listed measures. The City has not selected, or committed to, using the

developer funding for any specific traffic improvement from this list. The City anticipates committing to specific traffic improvements after conducting outreach with the surrounding neighborhood. While these improvements have not undergone detailed engineering design, at this conceptual stage, it is expected that these improvements can all be accomplished within the existing right-of-way, and will not entail substantial construction or the need to remove trees, and the anticipated effects of their implementation are evaluated where relevant in this Initial Study. This will be confirmed at the time the City prepares detailed engineering design, and the City will conduct supplemental environmental review as required under Guidelines Section 15162, as appropriate, should the proposed improvements not be covered by the analysis in this Initial Study.

Appendix A Page 46, **Add** text to Section 4.4.2 Biological Resources, Impact BIO-1 as follows:

These construction activities would be limited to the previously disturbed and developed area within the shopping center, as well as off-site construction activity resulting from the contribution of funding toward potential roadway improvements identified in Section 3.2.8, and would not remove any habitat or impact any species. Therefore, impacts related to substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species would not occur. **(No Impact)**

Appendix A Page 89, **Add** text to Section 4.10.2 Hydrology and Water Quality, Impact HYD-1, During Construction, as follows:

Implementation of the project would require demolition, excavation, grading, and construction of the site, as well as off-site construction activity resulting from the contribution of funding toward potential roadway improvements identified in Section 3.2.8. In accordance with the findings of the Corridor Plan EIR, construction activities would temporarily increase the amount of unconsolidated materials on-site, and grading activities could increase erosion and sedimentation that could be carried by runoff into natural waterways, which could increase sedimentation impacts to local creeks or San Francisco Bay.

Appendix F Page 17, **REVISE** Table 3 as below:

| Table 3: Operational Greenhouse Gas Emissions | |
|--|---------------------------------|
| Source Category | CO2e (Metric Tons/ Year) |
| Proposed Project | |
| Area Source (landscaping, hearth) | 10 |
| Energy Consumption | 1,116 |
| Mobile | 5,656 |
| Solid Waste Generation | 324 |
| Water Usage | 145 |
| Total | <u>7,247-7,251</u> |
| Existing Onsite Land Uses | |

| | |
|---|--------------------------------|
| Area Source (landscaping, hearth) | 0 |
| Energy Consumption | 409 |
| Mobile | 2,322 |
| Solid Waste Generation | 285 |
| Water Usage | 28 |
| Total | 3,044 |
| Difference | |
| Area Source (landscaping, hearth) | +10 |
| Energy Consumption | +1,525 <u>707</u> |
| Mobile | +3,334 |
| Solid Waste Generation | +39 |
| Water Usage | +117 |
| Total | +4,203 <u>4,207</u> |
| Source: CalEEMod version 2016.3.2. Refer to Attachment A for Model Data Outputs. Notes: Emissions projections account for a trip generation rate identified by Fehr & Peers, 2018. Proposed Project CO2e emissions does not account for the 15 percent of the total rooftop that will be dedicated to solar energy generation. | |

Appendix A: Draft EIR Comment Letters

Fw: PA18-052 Concar Passage Project

Valerie Acker <valerie1229@att.net>

Fri 3/27/2020 3:34 PM

To: llim@cityofsanmateo.org <llim@cityofsanmateo.org>; planingcommission@cityofsanmateo.org <planingcommission@cityofsanmateo.org>; Public Works <publicworks@cityofsanmateo.org>; Concar Passage Mixed Use Project <passage@cityofsanmateo.org>

 1 attachments (1 MB)

Traffic Flow Passage Project.pdf;

Hi

I would like to know why my comment email was not included in the SEIR Appendix K 'public comments'. I feel I have valid points that the public should see and applicant should address to both the City of San Mateo and to the public.

Please advise immediately.

Thanks

Valerie Acker

----- Forwarded Message -----

From: Valerie Acker <valerie1229@att.net>**To:** llim@cityofsanmateo.org <llim@cityofsanmateo.org>**Cc:** planningcommission@cityofsanmateo.org <planningcommission@cityofsanmateo.org>; publicworks@cityofsanmateo.org <publicworks@cityofsanmateo.org>**Sent:** Thursday, March 21, 2019, 01:33:08 PM PDT**Subject:** PA18-052 Concar Passage Project

Greetings,

I recently received the Notice of Preparation of a Supplemental Environmental Impact Report (EIR) and Public Scoping Meeting. I feel the need to comment on some issues I see, and I feel strongly that these issues must be addressed.

I see Trader Joe's will be a part of this project. Where the nearby residents do want a grocery store, we don't feel that Trader Joe's should be able to hold us 'hostage' to that particular location of the project. It looks like a good location to the corporate office of Trader Joe's located in San Diego, but they really don't have any concern about our traffic circulation in that intersection. I feel their main concern is that they have freeway visibility for their signage. Can we reach a compromise and relocate their store to another corner of the project and promise Trader Joe's they will have visible signage on the south side of the actual apartment building? Or look for comparable grocery store for another location in project?

The traffic and circulation of the project doesn't seem to have been planned with any consideration for our current traffic issues, which in turn will cause a headache for Public Works. As they will have to reconfigure the traffic flow and the tax paying residents will be charged for it. The congestion at the intersections at 92 and Fashion Island/19th Avenue at Delaware and also at Grant/Ginnever have been an ongoing issue and continue to get worse daily. The City has done some traffic mediation, but these 2 intersections are currently out of control. Currently the plans show the main drive, Passage Way formerly

known as C Street, for access to residents parking seems to be on the alley that runs East/West adjacent to State Route 92. Has anyone other than myself seemed to notice that this thoroughfare will be the main thoroughfare for almost all residents and shoppers? Please note that the East entrance/exit to Passage Way is less than 300 feet from Fashion Island/19th Av at Grant/Ginnever? And the West entrance/exit is approximately 315 feet from the Delaware & Fashion Island/19th Av traffic interchange, and only 100 feet to the 'Hub' entrance/exit for all the shuttles and car shares. *Are you kidding me?*

Besides the horrendous planning for residential and retail shopper parking these driveways are in the heart of 2 known problem areas! What, if any, plans have been made to address the impact on the existing neighborhoods?

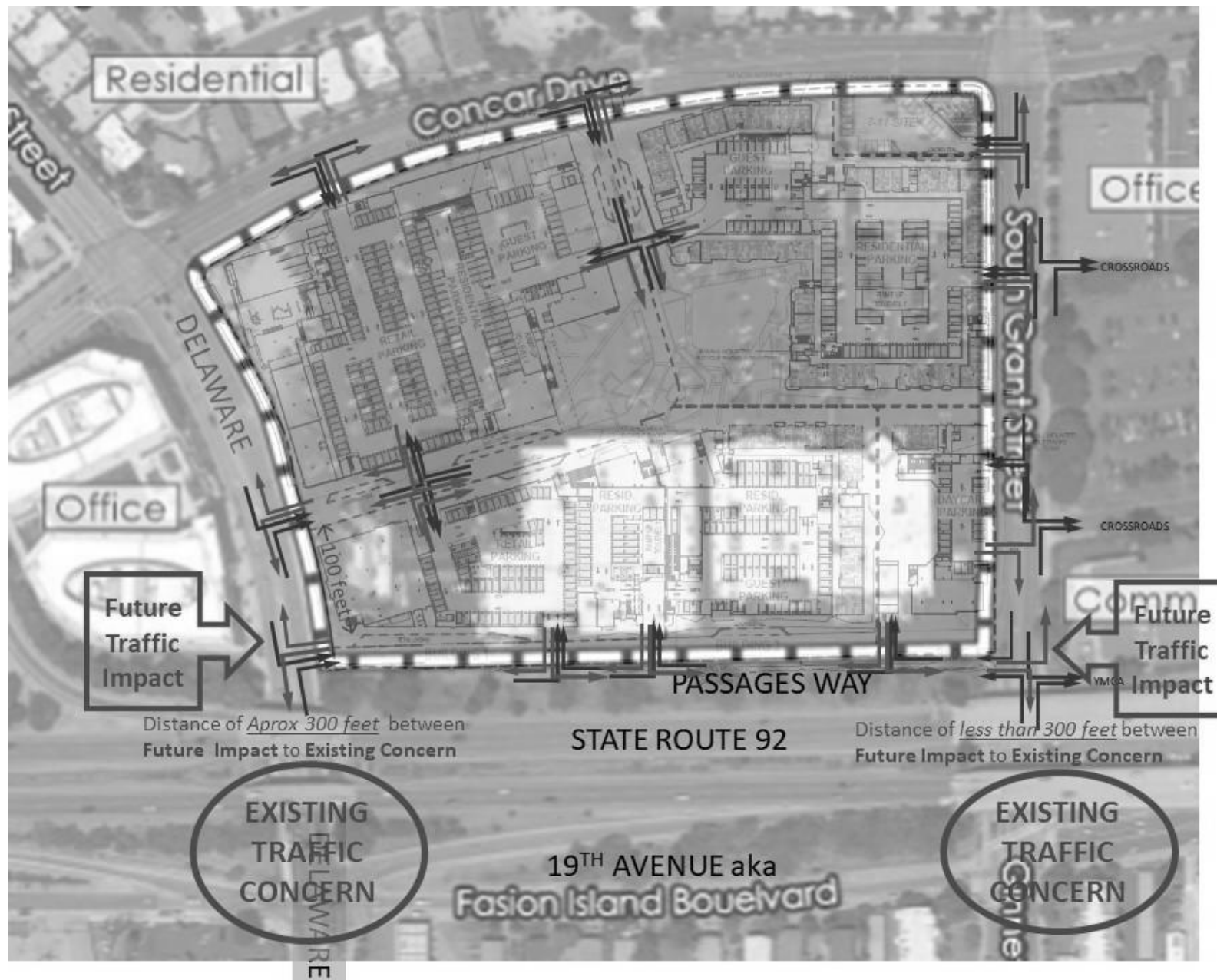
We continue to hear there will be retail space for smaller vendors but retail space at Station Park Green has yet to be filled, nor has all the retail space at Bay Meadows. I think this quaint little self-sustained village is a pipe dream for a perfect world.

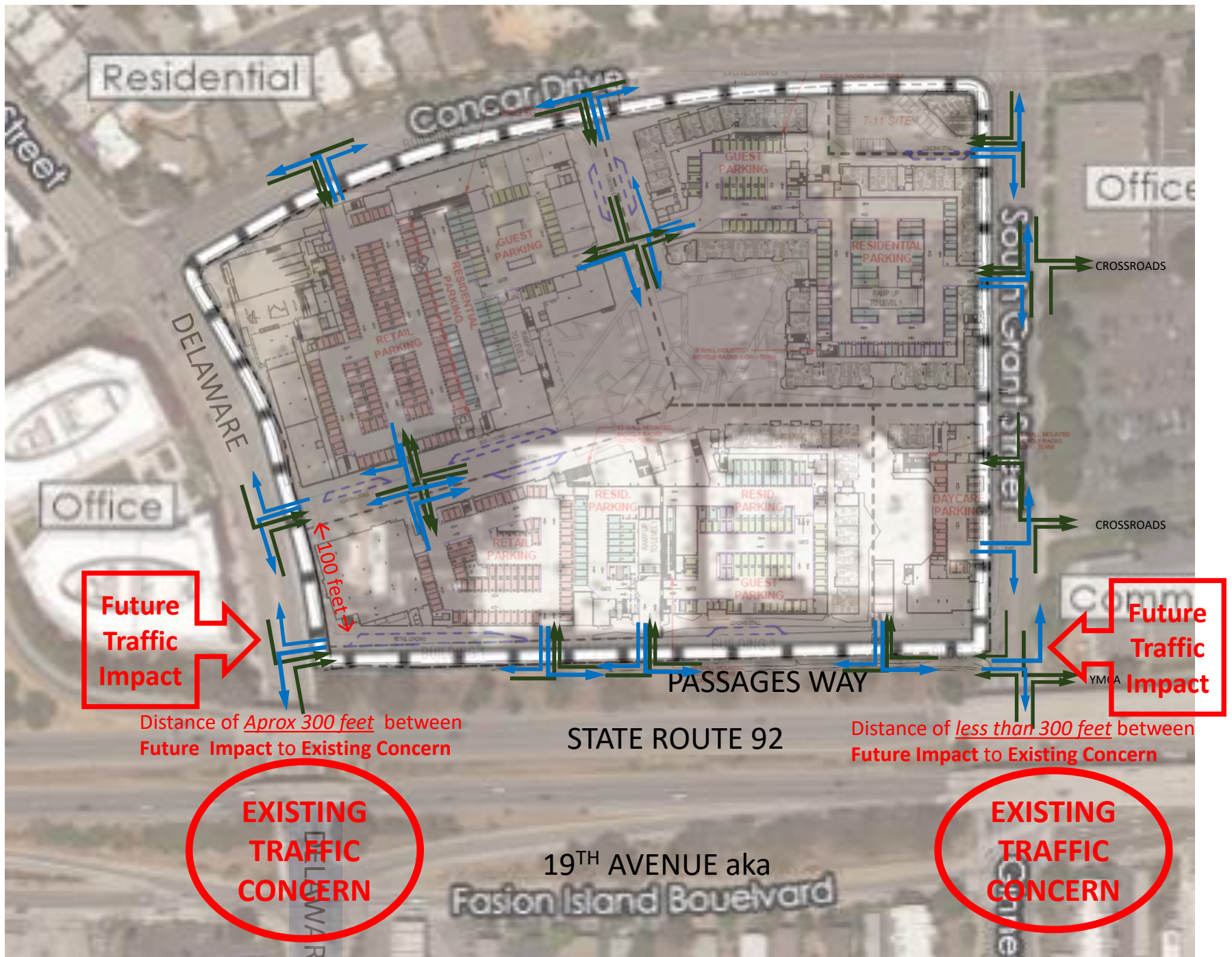
There will be higher elevated poor air quality, hazardous materials, traffic congestion and noise if this project does not address the placement of Trader Joe's and the parking for residents.

Please see attached overlay of project site noting just the driveways as they relate to existing roads. (pasted into email and attached as .pdf)

Thank you for your consideration,

Valerie Acker
Fiesta Gardens resident





Re: Concar Passage Mixed Use Project Draft EIR

Bev Kalinin <bbkalinin@yahoo.com>

Thu 4/2/2020 1:42 AM

To: Concar Passage Mixed Use Project <passage@cityofsanmateo.org>; Barb Niss <ccosm2018@gmail.com>

Ms. Sanders, Project Manager

I call to your attention the Business Section of today's SF Chronicle (4/1/20): MOST CONSTRUCTION PROJECTS BANNED. There is an order from Bay Area health officials that all construction be shut down. This includes the six large counties, including San Mateo.

Please read and share this information with our San Mateo officials. Especially, how will this affect the CONCAR PASSAGE project?

I believe our City should carefully investigate this situation, as it will most probably affect the future of PASSAGE.

Beverly Kalinin

On Wednesday, April 1, 2020, 04:10:50 PM PDT, Concar Passage Mixed Use Project <passage@cityofsanmateo.org> wrote:

This project has not been approved and this is the same developer originally submitted an application and conducted neighborhood outreach. Review by the City and preparation of the appropriate environmental review takes time.

let me know if you have any other questions or need additional information.

thank you, Lisa

Lisa Costa Sanders, Project Planner
City of San Mateo
650-333-0248

From: Bev Kalinin <bbkalinin@yahoo.com>

Sent: Saturday, March 28, 2020 4:31 AM

To: Concar Passage Mixed Use Project <passage@cityofsanmateo.org>

Subject: Re: Concar Passage Mixed Use Project Draft EIR

I just received from the city of San Mateo a notice about this--which puzzles me. I thought this was a done deal and we residents adjacent to this project were unhappily awaiting for the noise, commotion, building, and interruption to our lives to begin--with the rumor that it would be at least five years (news that pleased us.)

So, who is this new developer? Did the other one back out? Or is this a last-moment chance for us living in the vicinity to shout NO!!

Does anyone know anything about this?

Beverly Kalinin
19th Avenue Park

On Thursday, March 26, 2020, 01:41:35 PM PDT, Concar Passage Mixed Use Project <passage@cityofsanmateo.org> wrote:



CITY OF SAN MATEO

PUBLIC NOTICE

NOTICE OF AVAILABILITY AND PUBLIC HEARING

45-Day Public Review Period for the Draft Environmental Impact Report (EIR)

Beginning on: **March 26, 2020**

Ending on: **May 11, 2020**

Planning Commission Public Hearing for Public Comments on the Draft EIR

April 28, 2020 at 7:00 p.m.

City of San Mateo Council Chambers

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

No decision will be made at this meeting.

Please check the project webpage at www.cityofsanmateo.org/passage for updates to meeting details.

PROJECT:

Concar Passage Mixed Use Project would develop an approximately 14.5 acre site with 961 residential units (15% affordable) and 40,000 square feet of commercial space, with 3 acres of open space, circulation, parking, infrastructure and grading improvements. The

site is comprised of eight parcels (APNs 035-243-090, -140, -160, -170, -190, -200, -210, -220), located at 640, 666, 678, 690 Concar Drive, 1820, 1850 S. Grant Street and 1855 S. Delaware Street, San Mateo.

APPLICANT:

Brian Myers, California Coastal Properties
4 Embarcadero, Suite 1400, San Francisco, CA 94111
(949)719-1550 bmyers@nuquestventures.com

How to get more information: The Draft EIR and all documents referenced in the Draft EIR are available for review online at www.cityofsanmateo.org/passageDEIR. For those unable to access the Draft EIR online, please email passage@cityofsanmateo.org or call (650) 333-0248 to request a hard copy mailed to your address.

How to provide comments: Comments on the Draft EIR must be given in writing by **May 11, 2020 at 5:00 p.m.** Comments on the project generally may be given in writing at any time. All written comments OR questions should be directed to the project planner:

Lisa Costa Sanders, Contract Planner
passage@cityofsanmateo.org
(650) 333-0248
330 West 20th Ave, San Mateo, CA 94403

PROJECT DESCRIPTION

The project site is located on Concar Drive, between south Grant Street and South Delaware Street. The site is approximately 14.5 acres and currently occupied by Concar Shopping Center, which includes Trader Joe's, Peninsula Ballet Theatre, Ross Dress for Less, The Pantry, Rite-Aid, T.J. Maxx, Shane Co., and 7-Eleven. The project proposes to demolish the existing commercial buildings and construct 961 multi-family dwelling units and approximately 40,000 square feet of commercial/retail space. The project includes 73 affordable housing units, associated parking and 3 acres of community open space. Commercial uses include Trader Joe's, Peninsula Ballet Theatre, 7-Eleven and a new SEED food hall, with other retail space and a daycare facility for approximately 70 children.

The Environmental Impact Report serves as the required environmental document for the following discretionary project approvals:

1. Site Plan and Architectural Review (SPAR)
2. Site Development Planning Application (SDPA)
3. Vesting Tentative Map

**ANTICIPATED SIGNIFICANT IMPACTS**

The Draft EIR has identified that the project would have significant impacts in the areas of Biological Resources, Cultural Resources, Hazards & Hazardous Materials, and Noise. The project site is not included on any list enumerated under Section

65962.5 of the Government Code (commonly referred to as the "Cortese List").

* PRIVILEGE AND CONFIDENTIALITY NOTICE: This message, together with any attachments, is intended only for the use of the individual or entity to which it is addressed. It may contain information that is confidential and prohibited from disclosure. If you are not the intended recipient, you are hereby notified that any dissemination or copying of this message or any attachment is strictly prohibited. If you have received this message in error, please notify the original sender immediately by telephone or by return e-mail and delete this message along with any attachments from your computer. Thank you.

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Concar Passages Mixed Use Project

Concar Passage Mixed Use Project <passage@cityofsanmateo.org>

Wed 4/1/2020 6:11 PM

To: eptshome@aol.com <eptshome@aol.com>

Confirming receipt of your comments. I will provide a copy of your comments to staff for consideration.
thank you, Lisa

Lisa Costa Sanders, Planner
City of San Mateo
650-333-0248

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

From: Elaine Thompson <eptshome@aol.com>

Sent: March 28, 2020 2:01 PM

To: Clerk <clerk@cityofsanmateo.org>

Subject: Concar Passage Mixed Usage Project

Dear City of San Mateo Council Members,

I am a resident who lives in Fiesta Gardens.

I have received a notice from you telling me of your April plans for the shopping center that you call The Concar Passenger on Grant and Ginnever Street. This is not acceptable under these circumstances. I firmly believe you should cancel your plans until further notice.

Sincerely,
Elaine Thompson

Comment on Concar Passage Mixed Use Project EIR Draft

Tom Taber <hikertom@sbcglobal.net>

Thu 4/2/2020 6:40 PM

To: Concar Passage Mixed Use Project <passage@cityofsanmateo.org>

Cc: Tom Taber <hikertom@sbcglobal.net>

To whom it may concern:

I read the EIR for the Concar Passage Mixed Use Project. Because the site is currently a strip mall that has few if any natural qualities I don't see any reason why this project shouldn't go forward. In fact, I think it will have a positive environmental impact by placing much needed housing close to a Caltrain station. This will reduce commuter traffic by allowing people to take public transportation and to live close to where they work. Currently, many employees of San Mateo County businesses are clogging Highway 92 as they drive across the Highway 92 bridge from the east side of San Francisco Bay because there is insufficient housing in San Mateo County.

I do have a suggestion for landscaping that will reduce water consumption and provide food and habitat for native wildlife, especially birds and butterflies. California has many species of native plants, including bushes and trees, that are adapted to our annual drought cycle and provide food and shelter for native birds and other wildlife. I have grown some of these in my yard with great success. Instead of planting non-native ornamental plants I suggest planting native vegetation. Here is a partial list:

Sticky Monkey Flower

California Buckeye

Ceanothus

Manzanita

Bay Laurel

Wild Fuchsia

Toyon

California Poppy

Flowering Currant

Black Sage

Douglas Iris

California Flannelbush

Blue Elderberry

Twinberry

Bush Lupine.

Sincerely,

Tom Taber

1643 Fillmore Avenue

San Mateo, CA 94403

650-398-5817

4/9/2020

Mail - Concar Passage Mixed Use Project - Outlook

hikertom@sbcglobal.net



Loma Prieta Chapter serving San Mateo, Santa Clara & San Benito Counties

April 9, 2020

San Mateo Planning Commission,
City of San Mateo,
330 W. 20th Avenue
San Mateo, CA 94403
Via email: PlanningCommission@cityofsanmateo.org

Attn: Lisa Costa Sanders, Contract Planner (Passage@cityofsanmateo.org)

Subject: Concar Passage Housing Development at San Mateo

Thank you for providing the opportunity for the Sierra Club Loma Prieta Chapter Sustainable Land Use Committee (SLU) to comment on the proposed Concar Passage at San Mateo project. SLU is the committee of the local Sierra Club chapter that advocates on land use issues like major development projects. As an environmental organization working towards reducing local greenhouse gas and other emissions, we encourage the development of higher density, mixed-use development near major transit stations.

We understand that you will be addressing the Passage at San Mateo Project at your April 28, 2020 meeting. We would like to provide comments on that project.

As part of our efforts to encourage sustainable development we have established a set of [Guidelines](#) for Residential, Commercial and Mixed-Use Transit Oriented Development (TOD). These Guidelines include a scoring system for evaluation of projects.

Attached is our Guidelines and our current scoring for this project. After reviewing the plans and meeting with the developer, the Passage proposal received a total of 121 points; however, many of those points were for features that were given to us verbally by the developer, but are not yet final until they are included in either the Plans or the Development Agreement.

We consider 100 points (out of a maximum possible score of 180) a minimum for consideration for supporting a project. We cannot, however, consider fully endorsing the project at this time, as we need to go through additional process steps which will require additional information.

The project scores well in our Guidelines. I would like to highlight some of the main points below. Then provide a detailed list the projects strengths as well as opportunities for improvement.

- ✓ The project provides significant density of housing (66 units/ acre) for a very sizable amount of housing (961 units). The 10% affordable units at very low income and 5% for affordable workforce housing is particularly helpful. A project like this is beneficial to the environment by reducing auto travel by being near public transit and having many needed services accessible by walking or bicycle. This is very valuable given the housing crisis in the Bay Area.
- ✓ The inclusion of a Mobility Hub will further reduce auto traffic and its attendant pollution including greenhouse gas emissions. This is an innovative feature that can be used by all residents and workers in the area, not just those in this development. It will also help reduce local traffic congestion by reducing the number of cars that would be in the area.
- ✓ The project contains a number of features that significantly improve pedestrian and bicycle access including safe and pleasant paths to the local businesses and amenities in the area. This encourages walking and biking, thus further reducing local traffic impacts and provides an attractive, healthy environment for all the residents of San Mateo.

We are pleased (based on the plans and verbal assurances by the developer) that the proposal is planned to include:

1. High amount of new housing with 961 units
2. 10% affordable for very low income, 5% affordable workforce units
3. Near Caltrain and bus /shuttle lines as a TOD
4. Mobility Hub that provides a full range for transportation options
5. Helps improve the local jobs/housing imbalance
6. Retains local amenities (Trader Joes, Peninsula Ballet Theatre, etc.)
7. Subsidizes local business in the development
8. ~4 acres of public parks/open space
9. Includes pedestrian friendly sidewalks and intersections
10. Native landscaping
11. Public playgrounds and fitness stations
12. Funding of local public amenities
13. Day care facility
14. Bike share and repair
15. Solar power on 20% of roof area
16. Monitored Traffic Demand Management Program
17. Lots of bicycle parking (over 1 per unit)
18. Expands pedestrian and bicycle paths
19. Ability to convert parking garages to other uses in future if parking demand drops
20. Electric car charging stations
21. Provides infrastructure to expand electric car charging stations in future
22. Near many local amenities, (shopping, restaurants, day care, schools etc.)

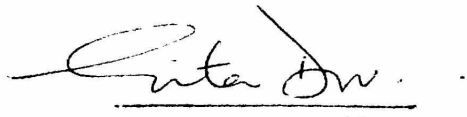
23. On-site garden for Food Hall
24. All electric residential units

There are also areas where we encourage the city to seek possible additional benefits for the project. This includes:

1. Unbundled parking: Require Unbundled parking for all the residential parking spaces and a Residential Parking Permit Program: This is important to implement, as it will financially incentivize residents to not use cars. This will reduce environmental impacts, including local traffic congestion. The Residential Parking Permit program will assure that residents don't park in adjacent neighborhoods.
2. Specify Conditions of Approval: All of the positive aspects of the development listed (1–24) above should be included in the Development Agreement or as a Condition of Approval. We urge the Commission to require that all the developer's promises be codified in the Development Agreement and ensure that these are in fact executed.
3. Subsidize transit passes: Require the owner/developer to provide subsidized transit passes for five years for all residents to encourage transit use.
4. Affordable housing: An increase of affordable and low-income units to 20% would also enhance the project.

We ask that you consider the information in the Guidelines and our scoring as you consider this project.

Respectfully submitted:



Gita Dev, FAIA, Co-chair,
Sustainable Land Use Committee
Sierra Club Loma Prieta Chapter (SCLP)
415-722-3355

Attachment: SCLP Guidelines- with itemized scoring for the proposed development

Cc James Eggers, Exec Director SCLP
Gladwyn D'Souza, Chair, Conservation Committee, SCLP

Concar Passage - Comments on Draft EIR

Linda Tolosano <lindatolosano@hotmail.com>

Wed 4/22/2020 10:03 PM

To: Concar Passage Mixed Use Project <passage@cityofsanmateo.org>

We live in 19th Avenue Park in San Mateo. As background for our comments, we are now suffering the fifth year of construction projects in our area: Station Park Green, 1650 South Delaware (AAA) project, Hines office buildings. Our neighborhood has been severely impacted by construction traffic, noise, vibrations and dirt. Every day for five years we have listened to construction noise from multiple projects (now simultaneously Station Park Green and AAA project right next to each other).

The Passage development is projected to take five years. We are so tired of construction in our vicinity. Another five years is almost unbearable. We have lived day in and day out with the consequences of the building process. Our back yard looks like the dust bowl. The consequences of breathing in particulate matter blowing off the construction sites is alarming. We recently sent an email to the City pointing out this problem during a particularly windy period and never heard back and did not see any mitigating process to curb the dust blowing off the sites. This is just one example of the many issues arising from the construction. The repetitive noises are extremely annoying. We can't even sit in our backyard because of the noise.

As outlined in the Passage EIR report, excessive noise can impact sleep and cause annoyance. We have experienced both during the past and current construction. In addition to the traffic and construction noise, we are also very concerned about vibration caused by the excavation process and also dewatering of the site.

The EIR shows there will be a potentially substantial significant noise impact due to construction activities (Appendix H page 28). It shows ways to mitigate the impact, but I can tell you from experiencing the construction taking place near us, unless someone is monitoring the proposed mitigation constantly and holding the contractor to it, it won't happen. What is the City going to do to ensure the noise is kept at the legal level?

As stated in the Geotechnical Investigation (Appendix E), the site sits on reclaimed marshland composed of fill over Bay Mud over groundwater. Dewatering at the site is a huge concern. As the City is aware, dewatering of the Hines site caused alleged slab settlement at the Ross and Rite Aid stores, which caused a lawsuit in 2016. What proof do we have that settlement will not occur in 19th Avenue Park with the proposed dewatering at Passage? We would like to see the City put some type of monetary mechanism in place to ensure compensation should dewatering effect our neighborhood in a negative way. No one wants to incur the time and expense of a lawsuit.

There is still major concern over traffic congestion along Concar/Delaware/Grant. There is special concern about the placement of Trader Joe's on Delaware and the flow of traffic caused by people coming/going from the store. The backup of traffic on Grant during commute hours is significant. We have not seen any plan to mitigate this issue.

Some neighbors put forth a proposal to build a concrete block wall on the 19th Avenue Park side of the street along Concar to protect the neighborhood from the excessive noise during construction and afterward from traffic noise. I agree with this and would also like to see the same along Delaware. The City should look into this and ask for mitigation funds from the developer to build a wall. As a matter of fact, at one of the meetings we attended for the Passage project, a representative of California Costal Properties said they would support (and possibly fund) the idea, but it is City property and needs to be initiated by the City.

We would also like assurance that construction workers will not park in our neighborhood. The sign at the entrance to 19th Avenue Park on Charles Lane stating "No Construction Parking", which is knocked down constantly, doesn't work. The City needs to find a way to ensure that construction workers are not parking in our neighborhood.

Lastly, the number of affordable units in this development, 73 out of 961, is abysmal. San Mateo has enough market rate apartments. We need more affordable housing. If we have to accept another development in our area, at least let it be worthwhile and support the folks who really need it.

It would be appreciated if the City of San Mateo would step up to help and support its existing neighborhoods. We are really overloaded with development and it feels like the City could care less about how all this construction impacts us.

Hoping for the best,
Linda Tolosano
603 Vanessa Drive
San Mateo

Please reconsider Passages. SPG is still unproven and while we all appreciate being in San Mateo, perhaps income could be raised first. Before more structure is built. I do believe parks trees climate the fairgrounds, being single story, are a better o...

Barbara Kilpatrick <barbarakilpatrick@icloud.com>

Fri 4/24/2020 6:25 AM

To: Concar Passage Mixed Use Project <passage@cityofsanmateo.org>

Thank you.

But please keep the parking lot of Rite Aid empty!

Barbara Kilpatrick SPG #322

Sent from my iPod

From: eptshome@aol.com <eptshome@aol.com>
Sent: Saturday, April 25, 2020 6:45 PM
To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>
Cc: CityClerk@aol.com
Subject: Passage at Concar

Council Members,

If Passage is built with over 961 units, it will truly mean Death due to Covid-19. Please do not go forward with this project.

Sincerely,

Elaine Thompson, San Mateo resident

Concar Passage Project

Kenneth E Abreu <k.abreu@sbcglobal.net>

Mon 4/27/2020 11:07 PM

To: Concar Passage Mixed Use Project <passage@cityofsanmateo.org>; Planning <planning@cityofsanmateo.org>

To: San Mateo Planning Commission

Subject: Concar Passage Project

Dear Planning Commissioners,

I am a 36-year resident of San Mateo whose children went to school here. I am very concerned that the housing crisis on the Peninsula is destroying the future for the younger generation as well as the services needed by older residents (who were fortunate enough to move in before the housing/jobs imbalance became so bad).

The Passage project is a major step toward helping to solve the problems created by this imbalance. I strongly encourage you to move this project forward in a timely manner. The project provides several major benefits to the community. I'll summarize a few below.

The project provides a very large amount of new housing with a significant portion affordable. This will help provide some downward pressure on the very high cost of housing in San Mateo.

The project will help reduce the local traffic congestion by being near the train station and by incorporating an innovative Mobility Hub to divert commuters from private car travel.

Finally, in this time of the Covid19 pandemic we can see the benefits of having housing for critical workers (nurses, grocery workers, delivery workers, etc.) in San Mateo rather than having to commute from long distances. Also, the project is well planned, with open space so that social distancing in the future can be done in a safe and pleasant way.

Please take these thoughts into consideration and move this important project forward.

Sincerely,

Ken Abreu

Concar Passage EIR comments

Daniel Bruch <dbruch34@gmail.com>

Tue 4/28/2020 9:37 PM

To: Concar Passage Mixed Use Project <passage@cityofsanmateo.org>

Below are my comments regarding the Concar Passage EIR submittal:

- The report shows that sewage demand increases by 700%. What will be done with the existing infrastructure to serve this need? How is the developer contributing to upgrade the city infrastructure?
- The transportation study doesn't account for trips currently visiting the site which now have to go elsewhere. This study only looks at vehicles entering the site boundary; there will be an overall increase in trips within San Mateo city limits.
- Will the developer contribute to improvements for the surrounding roads, to account for additional trips? The roads immediately surrounding the site, and in adjoining neighborhoods, are already in poor condition and will deteriorate faster with more vehicle traffic.
- This development is built under false Transit Oriented Development pretenses. The Hayward Park Caltrain has limited service and does not adequately serve current population, both in train frequency and capacity. Caltrain electrification does not guarantee a significant change to train availability. This site should not be considered an equivalent to the area surrounding the Hillsdale station, which has much more transit accessibility.
- The proposed Trader Joe's location will negatively impact traffic on Delaware. There will be significant safety issues for cyclists and pedestrians traveling north along Delaware. The additional delivery vehicles will clog the Delaware entrance and potentially backup traffic.
- The developer and city need to minimize construction impacts. The Concar / Delaware area was severely impacted by Station Park Green construction. The contractors disregarded existing residents' access to these roads, especially during morning commute hours. The city did not enforce road blockages / closures on the SPG project, and must do so on the new project.
- The 10% allotment of "very low income" housing is inadequate. To further exacerbate the issue, the density bonus is not subject to low income unit requirement. These residences will be financially inaccessible to teachers and those in the service industry, who are desperately in need of housing.
- The city should commission a separate, independent transportation report from someone besides Hexagon. The city also uses Hexagon, and previous projects were built upon their studies. We need a truly independent report from someone who doesn't pose a potential conflict of interest between the developer and the city.

Daniel Bruch

San Mateo (Sunnybrae) resident

FW: Passages

Concar Passage Mixed Use Project <passage@cityofsanmateo.org>

Wed 4/29/2020 12:03 AM

To: Concar Passage Mixed Use Project <passage@cityofsanmateo.org>

From: Nancy Schneider <hnschneider@astound.net>

Sent: Tuesday, April 28, 2020 12:33 PM

To: Planning <planning@cityofsanmateo.org>

Subject: Passages

Dear Members of the Planning Commission:

I have reviewed the draft Environmental Impact Report for the Concar Passage project and strongly support this project.

I support it because it provides a large number of housing units to community including 15% affordable units. Importantly, it is also very close to Caltrain and they owners plan to operate shuttle lines as a travel demand management feature. In addition, the planned Mobility Hub will provide a range of transportation options and work spaces. I also like that there is much open space and pedestrian friendly facilities. The inclusion of solar panels and all electric units helps reduce the carbon footprint of the area.

This is a good project for San Mateo.

Thank you for your consideration.

Nancy Schneider
San Mateo Resident.

Agenda Item 4 - EIR for Concar Passage

| Name | Organization or Affiliation | General Public Comment |
|------------------|--|--|
| RACHEL DEL MONTE | YMCA of San Francisco | <p>The Peninsula Family YMCA, a branch of the YMCA of San Francisco, is pleased to support the Passages project. As a potential partner providing onsite child care to the community, the YMCA looks forward to working closely with NuQuest Ventures.</p> <p>Child care is a critical need in our community, as evidenced by our waiting list of over 100 families at our Gateway Child Development Center in South San Francisco. We are excited for the opportunity to expand our delivery of high-quality, lower-cost child care programming to families living and working in San Mateo.</p> <p>Additionally, we were pleased to hear that the Passages project has increased their low and moderately priced housing in the plans. The YMCA team is comprised of 250+ employees, some of whom would qualify for the affordable housing proposed at the Passages project. We expect up to 15% of our employees would be interested in the opportunity to live and work in this community. As we all know, housing has become increasingly cost-prohibitive for people in nonprofit and service roles. The Passages project provides an opportunity for our employees to live close to their work.</p> <p>The YMCA has been a part of the Peninsula community since 1924. The YMCA is an internationally recognized community organization. The YMCA of San Francisco prides itself on being an excellent partner to cities, school districts, and communities in Marin, San Francisco and San Mateo counties. We pride ourselves on delivering high quality, lower cost programming for everyone, regardless of ability to pay.</p> |
| Denton Murphy | Housing Leadership Council | <p>I support the development of this kind of housing and others like it in San Mateo. I'm a former resident of San Mateo, and the reason my wife and I moved to South San Francisco is because we couldn't afford to live there. We are both 35, in the prime of our careers, and about to start a family. We loved the neighborhood we rented in there, and really wanted to make it work, but just couldn't. Projects like this that increase housing supply in desired areas is ultimately one of the most effective ways to bring down the crushing cost of housing in the Bay Area. If San Mateo is interested in creating a sustainable, robust community, they need to accommodate these kinds of projects.</p> |
| Kelsey Banes | Peninsula for Everyone | <p>Thank you again commissioners! I will be extremely brief and only wish to strongly encourage you to study the maximal number of homes within the Concar Passage Draft EIR. We have a dire housing shortage that is causing immense pain among residents in San Mateo and the broader region as evidenced by super-commutes, homelessness, and housing instability. More homes at all income levels are needed to ensure the health of our communities and the planet. Thank you for your thoughtful consideration of what will be a treasured part of San Mateo for many decades to come.</p> |
| Dennis Keane | | <p>My concern is the traffic impact of the Concar Passage development. I have sat at the intersection of Grant Ave and 19th. for 20 minutes to get onto 19th Ave eastbound across 101 to my neighborhood in the Parkside area. I did not see strategies to mitigate what is already a heavily impacted thoroughway. If we don't have specific, effective means to increase traffic flow (which would seem to require participation by Foster City) I would like to delay this project till we get the full impact of the additional traffic from residents from the Station Park development. Traffic is already terrible and it would be both foolish and disrespectful to established residents to further muck up our neighborhoods with another round of new commuters prematurely.</p> |
| Jordan Grimes | | <p>Commissioners: as someone living directly across from the Passage project, I'm very glad it is finally moving forward. I've heard some discussion that the project could delayed due to concerns around a more limited ability for public comment due to COVID. I hope that won't be the case, and the amount of public comment on the last agenda item should demonstrate that it's more than possible to gather considerable community input despite our rapidly changing world. The first community meeting we had on Passage was back in December of 2017. It's unfortunate that it has taken so long to come to fruition, and further delay of badly needed housing stock is unacceptable at this point.</p> |
| Alex Melendrez | Housing Leadership Council of San Mateo County | <p>Alex Melendrez, again representing the Housing Leadership Council of San Mateo County. We work with communities and their leaders to produce and preserve quality affordable homes. I was one of the callers on the line. I want to thank the City Staff for running the meeting, we are all learning during this time and we appreciate their efforts.</p> <p>As mentioned we have also endorsed Passages in San Mateo.</p> <p>These 109 affordable homes and 852 market rate homes will provide a significantly positive impact to our region's jobs-housing imbalance, while also reducing traffic due to its proximity to Hayward Park Caltrain.</p> <p>What you have here is a chance to revitalize and repurpose an underused strip mall and surface level parking lot to create homes for San Mateo's workers.</p> <p>More than that you are creating a community out of paved space. A community that will look out for each other and will contribute to San Mateo's overall community wellness. And as we are learning now, the San Mateo community looks out for each other during trying times like these. We hope to see the Passages community built as soon as possible.</p> <p>Alex Melendrez, Organizer with HLC.</p> |
| Dennis Keane | | <p>I am disappointed in this effort to participate with the council. None of our callers were able to speak. I would consider this an incomplete opportunity for the public to participate. I hope we get more time in the near future.</p> |

Passages development will exacerbate existing traffic problems!

Sheila Sandow <sheilasandow@yahoo.com>

Wed 4/29/2020 7:32 PM

To: Concar Passage Mixed Use Project <passage@cityofsanmateo.org>

A neighbor informed me that the San Mateo City Council is planning to approve the Passages development without addressing local neighborhoods' concerns about increased traffic. I am writing to request that you do not moved forward with this development's approval unless and until you address such traffic concerns.

In particular, the section of 19th Avenue that leads from Delaware and So. Grant to the Hwy. 101 entrances, the eastern side of San Mateo, and Foster City is a PARKING LOT during the afternoon commute. That problem will only increase if the Passages project is approved without any traffic-mitigation measures. Under normal conditions (prior to the Shelter-in-Place order), I already have to plan my day to specifically avoid taking that route on weekdays after 3 pm; once Passages is in full operation, there will be increased demand for access to that corridor.

Please do not take any actions that will exacerbate San Mateo's already-existing traffic problems! It is your responsibility to mitigate existing problems, not approve plans that will only make them worse.

Sincerely,

Sheila M. Sandow

Sunnybrae Homeowner (32 years)

DEIR Comments for Concar Passage Mixed Used Project

Aaron Lam <aaronlam.8@gmail.com>

Sat 5/2/2020 7:34 PM

To: Concar Passage Mixed Use Project <passage@cityofsanmateo.org>

Cc: Priscilla Cheng <pgcheng@gmail.com>

 1 attachments (3 MB)

TNC VMT Findings_Memo 08.01.2019.pdf;

To whom it may concern:

I am a resident of the 19th Ave Park neighborhood. In response to the 45 day public review period of the DEIR, I have the following comments:

Comment 1: Page 51, Table 4.1-3 Applicable Control Measures

Ride-hailing incentives are identified as a measure to meet TR8 - Ridesharing, Last-Mile Connections. However, ride-hailing incentives only meet the last-mile connection intent; it does not address the goal of overall trip reduction when these vendors are travelling with zero or one passenger. As such, I do not believe that the project is fully consistent with this measure's intent.

TR8 Control Measure discusses employers to participate in a ridesharing or carsharing program. This seems like something the on-site Transportation Coordinator (as identified in the DEIR) could manage; a coordinated ridesharing or carsharing program across various employers within the project's 40,000 sq ft of commercial space could be implemented to support this measure's intent to reduce trips.

Comment 2: Page 120, Transportation Demand Measure

The goal of TDM is identified to reduce single-occupant vehicle trips to help relieve traffic congestion, parking demand, and air pollution. Of the key measures provided, "Ride-Hailing Credits/Discounts" would not support the goals of reducing traffic congestion and air pollution.

A report published by Fehr and Peers on such ride hailing vendors was completed in August 2019. This report is attached here for your reference. The report found that approximately 40% of vehicle miles traveled are while these vendors are waiting for a ride request or on their way to pick up a passenger - both of which activities are single-occupant vehicle trips. This is depicted in Figure 3 of the report.

This TDM measure is misleading in the fact that it does not account for the additional vehicle trips where the vendor may travelling as a single occupant in the area. On the contrary, ride-hailing vendors would increase traffic congestion and air pollution. Accordingly, I believe that this TDM measure should not be placed into effect and removed.

Alternatively, shuttle services connecting identified trip generators/attractors to/from this site may be more effective at achieving the TDM goals than ride-hailing. Shuttles do not typically operate with zero or one passenger, and if they are, are not being effectively implemented; the on-site Transportation Coordinator (as identified in the DEIR) could oversee such a shuttle program in order to adapt to changes over time.

<End of Comments>

I look forward to receiving responses to the above comments. Thank you for your time and consideration,

Aaron Lam and Priscilla Cheng

Estimated Percent of Total Driving by Lyft and Uber

In Six Major US Regions, September 2018



ALL OTHER VEHICLES

LYFT & UBER:
REGION-WIDE

LYFT & UBER:
CORE COUNTY

Seattle

WASHINGTON



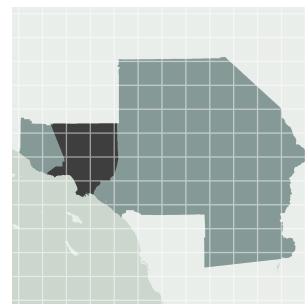
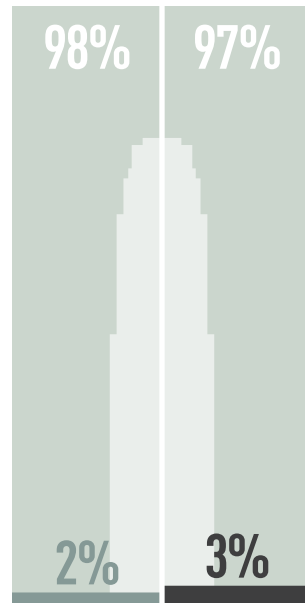
San Francisco

CALIFORNIA



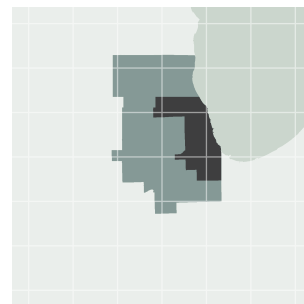
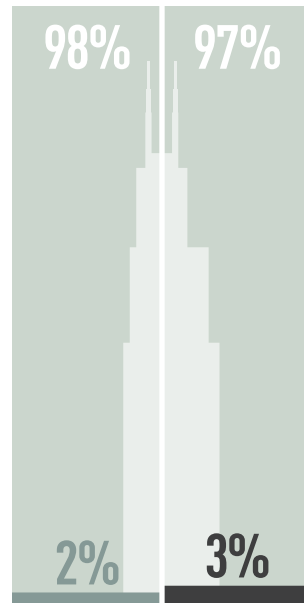
Los Angeles

CALIFORNIA



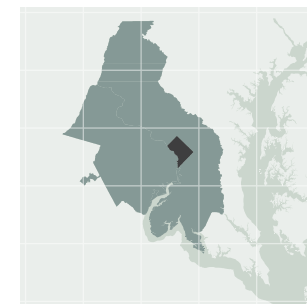
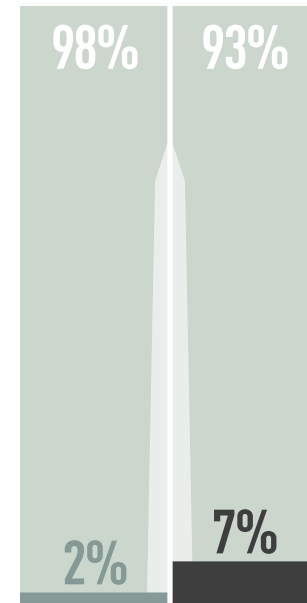
Chicago

ILLINOIS



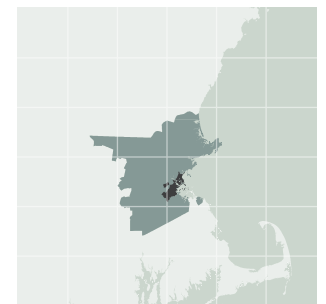
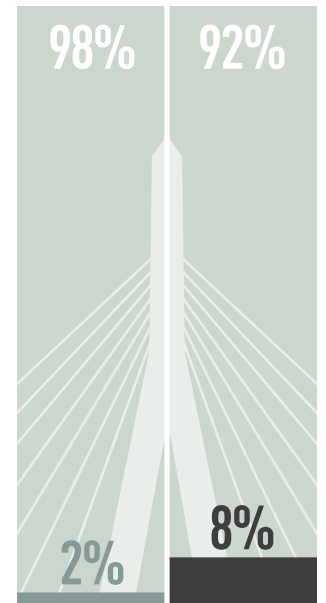
Washington

DISTRICT OF COLUMBIA



Boston

MASSACHUSETTS



ONE SQUARE = 25 MI



MEMORANDUM

Date: August 6, 2019

To: Brian McGuigan, Lyft and Chris Pangilinan, Uber

From: Melissa Balding, Teresa Whinery, Eleanor Leshner and Eric Womeldorff, Fehr & Peers

Subject: Estimated TNC Share of VMT in Six US Metropolitan Regions (Revision 1)

SF19-1016

Introduction

Fehr & Peers was engaged by Lyft and Uber to determine their combined Vehicle Miles Traveled (VMT) in six metropolitan regions in September 2018 and compare that value to approximate total VMT in each area for the same period. While a high-level exercise, both the analysis process and the results should help Lyft and Uber better understand how their services contribute to total VMT in each region at a single point in time and help them form appropriate narratives for both internal and external communication. This memorandum documents our methodology and findings.

Specifically, Fehr & Peers analyzed travel by Transportation Network Companies ("TNCs," used as shorthand for Lyft and Uber exclusively from here on) as well as VMT by all other passenger and freight vehicles ("total VMT" from here on) in the following six metropolitan regions: Boston, MA; Chicago, IL; Los Angeles, CA; San Francisco, CA; Seattle, WA; and Washington, DC. These locations were selected to show results from a range of urban centers throughout the United States. Results are presented at two levels: at the regional level, using primarily Metropolitan Planning Organization boundaries that incorporate both central urban areas and select surrounding counties; and the "core" county in each region, which contains the main city and densest job and population center(s).

Results are presented at the regional level to provide a snapshot of how TNCs contribute to overall vehicular activity in a region, which serves as a proxy for an economic center. While much of the public discussion related to TNCs has focused on the areas where TNC use is most prevalent (i.e.,



denser, economically active areas), regions function as complex centers of economic, social, and government activity. As such, this information provides a look at how TNC travel is affecting VMT for the larger area, rather than simply the most central city or neighborhood(s).

Because this regional scale does not fully capture how TNCs are concentrated in urban areas, we also present data at the scale of the core county for each region. This memorandum acknowledges that TNC activity may be concentrated at certain times and locations, and at smaller geographies than can be reliably analyzed with the available data (such as a neighborhood or district).

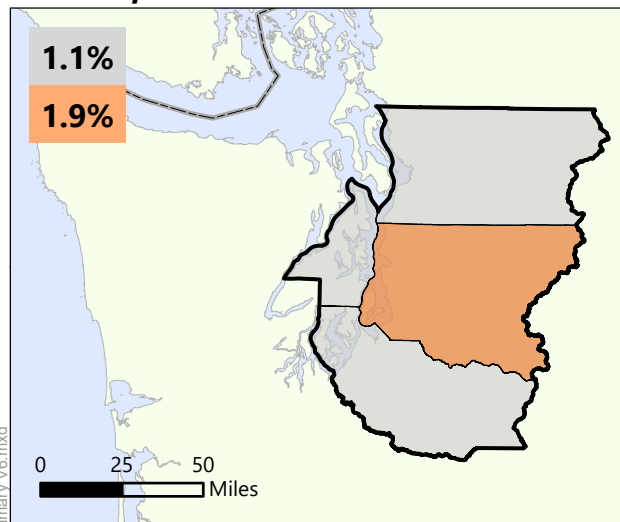
Our findings are shown on **Figure 1** on the next page. TNCs account for an estimated range of 1.0 - 2.9 percent of total VMT for the six metropolitan regions, while all other vehicle activity accounts for approximately 97 to 99 percent of total VMT. When looking solely at the core counties, there is greater variation in the share of total VMT generated by TNCs. The rate is highest in San Francisco, in the estimated range of 12.2 – 13.4 percent (i.e., approximately 87 percent of VMT is due to all other vehicle activity), and lowest in Seattle, in the estimated range of 1.7 – 2.0 percent (i.e., approximately 98 percent of VMT is due to all other vehicle activity). Essentially, the further the core county extends beyond the dense urban core, the closer the TNC share of total VMT in the core county is to the share in the overall region. To illustrate where denser neighborhoods are clustered in each region, **Figure A1** (included in the Appendix) shows the densest urban census tracts in relation to regional and county boundaries, as well as the common Census-designated boundary of a “metropolitan statistical area” (MSA).¹

Data Collection

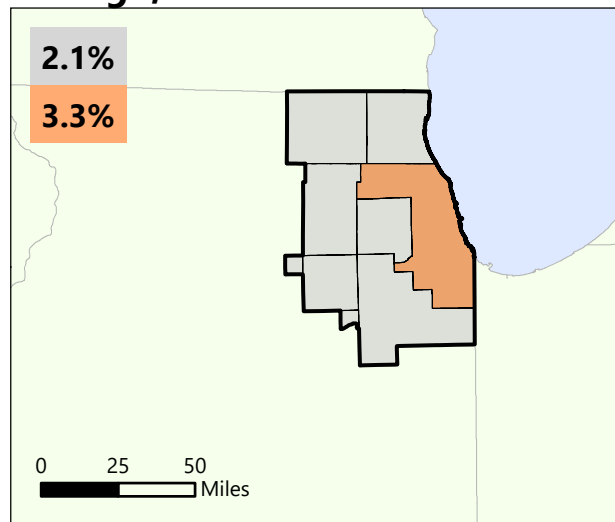
September 2018 was selected as the study month because it is a representative non-summer month with minimal holiday activity. To assess how much Lyft and Uber services contribute to VMT, Fehr & Peers determined approximate total VMT for each metropolitan region for the study month, as well as miles traveled by TNCs while in service. The one-month time period was used for versatility of data, to smooth out any outliers in the data, and to include travel on both weekends and weekdays, where TNC use patterns may be different.

¹ MSA boundaries are included to help with discussion of additional data from the National Household Travel Survey; direct VMT data from roadway monitoring was not analyzed at this geography, but rather at the county and MPO regional level.

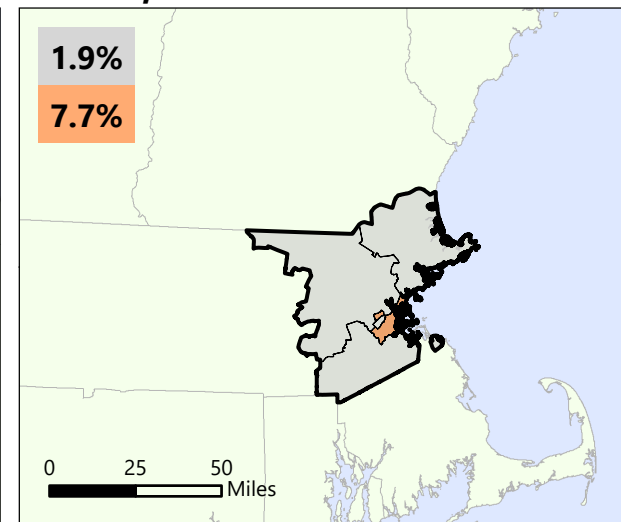
Seattle, WA



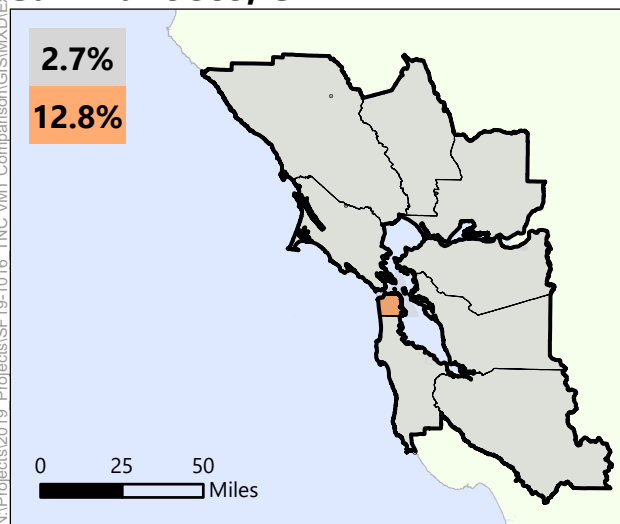
Chicago, IL



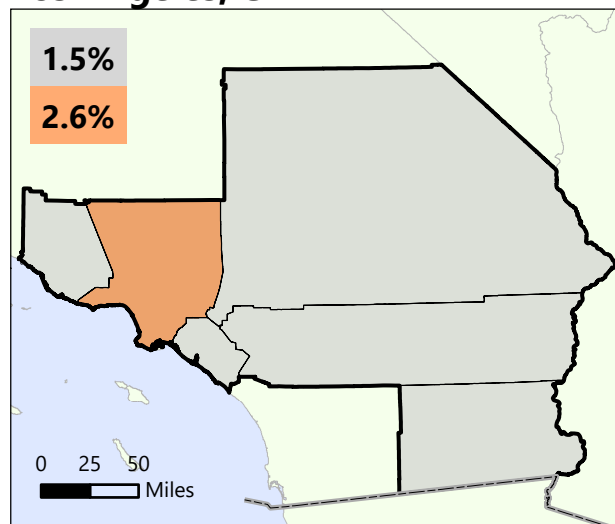
Boston, MA



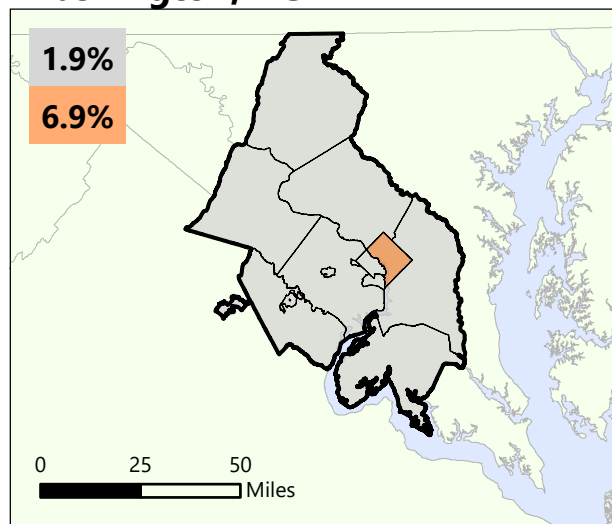
San Francisco, CA








Los Angeles, CA



Washington, DC



-  Counties in Region
-  Core County in Region
-  Region Border
-  Land Outside Region
-  International Border

X.X% X.X% of VMT from TNCs for Region
Y.Y% Y.Y% of VMT from TNCs for Core County

Note: Percentages represent midpoint between low and high estimates from September 2018 TNC VMT data.



Figure 1

Estimated TNC VMT Percentage by Metropolitan Region



Data were compiled from the sources described in **Table 1**. The initial data collection consisted of a mixture of monthly and annual data, based largely on information from the Highway Performance Monitoring System (HPMS) and data from Lyft and Uber. Federal highway data from the HPMS is routinely used in the transportation planning arena to estimate total vehicle travel for states and for metropolitan planning organizations (MPOs), for use in developing travel statistics and apportioning some federal funds. As such, this data represents a well-utilized, standardized source for total VMT in counties both urban and rural, regardless of state. The proportion of statewide VMT occurring in each county and MPO is based on statewide reports cited in **Table 1**, which include annual VMT estimates by county and/or local jurisdiction. The most recent reports for California, Washington, Illinois, and the District of Columbia were 2017 reports, which were deemed sufficient for this purpose.

Table 1: Data and Sources

| Data | Source |
|--|--|
| Lyft Vehicle Miles by Phase ¹ (P1, P2, P3), for six metro regions, September 2018 | Lyft staff |
| September 2018 Uber Vehicle Miles by Phase (P1, P2, P3), for six metro regions, September 2018 | Uber staff |
| 2017 California Annual VMT by State and by County | <i>California Public Road Data 2017: Statistical Information</i> ; Derived from the Highway Performance Monitoring System |
| 2017 Washington State Annual VMT by State and by County | <i>Puget Sound Regional Council Report: Vehicle Miles Traveled Trends</i> ; derived from Highway Performance Monitoring System |
| 2018 MAP-C (Boston) Annual VMT by State and by County | Derived from shapefile with associated data, provided to Fehr & Peers by MAP-C |
| 2017 Illinois Annual VMT by State and by County | <i>2017 Illinois Travel Statistics</i> , prepared by Illinois Department of Transportation |
| 2017 District of Columbia / MWCOG Annual VMT by County/Jurisdiction | <i>Regional Transportation Data Clearinghouse</i> , MWCOG |
| Statewide Monthly VMT by state, September 2018 | <i>Traffic Volumes Trend Report: September 2018</i> , FHWA |

Notes:

1. TNC vehicle miles are categorized by phase. P1 miles occur when a driver is waiting for a ride request (i.e., logged into the app but hasn't received a ride yet). P2 miles occur when a driver has been assigned a ride and is driving to pick up the passenger(s) and has no other passengers. P3 miles are miles traveled with a passenger(s) in the vehicle. TNC driver commute trips to their market areas are not included if the app is not turned on.



Methodology and QA/QC

Fehr & Peers processed the data provided by Lyft and Uber and collected from FHWA and individual state departments of transportation in the following manner to determine statewide and regional VMT estimates for September 2018:

1. Total Lyft and Uber VMT for the region was totaled across all ride phases (P1, P2, and P3) to generate an aggregate estimate of total TNC VMT for September 2018.
2. A low and high range of total TNC VMT was calculated based on whether double-apping was perfect (i.e., low = all drivers have both the Uber and Lyft apps on at all times when waiting for rides) or completely absent (i.e., high = no drivers ever use both apps at once). This step assumes many TNC driver partners log into both platforms.
3. The most recent published annual VMT data by county/MPO/jurisdiction was presented as a percentage of the statewide total VMT.
4. The regional percentage of annual statewide VMT was applied to the September 2018 monthly state VMT to estimate monthly regional VMT.
5. A similar process was performed for the core counties of each region to determine monthly core county VMT.

The summarized results of this methodology are shown in **Table 2**.

Table 2: Summary of Compiled VMT Data by Metro Region

| Metro Region | Annual MPO VMT as % of Annual Statewide VMT | Statewide VMT, September 2018 | Estimated MPO VMT, September 2018 | Total TNC VMT (Low) | Total TNC VMT (High) | Total TNC VMT (Midpoint) |
|-----------------------|---|-------------------------------|-----------------------------------|---------------------|----------------------|--------------------------|
| Boston | 51% | 5,250,000,000 | 2,665,911,000 | 48,320,000 | 54,210,000 | 51,265,000 |
| Chicago | 56% | 8,609,000,000 | 4,815,920,000 | 93,380,000 | 104,480,000 | 98,930,000 |
| Los Angeles | 47% | 25,366,000,000 | 11,856,067,000 | 160,090,000 | 184,980,000 | 172,535,000 |
| San Francisco | 18% | 25,366,000,000 | 4,643,111,000 | 118,580,000 | 133,680,000 | 126,130,000 |
| Seattle | 52% | 5,647,000,000 | 2,922,624,000 | 30,130,000 | 36,030,000 | 33,080,000 |
| Washington, DC | 1206% ¹ | 360,000,000 | 4,340,179,000 | 78,490,000 | 87,590,000 | 83,040,000 |

1. MPO figures for Washington, DC include portions of Maryland, Virginia, and the entirety of the District of Columbia. However, "statewide" numbers are merely those for the District; as such, the regional share is larger than the "state" share.



The summarized data presented in **Table 2** was assessed for potential errors through comparison with:

- 2017 VMT data provided to Fehr & Peers by Lyft as part of assisting them with California Public Utility Commission (CPUC) filings;
- National Household Travel Survey (NHTS) data;
- Publicly available reports about TNC service market share by region and year-over-year growth.

These initial checks indicated the total TNC VMT for September 2018 aligned with expectations based on both growth in trips and seasonal variations of TNC use. Similar checks confirmed the range of miles traveled in each service phase was as expected based on previously analyzed patterns. Market share estimates based on the data provided by Lyft and Uber were compared to publicly available service market share data, and there were minimal variations.

A more detailed breakdown of how TNC VMT is distributed across phases by metro region is shown in **Table 3**. **Table 4** presents VMT data by core counties.

Table 3: TNC VMT by Phase by Metro Region

| Metro Region | P1 VMT (Low) | P1 VMT (High) | P1 VMT (Midpoint) | P2 VMT | P3 VMT |
|--|--------------|---------------|-------------------|----------------|-----------------|
| Boston | 14,700,000 | 20,590,000 | 17,645,000 | 5,340,000 | 28,280,000 |
| Chicago | 29,700,000 | 40,800,000 | 35,250,000 | 9,080,000 | 54,600,000 |
| Los Angeles | 38,300,000 | 63,190,000 | 50,745,000 | 17,660,000 | 104,130,000 |
| San Francisco | 31,500,000 | 46,600,000 | 39,050,000 | 11,930,000 | 75,150,000 |
| Seattle | 9,700,000 | 15,600,000 | 12,650,000 | 2,880,000 | 17,550,000 |
| Washington, DC | 24,400,000 | 33,500,000 | 28,950,000 | 8,100,000 | 45,990,000 |
| Average as Percent of Total TNC VMT | 28% | 37% | 33% | 9 - 10% | 54 - 62% |



Table 4: Summary of Compiled VMT Data By Core Counties

| Core County (Metro Region) | County Share of Statewide VMT | Statewide VMT, September 2018 | Estimated Core County VMT, September 2018 | Total TNC VMT (Low) | Total TNC VMT (High) | Total TNC VMT (Midpoint) |
|--|--|--|---|------------------------|-------------------------|--------------------------------|
| Suffolk County (Boston) | 5.9% | 5,250,000,000 | 312,009,000 | 22,738,000 | 25,028,000 | 23,883,000 |
| Cook County (Chicago) | 29.6% | 8,609,000,000 | 2,550,344,000 | 80,651,000 | 89,551,000 | 85,101,000 |
| Los Angeles County (Los Angeles) | 23.6% | 25,366,000,000 | 5,986,161,000 | 145,990,000 | 162,420,000 | 154,205,000 |
| San Francisco County (San Francisco) | 1.0% | 25,366,000,000 | 259,461,000 | 31,633,000 | 34,743,000 | 33,188,000 |
| King County (Seattle) | 28.4% | 5,647,000,000 | 1,606,095,000 | 27,467,000 | 32,227,000 | 29,847,000 |
| District of Columbia (Washington, DC) | 100.0% | 360,000,000 | 360,000,000 | 24,021,000 | 25,981,000 | 23,883,000 |

Findings

The estimated share of each metro region's total VMT attributable to TNCs is shown in **Table 5** and **Figure 2**. Generally, it is estimated that TNCs account for between one percent and three percent of total regional VMT in the six major regions studied. However, TNC shares in the core and central areas of these regions are higher, ranging from around 2 percent of total VMT to over 13 percent of total VMT.



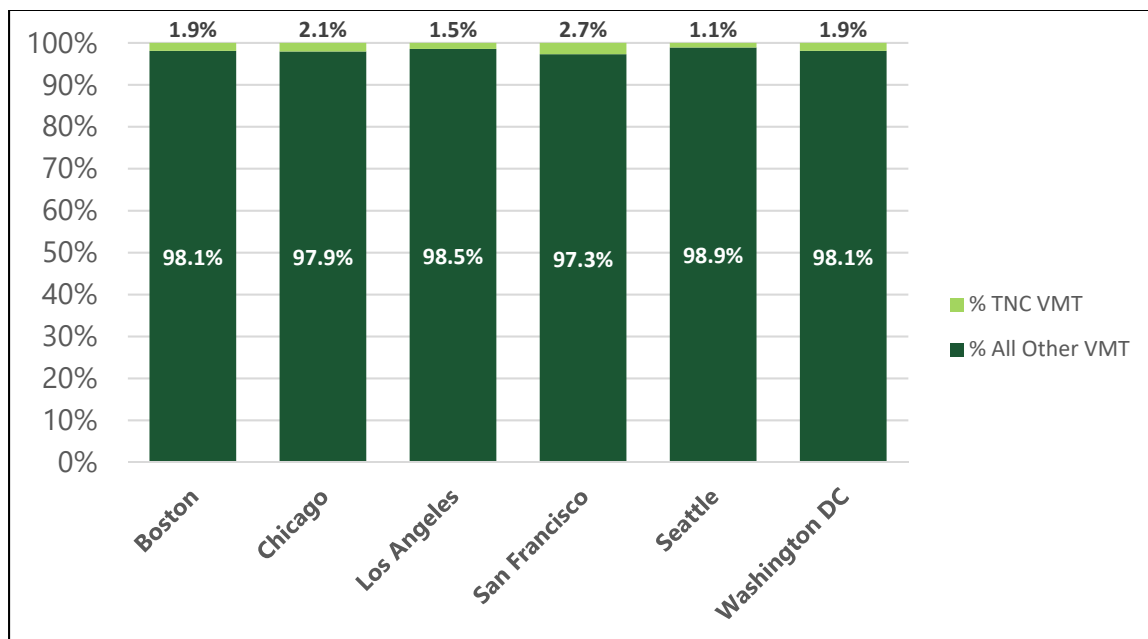
Table 5: Estimated TNC Share of VMT by Metro Region and Core County

| Metro Region | TNC Share (%) of Regional VMT (Low) | TNC Share (%) of Regional VMT (High) | TNC Share (%) of Regional VMT (Midpoint) ¹ | Core County | TNC Share (%) of Core VMT (Low) | TNC Share (%) of Core VMT (High) | TNC Share (%) of Core VMT (Midpoint) ¹ |
|-----------------------|-------------------------------------|--------------------------------------|---|----------------------|---------------------------------|----------------------------------|---|
| Boston | 1.8% | 2.0% | 1.9% | Suffolk County | 7.3% | 8.0% | 7.7% |
| Chicago | 1.9% | 2.2% | 2.1% | Cook County | 3.2% | 3.5% | 3.3% |
| Los Angeles | 1.4% | 1.6% | 1.5% | Los Angeles County | 2.4% | 2.7% | 2.6% |
| San Francisco | 2.6% | 2.9% | 2.7% | San Francisco County | 12.2% | 13.4% | 12.8% |
| Seattle | 1.0% | 1.2% | 1.1% | King County | 1.7% | 2.0% | 1.9% |
| Washington, DC | 1.8% | 2.0% | 1.9% | District of Columbia | 6.7% | 7.2% | 6.9% |

Note:

1. The midpoint estimates are presented in **Figure 1**.

Figure 2: Estimated TNC Share of VMT (Midpoint) by Metro Region





Much of this variation is due to the urban patterns and geographic layout of each individual region and county, with smaller and denser counties having a higher percentage of VMT attributable to TNCs. **Figure A1** in the Appendix presents the location of the densest Census tracts in each region. As such, a brief overview of each region and its estimated VMT is included below.

Figure 3 illustrates the distribution of TNC vehicle miles across the three service phases. Across the metropolitan regions in general, approximately one third of TNC vehicle miles are attributed to a driver waiting for a ride request (P1), approximately 10 percent to a driver heading to pick up a passenger (P2), and approximately half to when a passenger is in the vehicle (P3).

Figure 3: Breakdown of TNC VMT by Phase for each Metro Region

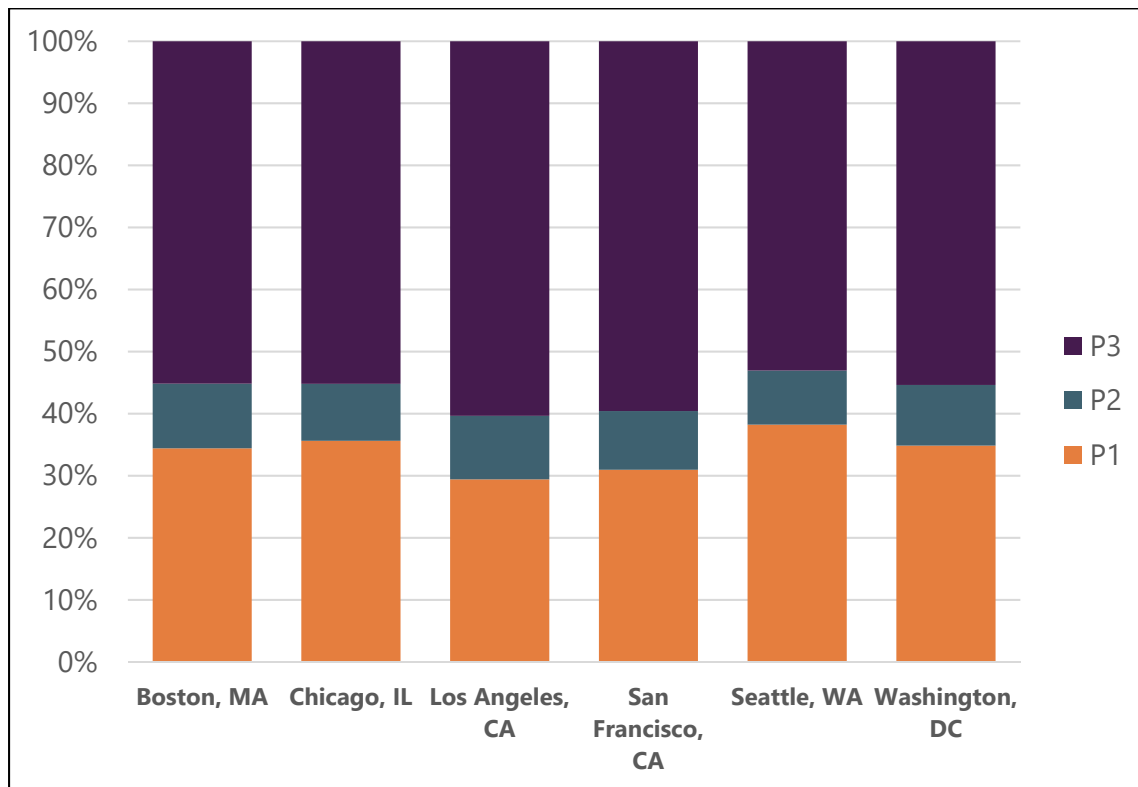


Figure 4 shows the share of VMT associated with P3 mileage *only* for both the metro regions and core counties studied, which represents TNC vehicle miles traveled with a passenger in the vehicle. Some similar trends are evident across regions when looking at both P3 mileage only and total TNC mileage. For example, passengers make more of their vehicle trips using TNCs in the core counties of each region. Similar to the trends presented in **Table 5**, the core counties in the Boston, San Francisco, and Washington, DC regions have a higher share of VMT from TNCs compared to the



other regions. These three core counties are denser and more compact and contain less suburban, rural, and exurban land area compared to the core counties in the Chicago, Seattle, and Los Angeles regions. All these factors contribute to an increased prevalence of TNC use in the core of each region compared to region-wide usage and VMT. The patterns reflected in the core counties are discussed in further detail below. **Table 6** compares key metrics for each region's core county including share of regional population, land area, and VMT.

Figure 4: TNC Passenger Miles Only Share of VMT by Metro Region and Core County

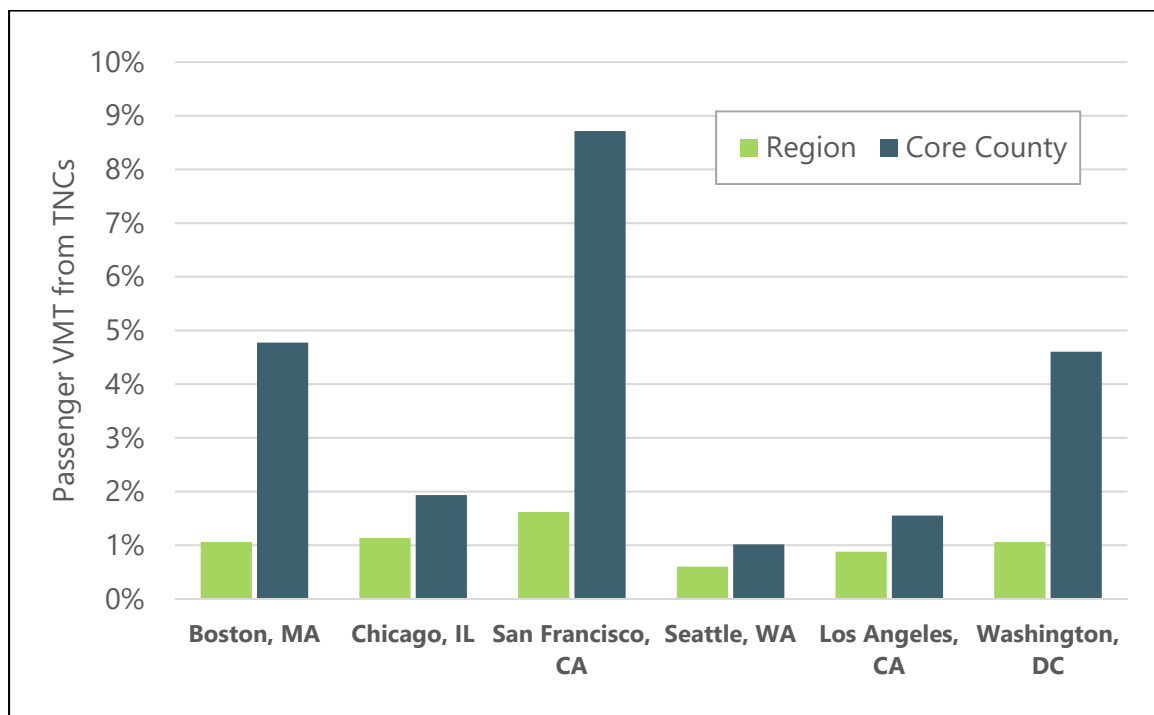




Table 6: Core County Comparison

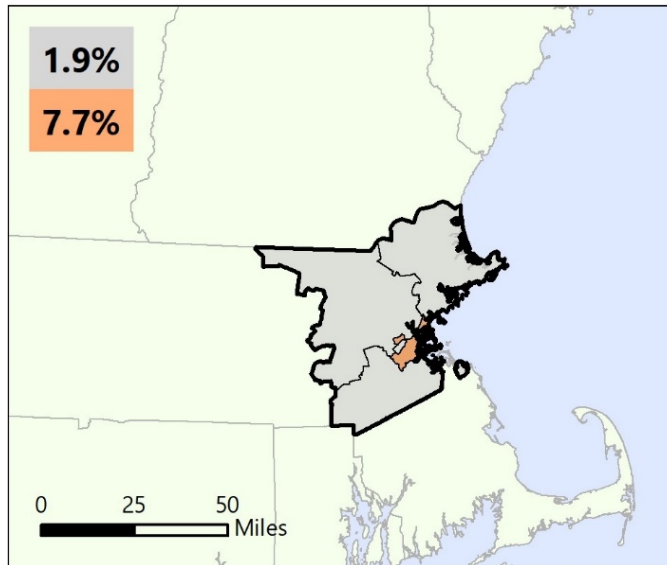
| Core County (Metro Region) | Share of Regional Population | Share of Regional Land Area | Share of Regional VMT | TNC Share (%) of Core VMT (Midpoint) | Population Density ¹ | Employment Density ² |
|--|------------------------------------|-----------------------------------|-----------------------------|---|------------------------------------|------------------------------------|
| Suffolk County (Boston) | 20% | 3% | 12% | 7.7% | 13,400 | 11,200 |
| Cook County (Chicago) | 61% | 23% | 53% | 3.3% | 5,500 | 2,700 |
| Los Angeles County (Los Angeles) | 54% | 11% | 50% | 2.6% | 2,500 | 1,100 |
| San Francisco County (San Francisco) | 12% | 1% | 6% | 12.8% | 18,400 | 15,000 |
| King County (Seattle) | 53% | 40% | 55% | 1.9% | 1,000 | 600 |
| District of Columbia (Washington, DC) | 12% | 2% | 8% | 6.9% | 11,000 | 11,000 |

1. Population density is reported as population per square mile. County population estimates based on 2013-2017 5-year American Community Survey (ACS) data; County land area estimate sourced from 2010 U.S. Census.

2. Employment density is reported as jobs per square mile. County employment estimates are sourced from 2015 Longitudinal Employer-Household Dynamics (LEHD) program; County land area estimate are sourced from 2010 U.S. Census.



Boston



The core county (orange) of each metro region (gray) is indicated. The midpoint estimate of percent of VMT from TNCs (September 2018) is shown for each area.

The Boston Region, as well as the location of Suffolk County, are shown in **Figure A**. Suffolk County is fairly compact, and includes several of Boston's denser neighborhoods, including Boston's downtown core, Back Bay, South Boston, and the Boston Logan International Airport. These dense, central neighborhoods and the Boston airport are all places that generate a comparatively large amount of TNC activity, including activity ultimately bound for areas outside of this core county. Suffolk County contains approximately 20 percent of the regional population,

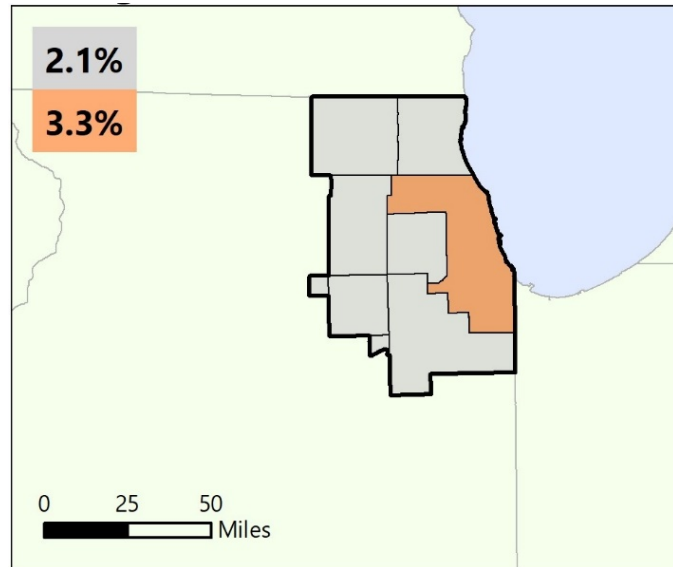
three percent of regional land area, and 12 percent of regional VMT.

In total, approximately seven to eight percent of total VMT in Suffolk County was generated by Lyft and Uber services in September 2018, while all other vehicle activity accounts for 92 to 93 percent of total VMT.



Chicago

The Chicago Region, as well as the location of Cook County, are shown in **Figure B**. Cook County contains most of the urbanized area in the Chicago region, including all of the City of Chicago, as well as suburban communities such as Evanston, Oak Lawn, and Arlington Heights. This includes all of Chicago's downtown core, its densest neighborhoods, Midway Airport, and O'Hare International Airport. While these are all likely generators of TNC activity, most of the generated activity occurs within Cook County, with a much smaller number of trips leaving the county. Cook County contains around 61 percent of the regional population, 23 percent of regional landmass, and 53 percent of regional VMT.

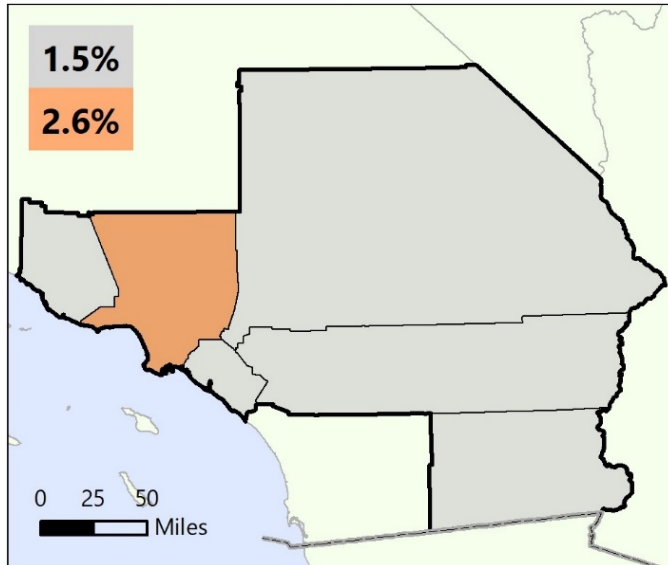


The core county (orange) of each metro region (gray) is indicated. The midpoint estimate of percent of VMT from TNCs (September 2018) is shown for each area.

In total, approximately three to four percent of all VMT in Cook County was generated by TNC services in September 2018, while all other vehicle activity accounts for 96 to 97 percent of total VMT.



Los Angeles



The core county (orange) of each metro region (gray) is indicated. The midpoint estimate of percent of VMT from TNCs (September 2018) is shown for each area.

Los Angeles County is the most populous county in the United States, and includes the City of Los Angeles, as well as other cities in the Los Angeles Basin and San Gabriel Valley. This includes Los Angeles International Airport, Long Beach Airport, and Bob Hope Airport, as well as the Ports of Los Angeles and Long Beach, which together act as the largest importer of goods in the United States. Los Angeles therefore sees a very high amount of freight traffic and freeway traffic, in addition to bustling local traffic throughout the Los Angeles Basin. Most TNC trips are likely to be

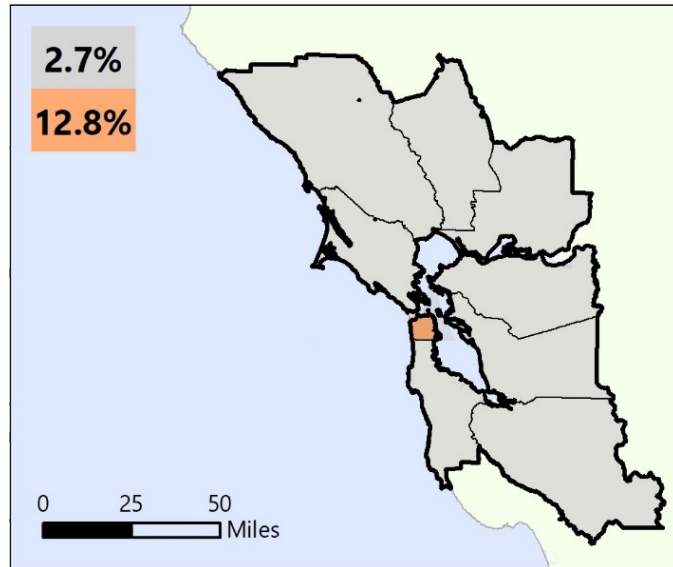
contained within the county, with the potential exception of trips between Orange County and Los Angeles County. Los Angeles County contains around 54 percent of the regional population, 11 percent of regional land area, and 50 percent of regional VMT.

In total, approximately 2 to 3 percent of all VMT generated in Los Angeles County was generated by Lyft and Uber services in September 2018, while all other vehicle activity accounts for 97 to 98 percent of total VMT.



San Francisco

The San Francisco Bay Area region and the location of San Francisco County are shown in **Figure C**. San Francisco County contains the City of San Francisco and represents the densest residential and commercial location in the Bay Area. This also includes the San Francisco International Airport, located to the south of the urban core. San Francisco County is the fourth most populous county in the region, containing around 12 percent of the regional population, less than one percent of regional landmass, and only six percent of regional VMT.



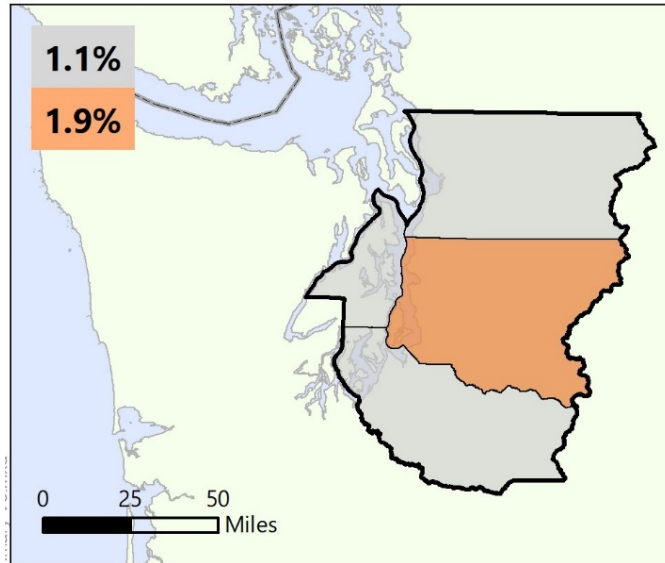
The core county (orange) of each metro region (gray) is indicated. The midpoint estimate of percent of VMT from TNCs (September 2018) is shown for each area.

San Francisco has a lower rate of car ownership compared to the rest of the Bay Area, as well as a robust internal transit system, and the lowest VMT per Capita in the region. As such, the higher share of VMT potentially associated with Lyft and Uber may reflect lower overall rates of driving and higher transit rates, as well as a less centralized location for freight passing through the region.

In total, approximately 12 to 14 percent of all VMT generated in San Francisco was generated by Lyft and Uber services in September 2018, while all other vehicle activity accounts for 86 to 88 percent of total VMT.



Seattle



The core county (orange) of each metro region (gray) is indicated. The midpoint estimate of percent of VMT from TNCs (September 2018) is shown for each area.

King County in Washington includes the City of Seattle, SeaTac International Airport, and substantial rural and wilderness areas east of the Seattle downtown core, including Interstate 90, which supports a fair amount of freight and other through-traffic. King County does not include the City of Tacoma, but otherwise includes much of the densest and most economically active areas in northwestern Washington. King County contains roughly 53 percent of the population in the region, 40 percent of the land area, and 55 percent of regional VMT.

In total, approximately 1.5 to 2 percent of all VMT generated in King County was generated by Lyft and Uber services in September 2018, while all other vehicle activity accounts for 98 to 98.5 percent of total VMT.

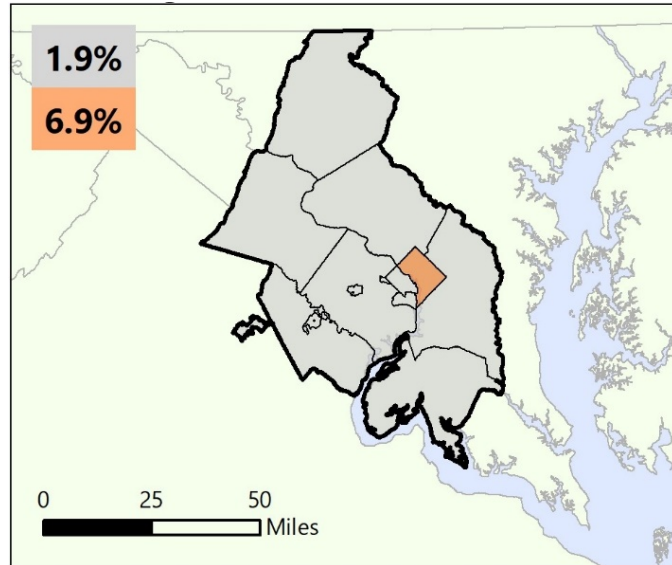


Washington, DC

The District of Columbia is the designated home of the federal government, and as such is neither truly a state nor a county. The District includes the densest portions of the DC metropolitan region east of the Potomac River, but does not include any of the major interstates providing passage through the region (I-95 passes through the District, but has multiple ring routes offering alternatives without passing through DC). As such, it likely sees fewer through trips on the freeway due to freight activity, and generally has a smaller share of total regional VMT

than any other core county except San Francisco. The District contains around 12 percent of the regional population, two percent of regional land area, and eight percent of regional VMT.

In total, Lyft and Uber contributed approximately six to seven percent of total VMT within the District of Columbia in September 2018, while all other vehicle activity accounts for 93 to 94 percent of total VMT.



The core county (orange) of each metro region (gray) is indicated. The midpoint estimate of percent of VMT from TNCs (September 2018) is shown for each area.



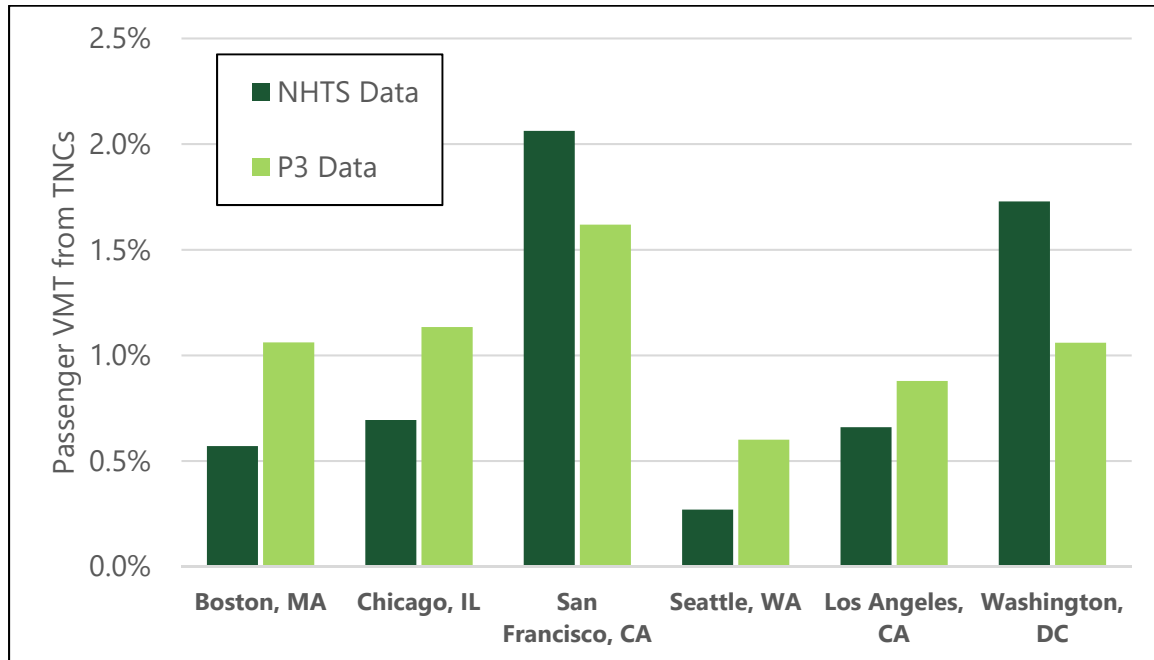
Introducing NHTS to Add Context

The most recent iteration of the National Household Travel Survey (NHTS) conducted in 2017 includes TNC as a travel mode. NHTS data are collected by having a sample of households log all trips made during a given period of time. Data for each trip include the distance traveled, mode of travel, purpose of trip, and number of household members taking the trip. Data are then weighted by household and individual to correct for differences between the sample and the U.S. population due to representation errors like non-response error. The result is a full dataset that is roughly representative of the U.S. population by important demographic variables like age, gender, race, and ethnicity. While this dataset is not directly comparable to the data used in the rest of the analysis, it is presented here to provide a second perspective on how TNC travel contributes to VMT.

NHTS data includes only personal trips by individuals living in a given location; it also only includes the portion of the trip that provided passenger service (i.e., P3 miles in the case of TNCs). As shown in **Figure 5** below, the P3 VMT estimates from the TNC data estimated above are roughly similar to the VMT estimates based on data from NHTS sample households. The NHTS data results in a slightly higher share of VMT in two regions (San Francisco and Washington, DC), and a somewhat lower share of VMT in the other four regions; however, the number of total TNC trips recorded is quite small in some regions, and these data are not directly comparable to TNC records. It should be noted that the region defined in the NHTS is different than the TNC definition of regions; the NHTS uses Metropolitan Statistical Areas (MSAs) for its regions rather than the metropolitan regions and core counties assessed in the TNC analysis. **Figure A1** in the appendix compares these different geographies.



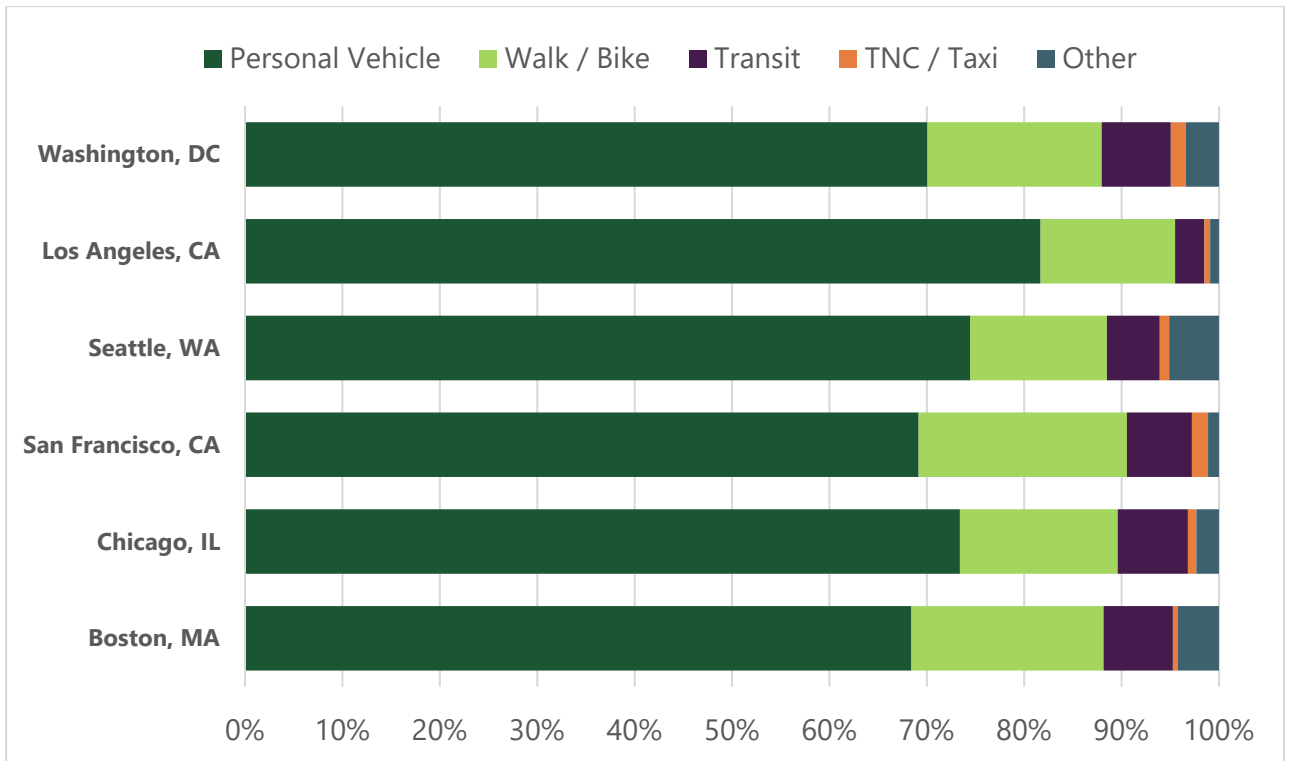
Figure 5: TNC Passenger Miles Only VMT Share - NHTS Data and TNC Reported Passenger Miles (P3) by Metro Region



While this memorandum has until now been devoted to summarizing how TNC vehicle miles compare within and across metro regions, it is important to not lose track of the amount of transportation options available and to what extent they are used by the populations of each area. Specifically, **Figure 6** shows a comparison of the average mode split from NHTS data (summarized by metropolitan statistical area, or MSA) to show how TNC use fits in in the broader modal picture for each metro region. While TNC travel plays a larger role in metro regions that include comparatively dense, urban areas such as San Francisco and Washington, DC, TNC use there is estimated to be around 1.7 and 1.5 percent, respectively. In comparison, across all regions, travel by personal vehicle is estimated to be used for 68 to 82 percent of trips, travel by walking and biking is estimated to be between 14 and 21 percent of trips, and travel by transit is estimated to be between 3 and 7 percent of trips.

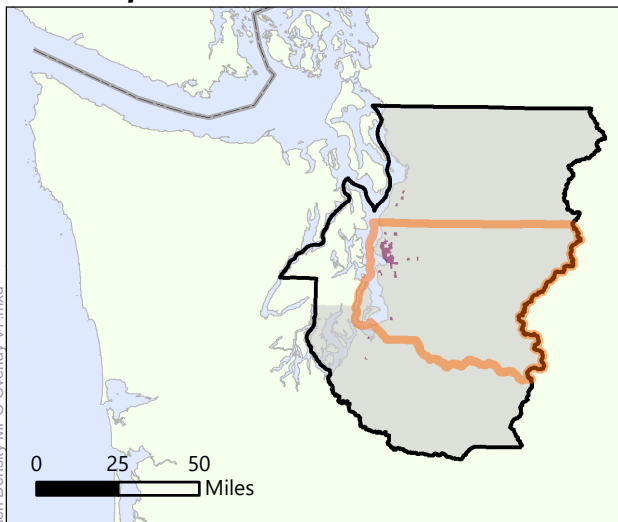


Figure 6: NHTS-Estimated Person Trip Mode by Metro Region (2017)

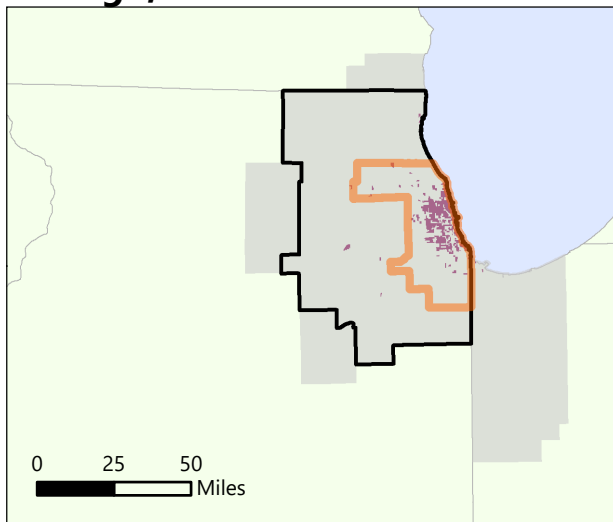


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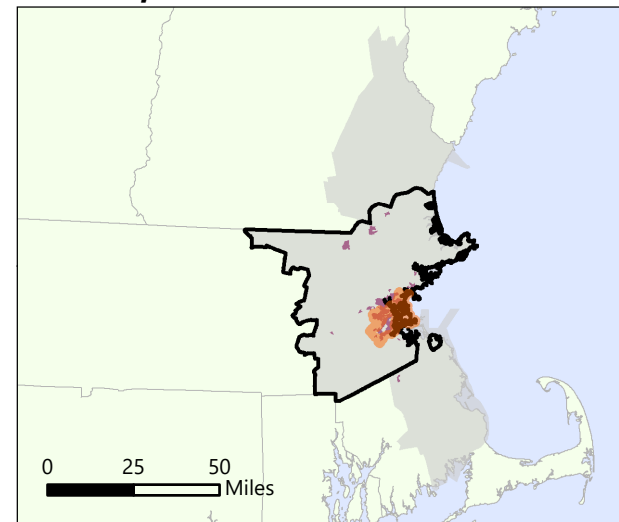
Seattle, WA



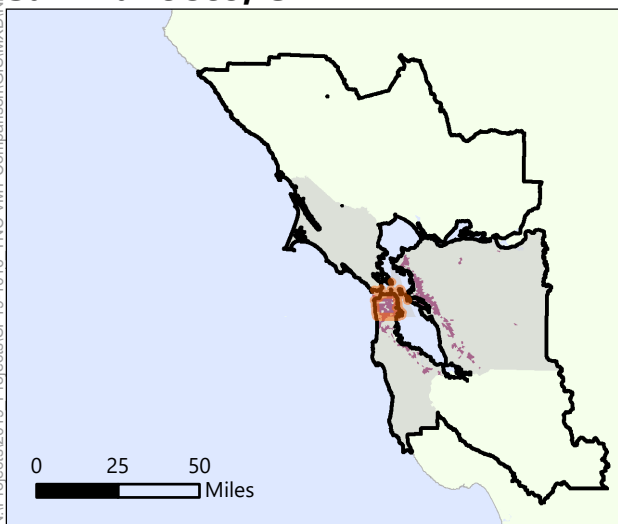
Chicago, IL



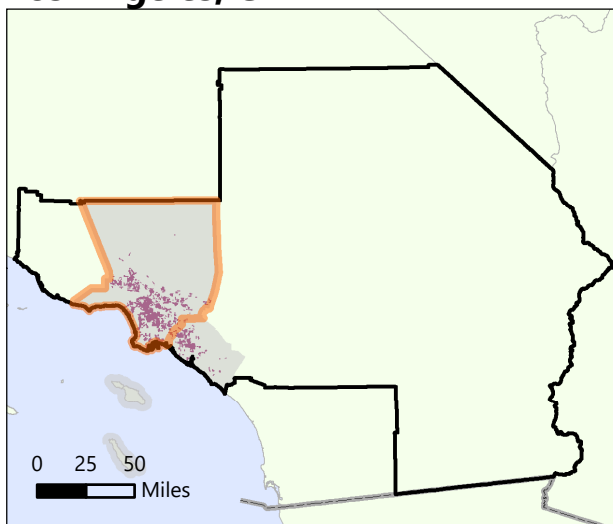
Boston, MA



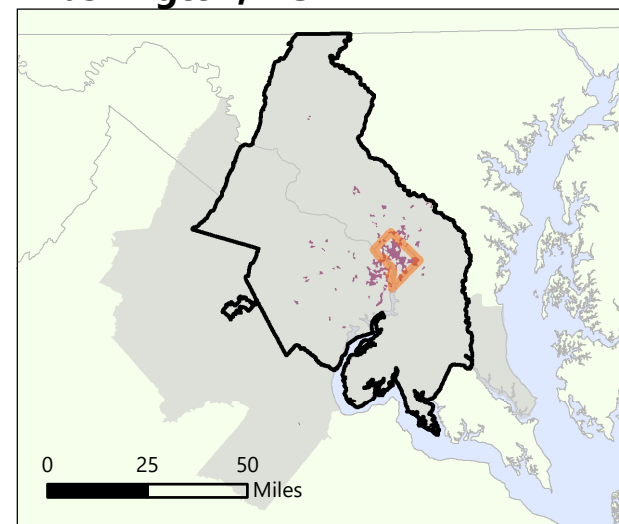
San Francisco, CA



Los Angeles, CA



Washington, DC



Metropolitan Statistical Area (MSA)

Densest Census Tracts
(Population Density > 10k / sq mi)

MPO Region Border

Core County Border

Land Outside MSA

International Border



Figure A1

**MSA and Densest Census Tracts by
Metropolitan Region (NHTS Analysis)**

Passages project

clleslie@peninsulaballet.org <clleslie@peninsulaballet.org>

Mon 5/4/2020 6:21 PM

To: Concar Passage Mixed Use Project <passage@cityofsanmateo.org>

Hello Lisa, I am contacting you to reiterate that Peninsula Ballet Theatre is very much in support of this project and to acknowledge the great support that we have received from Brian Meyers.

Since I do not have a thorough appreciation of the approval process, I want to continue to make sure that everyone understands that in order for Peninsula Ballet Theatre, and the other non profit arts organizations to fully utilize the new site, we will need a minimum of 14' feet from top of finished floor to bottom of finished ceiling. More height would be better but 14 feet is the absolute minimum.

Thank you for all you are doing to keep this project moving forward.

Regards,

Christine Leslie

Executive Director & CEO

Peninsula Ballet Theatre

Making Magic One Step at a Time


For 50 Years

1880 South Grant Street

San Mateo, CA 94402

650-342-3262 x16

PeninsulaBallet.org

 [Facebook](#)



Concar Passage

Nancy Riffle <nriffle@me.com>

Thu 5/7/2020 6:36 PM

To: Concar Passage Mixed Use Project <passage@cityofsanmateo.org>

Hello

If the current Concar shopping center is replaced by another project it is likely that the rents will rise. Peninsula Ballet Theatre operates on a shoestring. I

am not in favor of losing this community resource. Its current building is marginal at best. However, the very basic building allows PBT to pay a modest rent. Unquestionably this will change in the new shopping project. Do not demolish another place that artists can afford.

I belong to the Ballroom Dance community that has seen the loss of ballrooms and practice spaces throughout the peninsula. We need to keep the practice facility at PBT as do all of the other Dance organizations that rent space there. I am not in favor of this project.

Respectfully,
Nancy Riffle

No.

Barbara Kilpatrick <barbarakilpatrick@icloud.com>

Thu 5/7/2020 8:02 PM

To: Concar Passage Mixed Use Project <passage@cityofsanmateo.org>

Barbara Kilpatrick SPG 430 Station Park Circle #322 SMTD 94402

We are asking for single story, family dwellings, without child care.

They are practicing elder abuse.

Sent from my iPhone

answers

Adrienne Kent <1adriennekent@gmail.com>

Fri 5/8/2020 4:10 AM

To: Concar Passage Mixed Use Project <passage@cityofsanmateo.org>

I want to know if there is underground parking for every unit? We have been asking this of every builder for the last four years and while they know skipping parking or only putting in partial parking ruins the existing neighborhood for the families unfortunate enuf to have their homes by the project. I could not understand what you said about trader joes. *is it remaining? iin earlier releases to the county you said it would. that is the go to store for everyone from burlingame to redwood city because they are the best. I know safeway is there but their produce is old and fish and poultry grade d.*

comments on the development

Laurie <prapin@att.net>

Mon 5/18/2020 6:22 AM

To: Concar Passage Mixed Use Project <passage@cityofsanmateo.org>

Hi Lisa!

I live in Fiesta Gardens and am currently able (well, pre covid) to walk to Trader Joes and the rest of the shopping center. I want to make sure this site remains walkable, not having to have pedestrians crossing busy delivery streets on the way to the Peninsula Ballet Theatre, for example.

Also, I'm sure the amount of "affordable" units is considered adequate, but I do not think they are sufficient. The waiting lists for the places are ridiculous. I know because my son and his family are currently living with us. I hope that you can push the number of affordable units higher than the currently proposed numbers.

It was certainly pleasant to have a reprieve from the constant noise and dirt of building and traffic around our neighborhood for a little while. It is wearing,

I hope you have thoroughly studied the issues with pumping out water to dig the deep underground parking areas needed, and found a way to compensate people who live in 19th Ave Park for houses being rattled and settled. I hope there will be regular supervision of the dirt being airborne so that there will be less of it for us to breathe.

As you can tell, I am not happy about yet another development being built in our area, but would feel better if the rents were not all so high.

Respectfully Yours,

Laurie Meisenheimer
1008 Fiesta Dr
San Mateo, CA

Be well!

Holland & Knight

50 California Street, Suite 2800 | San Francisco, CA 94111 | T 415.743.6900 | F 415.743.6910
Holland & Knight LLP | www.hklaw.com

Chelsea Maclean
+1 415-743-6979
Chelsea.Maclean@hklaw.com

Via email: passage@cityofsanmateo.org

May 19, 2020

Lisa Costa Sanders
Contract Planner
330 West 20th Ave,
San Mateo, CA 94403

Re: Draft Supplemental Environmental Impact Report for the Concar Passage Mixed Use Project

Dear Ms. Sanders,

On behalf of the applicant for the proposed Concar Passage Mixed Use Project (Project) located at 640, 666, 678, 690 Concar Drive, 1820, 1850 S. Grant Street and 1855 S. Delaware Street, San Mateo at 1601 and 1304 El Camino Real, we sincerely appreciate the City staff's time and efforts, and those of David Powers & Associates, in conducting the environmental review of the Project pursuant to the California Environmental Quality Act (CEQA). We also appreciate the opportunity to comment on the Draft Supplemental Environmental Impact Report (DSEIR). The following includes our comments and additional information that we would like considered as part of the administrative record for the proposed Project.

Summary:

1. [Alternatives Summary] p. xiii – We recommend that the summary of the two Reduced Intensity Alternatives (discussed in Section 8.2.4) is added to the Final SEIR's summary of alternatives.
2. Section 1.2 [EIR Process]; p. 14 – In the discussion of the prior EIRs, we note the Project site's location in a Priority Development Area within the Plan Bay Area 2040, the region's sustainable community strategy plan prepared pursuant to SB 375. Specifically, we note that Project is located within the Rail Corridor Priority Development Area. Accordingly, we note the resulting value of the Plan Bay Area EIR, particularly with respect to regional impacts associated with transit oriented development in urban, infill locations previously identified in the Plan Bay Area EIR. To this end, we have attached a summary of all of the significant and unavoidable impacts identified in the Plan Bay Area EIR as Attachment A.
3. On April 22, 2020, the Governor issued Executive Order N-54-20 that suspends several CEQA noticing and posting requirements for 60 days until June 22, 2020 and identifies replacement actions to be taken during this time including the following:

- Post such materials on the relevant agency's or project applicant's public-facing website for the same period of time that physical posting would otherwise be required;
- Submit all such materials electronically to the State Clearinghouse CEQAnet Web Portal; and
- Engage in outreach to any individuals and entities known by the lead agency, responsible agency, or project applicant to be parties interested in the project.

We thank the City for taking all bulleted actions above, as well as making hard copies of the DSEIR available to members of the public that request such copies.

Project Description

4. Section 3.2 [Project Description] – We note that the Project contains many sustainable and energy/greenhouse gas (GHG) reducing features, including the following:
- EV charging spaces capable of supporting future electric vehicle supply equipment;
 - high efficiency fixtures;
 - a minimum of a 3-kilowatt photovoltaic system with 15% of the total roof area “solar ready”;
 - bioretention for stormwater management; and
 - participation in the City's Transportation Management Association and provision of transportation demand measures including:
 - bus/shuttle stop
 - subsidized transit passes,
 - transportation coordinator,
 - incentive program for sustainable transportation
 - protected/separated bike facilities to key destinations
 - on-site car sharing vehicles
 - high quality pedestrian spaces
 - Depot mobility hub
 - secure bike storage
 - guaranteed ride home
 - community ride-sharing service
 - transportation information center
 - on-site daycare service
 - bike repair facilities
 - on-site bike share station

GHG

5. Table 4.3-2 [Operational GHG Emissions] – The table identifying greenhouse gas (GHG) says that 660 MT CO₂e is the BAAQMD bright-line threshold. Our review of the BAAQMD thresholds indicates that 1,100 MT of CO₂e/yr is the bright-line threshold.¹ Similarly, the GHG Technical Study identifies 1,100 MT of CO₂e/yr as the bright-line threshold. (p. 6). While the threshold utilized in the DSEIR is more stringent, it would be helpful to understand the use of the 660 MT CO₂e brightline threshold.

¹ See BAAQMD CEQA Guidelines, May 2017, available here: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf?la=en (accessed 5/6/2020).

Land Use

6. Section 4.4.1.1 [Regulatory Setting]; p. 86 – With respect to the discussion of the Project’s consistency with the Rail Corridor Plan, we note that the applicant prepared an analysis considering the Project’s consistency with the Rail Corridor Plan policies in 2018. It is attached for reference as Attachment B.

Transportation

7. Section 4.6.2.1 [Project Impacts]; p. 112 – Fehr & Peers has noted that there is a more recent version of the MXD model. Fehr & Peers notes that the MXD methodology used in the DSEIR’s trip generation analysis typically overestimates trips in the PM peak hour by approximately 8% for mixed use projects in proximity to public transit like the proposed Project. The newer MXD+ methodology typically overestimates PM peak hour trips by 4%. That said, the MXD methodology used in the DSEIR trip generation analysis likely presents a conservative view and overestimates potential trip generation. Fehr & Peers’ more detailed analysis is attached as Attachment C.
8. Section 4.6.2.1 [Project Impacts]; p. 113 – Fehr and Peers has also considered how Transportation Demand Management (TDM) measures might affect the trip generation estimates for the proposed Project and the Reduced Intensity Alternatives. Specifically, the Fehr & Peers analysis notes that the TDM Plan for the Project is expected to further reduce Project trips by up to 20 percent. It explains: “The TDM measures included in the TDM plan do not include any “built environment” measures (such as credit for transit proximity or mix of uses) that would already be accounted for in the MXD methodology, so these TDM reductions would not be double counted. As shown in the table below, when using the MXD methodology and accounting for the TDM reduction as reported in the DEIR, total net new Project trips would be 444 daily / 17 AM peak hour / 13 PM peak hour.”

| Proposed Project | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|--|-------------|--------------|-----------|-----------|--------------|-------------|-----------|
| | | In | Out | Total | In | Out | Total |
| Raw Project Trips (ITE)* | 12,946 | 226 | 366 | 592 | 600 | 492 | 1,092 |
| MXD Reduction (18% daily, 15% AM, 16% PM)* | (1,445) | (20) | (44) | (64) | (57) | (42) | (99) |
| Pass-By Reduction (Retail 34-51% PM)* | (1,364) | - | - | - | (118) | (110) | (228) |
| Net Project Trips* | 10,137 | 206 | 322 | 528 | 425 | 340 | 765 |
| TDM Reduction (20%) | (2,027) | (41) | (64) | (106) | (85) | (68) | (153) |
| Reduced Project Trips (with TDM) | 8,110 | 165 | 258 | 422 | 340 | 272 | 612 |
| Existing Trips (Including Pass-By)* | 7,666 | 216 | 189 | 405 | 270 | 329 | 599 |
| Net New Project Trips | 444 | (51) | 69 | 17 | 70 | (57) | 13 |

*Source: Project DEIR

Based on Fehr & Peers’ analysis, the proposed Project is expected to generate 444 net new vehicle trips when accounting for the TDM reduction as compared to existing conditions. Further, this analysis assumes that the existing trips (to be removed) are based on existing retail usage of the Project site (as of April 26, 2018 date when counts were taken for the Traffic Impact Analysis). As noted in the DSEIR No Project Alternative section 8.2.1, the existing retail site could potentially be improved, revitalized and would generate more vehicle trips than were accounted for in the DSEIR. Under this scenario, the comparison of the proposed Project trips to the revitalized shopping center, and the resulting net Project trips, could even represent a net negative.

Further, using similar trip generation methodologies outlined in the DSEIR, Fehr & Peers estimated peak hour trip generation for both alternatives and found the alternatives likely to result in net negative trips. Fehr & Peers’ letter explains:

[T]he net new trip generation for the 20 percent housing reduction alternative is expected to be approximately 1,650 daily / 70 AM peak hour / 100 PM peak hour vehicle trips. For the 30 percent housing reduction alternative, net new trip generation is expected to be approximately 1,230 daily / 40 AM peak hour / 60 PM peak hour vehicle trips.

Trip estimates for the project alternatives would be further reduced if accounting for the 20 percent TDM reduction, as discussed above. Daily, AM peak hour, and PM peak hour vehicle trips for both the 20 percent and 30 percent housing reduction alternatives are expected to be net negative. That is, the existing uses on the site would be expected to generate more vehicle trips than the project alternatives that would replace them.

Again, this is further amplified by the fact that the existing traffic counts don't account for the fact that the existing shopping center could be revitalized, resulting in additional trips. Fehr and Peers' more detailed analysis is included as Attachment C.

9. Section 4.6.2.1 [Impact TRN-1]; p. 118 – The DSEIR accurately identifies that projects less than ½ mile from a major transit stop are presumed to have a less than significant vehicle miles traveled impact as identified in the Office of Planning and Research's SB 743 Technical Guidance. We note that other the disqualifying criteria are not applicable to the Project, thereby reinforcing applicability of the less than significant impact. The disqualifying criteria (as found in OPR's SB 743 Technical Advisory) is as follows:
- Has a Floor Area Ratio (FAR) of less than 0.75
 - Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
 - Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization)
 - Replaces affordable residential units with a smaller number of moderate- or high-income residential units

None of the above disqualifying criteria are apply to the Project, as described below:

- The Project's FAR is 1.35 and therefore exceeds 0.75.
- The Project does not include more parking than required by the City. The Project would include 1,598 parking spaces. The Project would also provide 1,032 secured long-term bicycle spaces and 78 short-term spaces. Consistent with the Rail Corridor Plan, the City has reviewed anticipated parking demand and the parking plan. It is noted that the Project's proposed parking is also consistent with the reduced parking ratios provided under the State Density Bonus Law, specifically, those provided in Section 65915(p)(1).
- The Project is consistent with the applicable Sustainable Communities Strategy (SCS). The SCS for the region is the Plan Bay Area. The Project's location in the Rail Corridor Priority Development Area evidences its consistency with the applicable SCS.
- The Project does not replace affordable units with a smaller number of affordable units. In contrast, the Project replaces a shopping center and surface parking with new affordable housing units. Specifically, the Project would include 73 affordable units onsite to very low-income families and, as an additional community benefit, the applicant proposes to make an additional 36 units, available to moderate income families.

Based on the foregoing, the less than significant VMT presumption applies.

10. Section 4.6.2.1. [Project Impacts] p. 119 - In the discussion of the TDM reductions required by the Climate Action Plan, we note that the effectiveness of TDM measures has been monitored in the past and there is historic data to show the success of the TDM program within the Rail Corridor Plan area. Most recently, the 2020 San Mateo Rail Corridor TMA Report shows six projects in the Rail Corridor meeting and exceeding short- and long-term trip reduction goals. See Attachment D.

Utilities

11. Sec. 4.7.2 [Impact UTL-3 and MM Util - CP2]; p. 129-130: The SDEIR restates a finding in the 2004 Rail Corridor FEIR (to which the SDEIR relies on) that, “During wet weather conditions, however, the southern trunk system of the City’s wastewater system currently experiences deficiencies, and would be exacerbated by buildout of the Corridor Plan.” It is our understanding that the City’s Public Works Department has committed to a series of capital improvement projects in the adopted 2015 Sewer System Management Plan (SSMP) to mitigate and/or correct such deficiencies, some of which may have already been implemented.² Specifically, the 20-Year Capital Improvement Program (CIP) included at Appendix 8.4 of the SSMP lists the following projects to improve the south trunk system:

- *South Trunk Phase I* - Replace 450 ft. of 39 in pipe with 48 in pipe; Start date (2013), End date (2015), Cost: \$7,540,000.
- *South Trunk Phase II* - Delaware/Sunnybrae Relief, managed by Town of Hillsborough; Start date (2025), End date (2029), Cost: \$36,310,000
- *South Trunk Phase III* - 4.2 MG of below grade in-system flow storage at the Bay Meadows site; Start date (2015), End date (2021), Cost: \$40,140,000.

This information demonstrates that (i) capital improvement projects may have already occurred which may reduce the Project’s contribution to deficiencies on the southern trunk system, and (ii) a number of future capital improvement projects exist that project impact fees paid pursuant to MM Utilities – CP2 would contribute to. (p. 130).

Conclusion

Again, we thank you for your time and consideration. We look forward to the progression of the environmental review process.

Sincerely yours,

HOLLAND & KNIGHT LLP



Chelsea Maclean

Cc: Gabrielle Wheelan, Assistant City Attorney

² City of San Mateo, Public Works Department, *Sewer System Management Plan* (Dec. 2015), Element 8, at https://urldefense.proofpoint.com/v2/url?u=https-3A__www.cityofsanmateo.org_DocumentCenter_View_47516_City-2Dof-2DSan-2DMateo-2DSSMP-2D2015-3FbidId-3D&d=DwMGaQ&c=14jPbF-1hWnYXveJ5rxtS_Fo3DRrpL7HUwJDac4Hlc&r=juBiOsQS9xCeSAdfE5EBh8OndidPQYW0wOsEJwqiEbM&m=C0gWjCjxe10LK_8IGMcjQZN3nCTETSm4fRKocA_wGxw&s=OT6Bawapli7KkrVxc3-2A971eRrjNar069V1v71QiEI&e=

Brian Myers, California Coastal Properties
Kevin Ashe, Holland & Knight

Attachments

Attachment A – Plan Bay Area EIR Significant and Unavoidable Impacts

Attachment B – Rail Corridor Plan Consistency Analysis

Attachment C – Fehr & Peers Trip Generation Analysis Letter

Attachment D – 2020 Rail Corridor Plan TMA Report excerpt

ATTACHMENT A

Plan Bay Area EIR

Previously Identified Significant and Unavoidable Impacts

3.2.2 Significant Unavoidable Impacts

Significant unavoidable impacts are those that cannot be mitigated to a less-than-significant level. Chapter 2 of this EIR identifies the following significant unavoidable impacts of the proposed Plan. As stated in Chapter 2, to the extent that an individual project adopts and implements all feasible mitigation measures described for each significant impact, many of the impacts listed below would be reduced to a less-than-significant level. However, MTC/ABAG cannot require local implementing agencies to adopt most of the mitigation measures, and it is ultimately the responsibility of a lead agency to determine and adopt mitigation. Therefore, several impacts have been identified as significant and unavoidable for purposes of this program-level review. Where an impact below has been determined to be significant and unavoidable notwithstanding application of mitigation at the project-level, this is noted below in parentheses. Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measures described in this EIR, as necessary and feasible to address site-specific conditions.

TRANSPORTATION

- ▲ Impact 2.1-3: Implementation of the proposed Plan could result in a significant increase in per capita VMT on facilities experiencing level of service (LOS) F compared to existing conditions during AM peak periods, PM peak periods, or during the day as a whole (LOS F defines a condition on roads where traffic volumes exceed capacity, resulting in stop-and-go conditions for extended periods of time). A significant increase in LOS F-impacted per capita VMT is defined as greater than 5 percent.
- ▲ Impact 2.1-7: Implementation of the proposed Plan could cause a disruption to the ongoing operations of the applicable regional or local area transportation system due to construction activities.

AIR QUALITY

- ▲ Impact 2.2-2: Implementation of the proposed Plan could result in a substantial net increase in construction-related emissions.
- ▲ Impact 2.2-3 Implementation of the proposed Plan could result in a net increase of emissions of criteria pollutants from on-road mobile and land use sources compared to existing conditions, including emissions of ROG, NO_x, CO, PM₁₀, and PM_{2.5}, as the SFBAAB is in non-attainment for ozone, PM₁₀, and PM_{2.5} standards. (This impact cannot be reduced to less than significant with feasible mitigation measures.)
- ▲ Impact 2.2-5: Implementation of the proposed Plan could result in a net increase in sensitive receptors located in Transit Priority Areas (TPA) where: (a) TACs or PM_{2.5} concentrations result in cancer risk levels greater than 100 in a million or a concentration of PM_{2.5} greater than 0.8 µg/m³; or (b) TACs or PM_{2.5} concentrations result in noncompliance with an adopted Community Risk Reduction Plan. (This impact cannot be reduced to less than significant with feasible mitigation measures.)

- ▲ Impact 2.2-6: Implementation of the proposed Plan could result in changes in TAC and or PM_{2.5} exposure levels that disproportionately impact minority and low-income populations. (This impact cannot be reduced to less than significant with feasible mitigation measures.)

LAND USE AND PHYSICAL DEVELOPMENT

- ▲ Impact 2.3-1: Implementation of the proposed Plan could displace substantial numbers of existing residents or businesses.
- ▲ Impact 2.3-2: Implementation of the proposed Plan could physically divide an established community.
- ▲ Impact 2.3-4: Implementation of the proposed Plan could directly or indirectly convert substantial amounts of important agricultural lands and open space (Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) or lands under Williamson Act contract to non-agricultural use.
- ▲ Impact 2.3-5: Implementation of the proposed Plan could directly or indirectly result in the loss of forest land, conversion of forest land to non-forest use, or conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

CLIMATE CHANGE AND GREENHOUSE GASES

- ▲ Impact 2.5-3: Implementation of the proposed Plan could substantially conflict with any applicable plan, policy, or regulation adopted to reduce the emissions of GHGs.
- ▲ Impact 2.5-5: Implementation of the proposed Plan could result in a net increase in transportation projects within areas projected to be regularly inundated by sea level rise by midcentury. (This impact cannot be reduced to less than significant with feasible mitigation measures.)
- ▲ Impact 2.5-6: Implementation of the proposed Plan could result in an increase in land use development within areas regularly inundated by sea level rise by midcentury. (This impact cannot be reduced to less than significant with feasible mitigation measures.)

NOISE

- ▲ Impact 2.6-1: Implementation of the proposed Plan could result in exposure of persons to or generation of temporary construction noise levels and/or ground vibration levels in excess of standards established by local jurisdictions or other applicable regulatory agencies.
- ▲ Impact 2.6-2: Implementation of the proposed Plan could result in long-term permanent increases in traffic-noise levels that exceed applicable thresholds.
- ▲ Impact 2.6-3: Implementation of the proposed Plan could result in long-term permanent increases in transit noise levels that exceed applicable thresholds.
- ▲ Impact 2.6-4: Implementation of the proposed Plan could result in long-term permanent increase in transit-vibration levels that exceed applicable thresholds.
- ▲ Impact 2.6-5: Implementation of the proposed Plan could result in exposure of sensitive receptors to new or additional stationary noise sources in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies.
- ▲ Impact 2.6-6: Implementation of the proposed Plan could result in exposure of people residing or working in the planning area to excessive noise levels where an airport land use plan is adopted or, where such a plan has not been adopted, within two miles of a public airport, public use airport, or private airstrip.

BIOLOGICAL RESOURCES

- ▲ Impact 2.9-1a: Implementation of the proposed Plan could have a substantial adverse effect, either directly or through habitat modifications, on species identified as candidate, sensitive, or special-status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- ▲ Impact 2.9-2: Implementation of the proposed Plan could have a substantial adverse effect on riparian habitat, federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal), or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, through direct removal, filling, hydrological interruption, or other means.
- ▲ Impact 2.9-3: Implementation of the proposed Plan could interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridor, or impede the use of native wildlife nursery sites.
- ▲ Impact 2.9-5: Implementation of the proposed Plan could have the potential to substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or substantially reduce the number or restrict the range of an endangered, rare, or threatened species.

VISUAL RESOURCES

- ▲ Impact 2.10-1: Implementation of the proposed Plan could have a substantial adverse effect on a scenic vista.
- ▲ Impact 2.10-3: Implementation of the proposed Plan could substantially degrade the existing visual character or quality of the site and its surroundings.
- ▲ Impact 2.10-4: Implementation of the proposed Plan could add a visual element of urban character to an existing rural or open space area or add a modern element to a historic area.
- ▲ Impact 2.10-5: Implementation of the proposed Plan could create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

CULTURAL RESOURCES

- ▲ Impact 2.11-1: The proposed Plan could cause a substantial adverse change in the significance of a historic resource as defined in Guidelines Section 15064.5 or eliminate important examples of major periods of California history.
- ▲ Impact 2.11-2: The proposed Plan could cause a substantial adverse change in the significance of a unique archaeological resource as defined in Guidelines Section 15064.5 or eliminate important examples of major periods of California history or prehistory.
- ▲ Impact 2.11-3: The proposed Plan could have the potential to destroy, directly or indirectly, a unique paleontological resource or site or unique geologic feature.
- ▲ Impact 2.11-4: The proposed Plan could have the potential to disturb human remains, including those interred outside dedicated cemeteries.
- ▲ Impact 2.11-5: The proposed Plan could cause a substantial adverse change in the significance of a TCR as defined in PRC Section 21074.

PUBLIC UTILITIES AND FACILITIES

- ▲ Impact 2.12-1: Implementation of the proposed Plan could result in insufficient water supplies available to serve development implemented as part of the Plan from existing entitlements and resources.
- ▲ Impact 2.12-3: Implementation of the proposed Plan could require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts.
- ▲ Impact 2.12-4: Implementation of the proposed Plan could require or result in the construction of new or expanded water and wastewater treatment facilities, the construction of which could cause significant environmental effects.
- ▲ Impact 2.12-5: The proposed Plan would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with federal, state, and local statutes and regulations related to solid waste.

HAZARDS

- ▲ Impact 2.13-4: Implementation of the proposed Plan could result in projects located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

PUBLIC SERVICES AND RECREATION

- ▲ Impact 2.14-1: Implementation of the proposed Plan could result in the need for new or modified facilities, the construction of which causes significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools, police protection, fire protection, disaster response, emergency medical, and other public facilities.

ATTACHMENT B

Rail Corridor Plan Consistency Analysis

San Mateo Rail Corridor Transit-Oriented Development Plan
Objectives and Policies Consistency Analysis

The following analysis considers The Passage at San Mateo project ("Project") consistency with the San Mateo Rail Corridor Transit-Oriented Development Plan ("Corridor Plan").

| OBJECTIVES | | |
|---|---|--|
| Objective – Topic | Objective | Consistency Analysis |
| (A) – Improve Connections & Create Multi-modal Streets | <p>Improve Connections to Stations Create logical, safe, and attractive automobile, bus, pedestrian, and bicycle connections to the train stations, and improve visual connections to the stations. Both existing and new streets should be visually appealing and inviting to pedestrians, with generous sidewalks, street trees, pedestrian-scale lighting, and on-street parking. Consider funding opportunities to pursue utility undergrounding in certain areas.</p> | <p>Consistent. The Project is within ½ mile of Hayward Park Station, so it is within walking distance of the station. To maximize proximity of the Station, the Project provides an extensive system of public "passages" throughout the Project site, which provides a direct, convenient east-west pedestrian and bicycle connection through the site between the YMCA and office uses and the Hayward Park station. These public passages will include wide pathways that will be lined with active uses such as a small park, outdoor dining, street furniture, artwork, and recreational opportunities, attracting pedestrian and bicycle traffic.</p> <p>The centerpiece of the Project is a public/private mobility hub branded as The Depot. This hub will facilitate a non-auto dependent style of living for Project residents in addition to the surrounding community by providing staging for public and private shuttle systems, car share and bike share access, and a central location for all transit-related postings.</p> <p>The new internal street, Depot Way, is visually appealing and inviting to pedestrians and bicyclists with wide pedestrian paths lined with street trees and pedestrian-scaled lighting, limited on-street parking and convenient bike paths. A new intersection at Concar Drive and Depot Way will be signalized, improving pedestrian, bicycle, and automobile connections in and out of the site. The intersection will provide for safe pedestrian access from 19th Avenue Park neighborhood to public open spaces and community serving retail. The intersection will connect bike uses from the site to bike lanes on Concar Drive and ultimately the Hayward Park Station.</p> <p>Perimeter utilities will be undergrounded.</p> |

| OBJECTIVES | | |
|---|---|--|
| Objective – Topic | Objective | Consistency Analysis |
| (B) – Improve Connections & Create Multi-modal Streets | <p>Improve Vehicular Connections throughout the Plan Area Use the opportunity created by new development to rethink and improve street connections. Provide a network of additional north-south and east-west vehicular connection(s) throughout the Plan area to provide alternatives to existing streets and to the use of State Route (SR) 92 for local trips.</p> | <p>Consistent. The Project includes a new internal street, Depot Way. This street will provide alternative means to existing streets for ingress and egress to the Project for both its residents and its retail visitors. A new intersection at Concar Drive and Depot Way will be signalized, improving automobile connections in and out of the site.</p> |
| (C) – Improve Connections & Create Multi-modal Streets | <p>Improve Pedestrian and Bicycle Environment and Connections to Transit Stations and throughout the Plan Area Safe and convenient pedestrian and bicycle connections to transit stations are critical factors in making TOD successful. Pedestrian and bicycle connectivity must be enhanced to provide improved access to stations as well as other interconnections throughout the Plan area, including where vehicular connections are infeasible, with safe, direct, and attractive sidewalks, trails, or pathways. If possible, link and continue the existing linear open space in the Franklin / Bay Meadows I project to a new pedestrian pathway or linear green in the future Bay Meadows development that connects to the Hillsdale Station.</p> | <p>Consistent. The Project is within ½ mile of Hayward Park Station, so it is within walking distance of the station. To maximize proximity of the Station, the Project provides an extensive system of public “passages” throughout the Project site, which provides a direct, convenient east-west pedestrian and bicycle connection through the site between the YMCA and office uses and the Hayward Park station. These public passages will include wide pathways that will be lined with active uses such as a small park, outdoor dining, street furniture, artwork, and recreational opportunities, attracting pedestrian and bicycle traffic.</p> <p>The centerpiece of the Project is a public/private mobility hub branded as The Depot. This hub will facilitate a non-auto dependent style of living for Project residents in addition to the surrounding community by providing staging for public and private shuttle systems, car share and bike share access, and a central location for all transit-related postings.</p> <p>The new internal street, Depot Way, is visually appealing and inviting to pedestrians and bicyclists with wide pedestrian paths lined with street trees and pedestrian-scaled lighting, and convenient bike paths. A new intersection at Concar Drive and Depot Way will be signalized, improving pedestrian, bicycle, and automobile connections in and out of the site. The intersection will provide for safe pedestrian access from 19th Avenue Park neighborhood to public open spaces and community serving retail. The intersection will connect bike uses from the site to bike lanes on Concar Drive and ultimately the Hayward Park Station.</p> |
| (D) – | Coordinate with the Joint Powers Board’s (JPB) Rail Service Improvement Plans | Not applicable. This objective applies to the City. |

| OBJECTIVES | | |
|---|---|---|
| Objective – Topic | Objective | Consistency Analysis |
| Improve Connections & Create Multi-modal Streets | Ensure good pedestrian accessibility and attractive, high-quality design for the relocated Hillsdale train station. Take advantage of the JPB's plans to elevate the tracks by creating two additional grade-separated crossings at 28th and 31st Avenues. However, regardless of the phasing of the grade separations, the City shall coordinate with JPB to explore options for constructing the tracks on a viaduct structure between the 28th and 31st Avenues. | |
| (E) – Improve Connections & Create Multi-modal Streets | Coordinate with Caltrans' SR 92 Improvement Plans A Preliminary Study Report prepared by the California Department of Transportation (Caltrans) to improve regional circulation on SR 92 included preliminary options for the redesign of the SR 92/Delaware Street and the SR 92/El Camino Real interchanges that would eliminate or severely impact local access across the train tracks. Provide necessary communication and coordination with Caltrans to ensure that any future interchange redesign maintain local access across the rail tracks. | Not applicable. This objective applies to the City. |
| (F) – Improve Connections & Create Multi-modal Streets | Manage Traffic and Encourage Alternatives to Driving Explore transportation strategies to manage vehicle trips and encourage walking, biking, and transit usage. Upon completion of the Corridor Plan, develop a Transportation Demand Management (TDM) ordinance to reduce single-occupancy vehicle trips for new uses in the Corridor. Consider granting variances from the City's Level of Service Policy to allow for higher levels of congestion in exchange for providing high-quality, walkable, compact development. | <p>Consistent. The Project is a transportation oriented development that employs a number of strategies to promote and manage multimodal transportation. The Project is within ½ mile of Hayward Park Station, so it is within walking distance of the station. To maximize proximity of the Station, the Project provides an extensive system of public "passages" throughout the Project site, which provides a direct, convenient east-west pedestrian and bicycle connection through the site between the YMCA and office uses and the Hayward Park station. These public passages will include wide pathways that will be lined with active uses such as a small park, outdoor dining, street furniture, artwork, and recreational opportunities, attracting pedestrian and bicycle traffic.</p> <p>The centerpiece of the Project is a public/private mobility hub branded as The Depot. This hub will facilitate a non-auto dependent style of living for Project residents in addition to the surrounding community by providing staging for public and private shuttle systems, car share and bike share access, and a central location for all transit-related postings.</p> |

| OBJECTIVES | | |
|--|---|---|
| Objective – Topic | Objective | Consistency Analysis |
| | | <p>The new internal street, Depot Way, is visually appealing and inviting to pedestrians and bicyclists with wide pedestrian paths lined with street trees and pedestrian-scaled lighting, and convenient bike paths.</p> <p>Project-specific traffic analysis will be conducted as part of the environmental review process.</p> |
| (G) – Focus Transit-Oriented Development at Station Areas | <p>Concentrate Development at Public Transit Station Areas Consider the rail stations as gateways to the community, with the highest intensities of development located around the stations, framing public gathering places and maximizing the benefits of public investment.</p> | <p>Consistent. The Project is a high-intensity, mixed-use, transportation oriented development within walking distance to the Hayward Park Station. The Project proposes 961 residential units, 73 of which are proposed as on-site affordable units. The Project also proposes 38,000 square feet of mixed-use retail, grocery shopping, a food hall, co-working space and live/work studios, providing a complete neighborhood for the residents and daily services for the surrounding community.</p> <p>The Project will further maximize public benefits with its over 3 acres of publicly accessible parks and passages within the Project site, including a centrally located publicly accessible park with gathering spaces and other active uses open to the public. Additionally, the Project will provide the transportation and circulation benefits described elsewhere in this document.</p> |
| (H) – Focus Transit-Oriented Development at Station Areas | <p>Improve Train Station Areas Improve seating, shelter, signage, lighting, automobile and bicycle parking, and pedestrian and vehicular access to rail stations and platforms.</p> | <p>Consistent. While the City is responsible for coordinating the implementation of improved seating, shelter, signage, lighting at the nearby Hayward Park Station, the Project will increase bicycle parking, and pedestrian and vehicular access to the nearby Hayward Park station. In addition to placing 961 residential units within ½ mile of the station, the Project includes an extensive system of public passages that provides an east-west pedestrian and bicycle connection through the site between the YMCA and office uses and the Hayward Park station. The Project also boasts a public/private mobility hub branded as The Depot, which will facilitate connections to the station by providing staging for public and private shuttle</p> |

| OBJECTIVES | | |
|--|--|---|
| Objective – Topic | Objective | Consistency Analysis |
| | | systems, car share and bike share access, and a central location for all transit-related postings. |
| (I) – Focus Transit-Oriented Development at Station Areas | Seek High-Quality Design of the Relocated Hillsdale Caltrain Station The relocated Hillsdale Caltrain Station should incorporate high-quality design that provides efficient access for all modes of transport and creates a sense of “place” through the use of architecture, materials and station features. The station design should maximize the use of “viaduct” structure to provide opportunities to use the land under the tracks and to maximize the visual connection between the east and west side of the tracks. | Not Applicable. The Project is not in the vicinity of the Hillsdale station. |
| (J) – Focus Transit-Oriented Development at Station Areas | Encourage Mixed-Use Development near Transit Stations Allow and encourage mixed-use development closest to station areas that is designed to ensure the creation of lively, diverse, transit-oriented and pedestrian-friendly places. Allow both horizontally-mixed uses and vertically-mixed uses to create variety and interest near stations. Retail near transit stations should be located in the ground floor of office or residential buildings, rather than as stand-alone retail. | <p>Consistent. The Project is a high-intensity, mixed-use, transportation oriented development within walking distance to the Hayward Park Station. The Project includes 961 residential units and 38,000 square feet of mixed-use retail, grocery shopping, a food hall, co-working space and live/work studios, providing lively and diverse community. The retail portions of the Project, such as the grocery store, will be located on the ground floor below residential units.</p> <p>Further, the Project is pedestrian- and bicycle-friendly both by virtue of its mixed of uses and proximity to the Hayward Park station. It also contains an extensive public passage system, which include wide pathways lined with pedestrian-scaled streetscape improvements and active uses.</p> |
| (K) – Focus Transit-Oriented Development at Station Areas | Establish Neighborhood-Serving Retail Districts, Distinct from Downtown San Mateo Encourage smaller-scale, ground-floor retail within designated portions of the Corridor Plan area as an important component of new TOD. Cluster ground-floor retail along Delaware Street near the relocated Hillsdale Station in the Bay Meadows area, and along the north side of Concar Drive near the Hayward Park Station. New retail development should serve the immediate neighborhood and transit users. | Consistent. The retail portions of the Project will be located on the ground floor below residential units. The Project proposes a grocery store and other neighborhood-serving retail on Delaware Street, and a convenience store and live/work studios on Concar Drive. The Project also contains a food hall at the corner of Delaware Street and Concar Drive. |
| (L) – Focus Transit-Oriented | Provide Public Open Spaces at Station Areas Reserve the areas closest to the transit stations primarily for higher-density development, rather than large parks or other open spaces. | Consistent. The Project is a high-intensity, mixed-use, transportation oriented development within walking distance to the Hayward Park Station. In harmony with the high-intensity uses of the site, the |

| OBJECTIVES | | |
|---|---|--|
| Objective – Topic | Objective | Consistency Analysis |
| Development at Station Areas | Within a short walking distance of the two Caltrain stations, provide modest-sized public open spaces such as transit plazas, mini parks, linear greens, and creek side trails. | Project will provide over 3 acres of publicly accessible open space, including mini parks and linear greens, within the Project site. The centrally located park is modest in size while providing public gathering space and outdoor recreational activities appropriate for the high intensive, mixed-use nature of the Project. |
| (M) – Encourage Transit-Supportive Land Uses | Encourage Transit-Supportive Development Encourage the gradual replacement of low-intensity, auto-oriented uses with higher-intensity, transit-oriented uses, particularly closest to transit stations. | Consistent. The Project site currently provides a low-intensity, auto-oriented shopping center with an expansive surface parking lot. The Project will redevelop this site with a high-intensity, mixed-use, transportation oriented development within walking distance to the Hayward Park Station. |
| (N) – Encourage Transit-Supportive Land Uses | Create a World-Class TOD at Bay Meadows / Hillsdale Station At such time as the Bay Meadows property redevelops, work with developers to transform the Bay Meadows racetrack into an attractive, inviting, high-quality TOD that sets a standard for TOD in San Mateo and is well-integrated with the surrounding community. | Not applicable. The Project does not redevelop Bay Meadows racetrack. |
| (O) – Encourage Transit-Supportive Land Uses | Explore Alternate Uses of Corporation Yard Recognizing the proximity to the Hayward Park Station, explore opportunities to relocate and redevelop the City Corporation Yard and related facilities (as well as the Pacific Bell Corporation Yard) with transit-supportive land uses. | Not applicable. This objective applies to the City. |
| (P) – Encourage Transit-Supportive Land Uses | Provide for Open Space and Recreation Farther from transit stations, provide neighborhood parks to benefit both new and existing residents within walking distance. In the Bay Meadows area, a large community park with active and passive recreation areas should be provided to serve residents City-wide. | Not applicable. The Project is located within ½ mile of the Hayward Park station. |
| (Q) – Encourage Transit-Supportive Land Uses | Encourage Shared Parking As part of an overall TDM program, reduce the amount of land or buildings devoted solely to storage of automobiles by encouraging parking management solutions such as shared parking between different compatible uses, particularly office and residential development. Explore the feasibility of sharing parking among the future Hillsdale Station Caltrain garage, the San Mateo County Expo Center, and adjacent development. | Consistent. The Project site currently provides a low-intensity, auto-oriented, regional serving shopping center with an expansive surface parking lot. The Project will redevelop this site with a high-intensity, mixed-use, transportation oriented development within walking distance to the Hayward Park Station. |

| OBJECTIVES | | |
|---|--|--|
| Objective – Topic | Objective | Consistency Analysis |
| (R) – Compatibility with Existing Development | Respect Community Character with New Development Encourage design of new buildings to be pedestrian-friendly and compatible with local styles. | Consistent. The Project incorporates high-quality design, including the source, spine, and landscape styles, which are compatible with the local styles. Lower scale live/work artist’s lofts line Concar Drive, forming a massing transition from the 19 th Avenue Park neighborhood. The food hall at the corner of Concar Drive and Delaware Street is uniquely designed to recall the neighborhood’s Eichler architecture. |
| (S) – Compatibility with Existing Development | Control Height and Massing of New Development Provide a buffer in scale between new development and adjacent residential areas by stepping down building intensities and heights. | Consistent. The buildings are proposed below 55 feet with massing reduced to 35 feet along Concar Drive and the abutting neighborhood. |
| (T) – Compatibility with Existing Development | Control Traffic Impacts of New Development Ensure that new projects do not significantly increase traffic levels on residential streets in existing neighborhoods. | Consistent. Project-specific traffic analysis will be conducted as part of the environmental review process. |
| (U) – Compatibility with Existing Development | Maintain and Beautify Existing Development Improve existing commercial storefronts and properties with façade improvements, cleanup programs, signage controls, and other methods to beautify the community. | Consistent. The Project redevelops an aging shopping center with high-quality design. The Project will also provide public art within the Project’s extensive public passage system and landscape features throughout the site. |
| (V) – Compatibility with Existing Development | Respect Existing Facilities and Businesses Respect viable and valuable existing service commercial and light industrial businesses by allowing them to remain, particularly those along Palm Avenue, Leslie, and Gum, while providing a framework and incentives for future change. | Consistent. Although the Project will redevelop the shopping center, some tenants, including Trader Joe’s and 7-11, will remain. |
| (W) – Compatibility with Existing Development | Work with the County to Improve the Expo Center Work with San Mateo County to improve and revitalize the San Mateo County Expo Center, including landscaping improvements to front entrance, drop-off area, and parking lots. Explore opportunities to reduce the amount of land devoted solely to parking by sharing parking facilities with adjacent uses. | Not applicable. The Project does not involve the Expo Center. |

| POLICIES | | |
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| Policy No. – Topic | Policy | Consistency Analysis |
| CIRCULATION | | |
| 4.1 – Circulation | Integrate and connect the plan area street system with the surrounding city streets. | Consistent. Project-specific traffic analysis will be conducted as part of the environmental review process. |
| 4.2 – Circulation | Establish a street system in which the function and design of each street is consistent with the character and use of adjacent land, while providing safe and efficient movement through the area by multiple modes of travel. | Consistent. As a high-intensity, mixed-use, transportation-oriented development, the Project’s provision of streetscape improvements will promote multimodal transportation consistent with the character and use of the Project and surrounding area. The streetscape improvements promote safe movement through the Project site and connection to the Hayward Park station. |
| 4.3 – New Street and Street Extensions | Extend or modify existing streets and create new streets to establish a hierarchical, interconnected, and cohesive street system in the plan area. | Consistent. The Project proposes a new internal street, which will provide alternative means to existing streets for ingress and egress to the Project for residents and retail visitors. |
| 4.4 – Grade Separations | Improve east-west access via new grade separated rail crossings. | Not applicable. This objective applies to the City. |
| 4.5 – Configuration of Local Streets | Expand the local street system to efficiently serve many users and help define the character of place. | Consistent. The Project proposes a new internal street, which will provide alternative means to existing streets for ingress and egress to the Project for residents and retail visitors. |
| 4.6 – Intersection Improvements | Establish new street intersections that are efficient and safe for pedestrians, bicycles, and automobiles. | Consistent. Intersection of Concar Drive and Depot Way will be signalized, improving pedestrian, bicycle, and automobile connections in and out of the site. The intersection will provide for safe pedestrian access from 19 th Avenue Park neighborhood to public open spaces and community serving retail. The intersection will connect bike uses from the site to bike lanes on Concar Drive and ultimately the Hayward Park Station. |
| 4.7 – Theme Intersections | Implement plans to realize “theme intersections” at intersections designated in the El Camino Real Master Plan, and at locations identified in the corridor plan. | Not applicable. Project-specific traffic analysis will be conducted as part of the environmental review process. |
| 4.8 – Streetscape Improvements | Establish consistent, pedestrian friendly streetscape improvements throughout the plan area. | Consistent. The Project establishes extensive high-quality streetscape improvements throughout the site and particularly along the new public pedestrian passageway system throughout the site. The streetscape improvements consist of pedestrian-scale lighting |

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| | | and landscaping, street furniture, including benches and tables with chairs, and public art. These streetscape improvements are consistent with the improvements throughout the plan area. |
| 4.9 – Pedestrian and Bicycle Connections | Develop an area-wide pedestrian and bicycle circulation network which will result in convenient and direct connections throughout the plan area and into adjacent neighborhoods and districts. | <p>Consistent. The Project is within ½ mile of Hayward Park Station, so it is within walking distance of the station. Taking advantage of this proximity, the Project’s extensive system of public passages provides a direct, convenient east-west pedestrian and bicycle connection through the site between the YMCA and office uses and the Hayward Park station.</p> <p>A new intersection at Concar Drive and Depot Way will be signalized, improving pedestrian, bicycle, and automobile connections in and out of the site. The intersection will provide for safe pedestrian access from 19th Avenue Park neighborhood to public open spaces and community serving retail. The intersection will connect bike uses from the site to bike lanes on Concar Drive and ultimately the Hayward Park Station.</p> |
| 4.10 – Pedestrian and Bicycle Connections | Establish safe and convenient pedestrian and bicycle routes where existing barriers currently prohibit connections. | <p>Consistent. Currently, the Project site includes a large surface parking lot which prohibits safe and convenient pedestrian and bicycle routes. With the extensive public passage system, the Project establishes convenient east-west pedestrian and bicycle connection through the site between the YMCA and office uses and the Hayward Park station. Because this passage system is entirely within the site, it provides not only a direct, but a safe connection.</p> |
| 4.11 – Street Cross Sections | Establish street cross-sections that reflect their context and meet the needs of users. | <p>Not applicable. However, Depot Way provides an enhanced residential scale street to accommodate pedestrian walkways, street trees, and pedestrian scaled lighting while directing users to the site’s central mobility hub, The Depot. Expanded pull-outs allow for shuttle stops, ride-share drop-offs, food service deliveries, etc. at the heart of the Project.</p> |
| 4.12 – Transit Station Features | Provide a balanced street system in the plan area that safely connects Hillsdale and Hayward Park stations to the adjacent and greater community by providing for convenient access by a mix of modes of travel including pedestrians, bicycles, buses, and automobiles both on- and off-site. | <p>Not applicable. The implementation of this policy is beyond the scope of the Project.</p> |

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| 4.13 – Hillsdale Station | Establish a circulation system for Hillsdale station that will safely meet the needs of the station as a major transit hub and heart of a transit village, and will efficiently accommodate the many modes of transit it will serve. | Not applicable. The Project is not within the proximity of the Hillsdale station. |
| 4.14 – Hillsdale Station | Create a station area that is highly identifiable as a public place, inviting, and convenient for the many commuters who will use it. | Not applicable. The Project is not within the proximity of the Hillsdale station. |
| 4.15 – Hayward Park Station | Ensure the creation of a circulation system at the Hayward Park station that will accommodate many modes of transit, and fulfills its role of serving the adjacent neighborhood and greater community. | <p>Consistent. The Project is within ½ mile of Hayward Park Station and its transportation-oriented features maximizes access to the station. The centerpiece of the Project is a public/private mobility hub branded as The Depot. This hub will facilitate a non-auto dependent style of living for Project residents in addition to the surrounding community by providing staging for public and private shuttle systems, car share and bike share access, and a central location for all transit-related postings.</p> <p>An extensive system of public “passages” throughout the Project site provides a direct, convenient east-west pedestrian and bicycle connection through the site between the YMCA and office uses and the Hayward Park station. These public passages will include wide pathways that will be lined with active uses such as a small park, outdoor dining, street furniture, artwork, and recreational opportunities, attracting pedestrian and bicycle traffic. These improvements serve both Project residents and retail customers, in addition to the adjacent neighborhood and greater community. Additionally, a new intersection at Concar Drive and Depot Way will be signalized, improving pedestrian, bicycle, and automobile connections in and out of the site. The intersection will provide for safe pedestrian access from 19th Avenue Park neighborhood to public open spaces and community serving retail. The intersection will connect bike uses from the site to bike lanes on Concar Drive and ultimately the Hayward Park Station.</p> |
| 4.16 – Hayward Park Station | Improve the visibility of Hayward Park station from the surrounding community to make it identifiable for ease of access. | Consistent. The Project promotes access to the Haywards Park station in a number of ways. It places 961 residential units within ½ mile of the station. The centerpiece of the Project is a public/private |

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| | | mobility hub branded as The Depot. The Depot will provide station-related information including time tables posted on electronic reader boards, shuttle stops coordinated with station schedule, and car and bike share opportunities. |
| LAND USE AND ZONING | | |
| 5.1 – Land Use Plan | Establish a transit oriented development (TOD) zone for parcels located within close proximity of the Hillsdale and Hayward Park Caltrain station areas. | Not applicable. This policy applies to the City. The Project is within the Hayward Park Station TOD overlay zone. |
| 5.2 – Land Use Plan | Provide for childcare facilities as a permitted use within TOD zones. | Not applicable. This policy applies to the City. However, the Project, being within the Hayward Park Station TOD overlay zone, furthers the ultimate objective of this policy by providing a 4,700-square-foot childcare facility with an additional 4,800-square-foot outdoor playground area. |
| 5.3 – Land Use Plan | Maintain and enhance land uses found in the corridor plan area, located outside of the TOD zones. | Not applicable. The Project is within the Hayward Park Station TOD overlay zone. |
| 5.4 – Hillsdale Station TOD Overlay Zone | Provide for multi-family and employment uses to be developed at transit supportive densities within the Hillsdale station TOD zone. | Not applicable. The Project is not within the proximity of the Hillsdale station. |
| 5.5 – Hillsdale Station TOD Overlay Zone | Recognize the importance of racing at bay meadows to the city of San Mateo’s history. | Not applicable. The Project is not within the proximity of the Hillsdale station. |
| 5.6 – Hillsdale Station TOD Overlay Zone | Provide for the creation of a usable 15 acre park system of publicly accessible parks within the Hillsdale station TOD area. | Not applicable. The Project is not within the proximity of the Hillsdale station. |
| 5.7 – Hillsdale Station TOD Overlay Zone | Provide for the inclusion of multi-modal transit facilities within the Hillsdale station TOD zone. | Not applicable. The Project is not within the proximity of the Hillsdale station. |
| 5.8 – | Provide for the inclusion of neighborhood and commuter serving retail uses and services, including specialty uses that would enhance neighborhood services, within the Hillsdale station TOD zone. | Not applicable. The Project is not within the proximity of the Hillsdale station. |

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| Hillsdale Station TOD Overlay Zone | | |
| 5.9 – Hayward Park Station TOD Overlay Zone | Provide for multi-family uses to be developed at transit supportive densities within the Hayward park station TOD zone. | Consistent. The Project is a high-intensity, mixed-use, transportation-oriented development that places 961 multi-family dwelling units within walking distance to the Hayward Park Station. |
| 5.10 – Hayward Park Station TOD Overlay Zone | Provide for the creation publicly accessible open space areas within the Hayward Park station TOD zone. | Consistent. The Project will provide over 3 acres of publicly accessible open space, including mini parks and linear greens, within the Project site. The centrally located park is modest in size while providing publicly accessible gathering space and outdoor recreational activities appropriate for the high intensive, mixed-use nature of the Project. |
| 5.11 – Hayward Park Station TOD Overlay Zone | Provide for the inclusion of multi-modal transit facilities within the Hayward Park station TOD zone. | <p>Consistent. As a transportation-oriented development, the Project promotes multi-modal transportation facilities. The Project is within ½ mile of Hayward Park Station, so it is within walking distance of the station. To maximize proximity of the Station, the Project provides an extensive system of public “passages” throughout the Project site, which provides a direct, convenient east-west pedestrian and bicycle connection through the site between the YMCA and office uses and the Hayward Park station. These public passages will include wide pathways that will be lined with active uses such as a small park, outdoor dining, street furniture, artwork, and recreational opportunities, attracting pedestrian and bicycle traffic.</p> <p>The centerpiece of the Project is a public/private mobility hub branded as The Depot. This hub will facilitate a non-auto dependent style of living for Project residents in addition to the surrounding community by providing staging for public and private shuttle systems, car share and bike share access, and a central location for all transit-related postings.</p> <p>The new internal street, Depot Way, is visually appealing and inviting to pedestrians and bicyclists with wide pedestrian paths lined with</p> |

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| | | street trees and pedestrian-scaled lighting, and convenient bike paths. A new intersection at Concar Drive and Depot Way will be signalized, improving pedestrian, bicycle, and automobile connections in and out of the site. The intersection will provide for safe pedestrian access from 19 th Avenue Park neighborhood to public open spaces and community serving retail. The intersection will connect bike uses from the site to bike lanes on Concar Drive and ultimately the Hayward Park Station. |
| 5.12 – Hayward Park Station TOD Overlay Zone | Provide for the inclusion of neighborhood and commuter serving retail uses and services, including specialty uses that would enhance neighborhood services, within the Hayward Park station TOD zone. | Consistent. The Project's retail components serve the neighborhood and commuters alike. The grocery store provides residents and commuters with a place to buy food and household items without using an automobile. Specialty uses, such as the art gallery and the Seed Life Hall enhance the community services. |
| 5.13 – Hayward Park Station TOD Overlay Zone | Provide for the inclusion of mixed-use community serving retail uses within the Hayward Park station transit zone. | Consistent. The retail complements the residential uses of the Project. For example, the grocery store will provide the residents with a place to buy food and household items without leaving the Project site. |
| 5.14 – Height Plan | Provide height restrictions that allow multi-family residential and employment centers to be developed at appropriate transit supportive densities within TOD zones. | Not applicable. This policy applies to the City. The Project is consistent with the height restrictions of Hayward Park Station TOD overlay zone. |
| 5.15 – Height Plan | Organize height zones to ensure the protection of established neighborhoods and to recognize areas of importance and public activity (taller buildings close to the station; shorter buildings near established single family neighborhoods). | Not applicable. This policy applies to the City. Consistent with the height restrictions of Hayward Park Station TOD overlay zone, the Project steps down from 55 feet to 35 feet along Concar Drive near the residential neighborhoods. |
| 5.16 – Height Plan | Maintain existing general plan height restrictions in areas outside of TOD zones. | Not applicable. This policy applies to the City. The Project is within the Hayward Park Station TOD overlay zone. |
| COMMUNITY CHARACTER AND DESIGN GUIDELINES | | |
| 6.1 – Public Realm | An overall sense of continuity and identity should be established throughout the corridor plan area by creating a well-designed public realm. | Consistent. The Project's extensive passage system facilitates continuity in the area by connecting the commercial uses to the east of the Project to the Hayward Park station west of the Project. The high-quality design of the passages and the inclusion of public art, mini parks, gathering places, and recreational opportunities further provide identity and continuity throughout the area. |

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| 6.2 – Public Realm | Changes made within the corridor plan area should be sensitive to the surrounding environment, respecting and contributing to the character of adjacent neighborhoods and the rest of the city. | Consistent. The Project respects the character of the adjacent neighborhoods by utilizing cohesive architectural styles and stepping down the height of the buildings from 55 feet to 35 feet near the adjacent neighborhood along Concar Drive. The high-quality design of the buildings and the open space/public gathering components of the Project contribute further to the neighborhoods character. |
| 6.3 – Public Realm | Minimize construction impacts on local businesses. | Consistent. The Project will comply with air quality, noise, and any other regulations applicable to the construction phase of the Project. |
| 6.4 – Streetscape | Establish an area-wide streetscape master plan. | Not applicable. This policy applies to the City. |
| 6.5 – Sidewalks | Establish use-specific sidewalk design standards. | Not applicable. This policy applies to the City. |
| 6.6 – Caltrain Stations | Work closely with the JPB to ensure the design for the Hillsdale and Hayward Park Caltrain stations are not only efficient, but also contribute to the character of the neighborhoods that surround them. | Not applicable. This policy applies to the City. |
| 6.7 – Hillsdale Station | Encourage the maximum potential of Hillsdale station as a major transit hub that efficiently accommodates Caltrain, SamTrans buses, shuttles, bicycles, pedestrians, taxis, automobile drop-off and pick-up, and park and ride. | Not applicable. The Project is not within the proximity of the Hillsdale station. |
| 6.8 – Hillsdale Station | Encourage the design of a station that respects its regional context and has strong civic identity. | Not applicable. The Project is not within the proximity of the Hillsdale station. |
| 6.9 – Hayward Park Station | Capitalize on the potential of Hayward Park station as a local transit hub that efficiently accommodates Caltrain, SamTrans buses, shuttles, bicycles, pedestrians, taxis, automobile drop-off and pick-up, and park and ride. | Not applicable. This policy applies to the City. |
| 6.10 – Hayward Park Station | Encourage the design of a station that respects its neighborhood context and has a strong civic presence. | Not applicable. This policy applies to the City. |
| 6.11 – Hayward Park Station | Integrate water quality protection into streetscape improvements, street cross sections, parking facilities, plazas, and open space. | Consistent. Consistent with applicable law, the Project will integrate appropriate water quality protection into all improvements and open space. |

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| 6.12 – Core Areas | Recognize that variety and contrast in the built environment adds complexity, interest, and vitality, and should be encouraged. | Consistent. The Project’s mix of uses, height and massing create variety, interest and vitality. |
| 6.13 – Core Areas | Encourage the creation of several unique and distinctive neighborhoods and districts within the overall plan area. | Consistent. The Project creates a unique, distinctive, and complete neighborhood near the Hayward Park station by providing neighborhood-serving retail within a mixed-use development that includes an extensive public passages system and open space areas. |
| 6.14 – Core Areas | Recognize that train stations, buildings, streets, and open space seen together will define the character of the plan area. | Consistent. The transportation-oriented concept of the Project recognizes that the station defines the character of the area. |
| 6.15 – Residential and Office | Create a system of streets, lanes and blocks comparable to the size of traditional downtown San Mateo streets, lanes, and blocks. | Not applicable. This policy is beyond the scope of the Project as it redevelops an aging shopping center and only creates an internal street separate from the City’s street system, which will only serve the Project residents and retail visitors. |
| 6.16 – Residential and Office | Create a pattern of buildings predominantly built close to the front property line so that streets are generally defined by building facades. | Consistent. The Project’s buildings are predominantly built close to the front property line. |
| 6.17 – Residential and Office | Orient building entries to the street and screen structured parking at grade with special perimeter treatments. | Consistent. The Project includes building entries to both retail and residential components along the street. Most of the Project’s parking is contained within the basement level or wrapped by other uses. The parking garage along “C Street”, parallel with SR-92, will include perimeter landscape treatments and architectural screening. |
| 6.18 – Residential and Office | Limit the number of curb cuts and garage door access points to off-street parking in housing blocks and provide on-street parking. | Not applicable. The Project is not within housing blocks. |
| 6.19 – Mixed-Use | Integrate ground floor neighborhood or commuter serving retail uses into residential neighborhoods or office districts in mixed-use buildings in designated areas. | Consistent. The Project includes 38,000 square feet of neighborhood and commuter serving retail into four residential buildings containing 961 residential units. |
| 6.20 – Mixed-Use | Locate commercial uses with the potential to attract many visitors only on permitted sites within the TOD zone. | Consistent. The Project site is identified as a “community serving mixed-use” district. The retail uses included in the Project will attract visitors from the community while at the same time serving the surrounding neighborhood and the Project residents and retail visitors. |
| 6.21 – Parks and Plazas | Include a combination of city and neighborhood-scaled parks and plazas to serve plan area residents, workers, and visitors of all ages. | Consistent. In harmony with the high-intensity uses of the site, the Project will provide over 3 acres of publicly accessible open space, including mini parks and linear greens, within the Project site. The |

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| | | centrally located park is modest in size while providing publicly accessible gathering space and outdoor recreational activities appropriate for the high intensive, mixed-use nature of the Project. |
| 6.22 – Parks and Plazas | Provide parks for passive and active recreation. | Consistent. The Project will provide over 3 acres of publicly accessible open space the Project site. The centrally located park and linear greens provide public gathering space and outdoor recreational activities appropriate for the high intensive, mixed-use nature of the Project. A diversity of landscape programming will allow for both passive and active spaces. |
| 6.23 – Parks and Plazas | Provide a minimum 12 contiguous acre park, and other parks or open space within the Hillside TOD site that totals 15 acres, that adds usable area to the citywide open space system. | Not applicable. The Project is not within the proximity of the Hillside station. |
| 6.24 – Neighborhood Parks | Locate neighborhood parks so that they are well distributed throughout the plan area and are within comfortable walking distance of all plan area residences. | Consistent. The Project will provide over 3 acres of publicly accessible open space the Project site. The centrally located park and linear greens provide public gathering space and outdoor recreational activities appropriate for the high intensive, mixed-use nature of the Project. |
| 6.25 – Neighborhood Parks | Encourage neighborhood parks to be embedded within the street and block pattern and for buildings to front onto them, functioning as formative neighborhood elements. | Consistent. Although this is not a mandatory policy, the Project's 3 acres of publicly accessible open space is embedded within the Project site and will attract Project residents and members of the surrounding community. |
| 6.26 – Neighborhood Parks | Maintain a portion of each residential and office block for small scale private and semi-private open spaces, with contiguous publicly accessible mid-block pathways as appropriate. | Consistent. The Project will provide over 3 acres of publicly accessible open space the Project site. The centrally located park and linear greens provide public gathering space and outdoor recreational activities appropriate for the high intensive, mixed-use nature of the Project. |
| 6.27 – Plazas and Small Parks | Incorporate sunlit plazas and small parks in block patterns near Caltrain stations and mixed-use areas. | Consistent. The Project will provide over 3 acres of publicly accessible open space the Project site. The centrally located park and linear greens provide public gathering space and outdoor recreational activities appropriate for the high intensive, mixed-use nature of the Project. |
| 6.28 – Civic Parks | Provide for a usable 15 acre park system within the Hillside TOD zone, which could accommodate active sports and/or passive uses. | Not applicable. The Project is not within the proximity of the Hillside station. |

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| 6.29 – Civic Parks | Assure that the location of the 15 acre park is not detrimental to the success of more transit supportive land uses, and should be located east of the Delaware Street extension and not front onto it. | Not applicable. The Project is not within the proximity of the Hillsdale station. |
| 6.30 – Design Guidelines | Provide development design guidelines that will help to ensure the creation of highly walkable, transit supportive neighborhoods and districts. | Not applicable. This policy applies to the City. |
| 6.31 – District: Stations | Create visual and physical access to Hillsdale and Hayward Park stations, by establishing neighborhood patterns that are organized around each station and are transit supportive, safe, and pedestrian-friendly. | <p>Consistent. The Project is within ½ mile of Hayward Park Station, so it is within walking distance of the station. To maximize proximity of the Station, the Project provides an extensive system of public “passages” throughout the Project site, which provides a direct, convenient east-west pedestrian and bicycle connection through the site between the YMCA and office uses and the Hayward Park station. These public passages will include wide pathways that will be lined with active uses such as a small park, outdoor dining, street furniture, artwork, and recreational opportunities, attracting pedestrian and bicycle traffic.</p> <p>The centerpiece of the Project is a public/private mobility hub branded as The Depot. This hub will facilitate a non-auto dependent style of living for Project residents in addition to the surrounding community by providing staging for public and private shuttle systems, car share and bike share access, and a central location for all transit-related postings.</p> <p>The new internal street, Depot Way, is visually appealing and inviting to pedestrians and bicyclists with wide pedestrian paths lined with street trees and pedestrian-scaled lighting, limited on-street parking, and convenient bike paths. . A new intersection at Concar Drive and Depot Way will be signalized, improving pedestrian, bicycle, and automobile connections in and out of the site. The intersection will provide for safe pedestrian access from 19th Avenue Park neighborhood to public open spaces and community serving retail. The intersection will connect bike uses from the site to bike lanes on Concar Drive and ultimately the Hayward Park Station.</p> |

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| 6.32 – Block: Development Pattern | Create an interconnected street system that is safe and convenient for pedestrians, bicycles, and autos, and is based on San Mateo’s traditional block and grid pattern. | Not applicable. The implementation of this objective is beyond the scope of the Project. |
| 6.33 – Streetwall: Neighborhood Form | Create interesting streetwalls that define the public realm, establish neighborhood identity, and provide interest at the pedestrian level. | Consistent. Variation in building heights provide enhanced interest along the public streetwalls. The Project includes low scale massing at the Concar/Delaware corner that welcomes pedestrian traffic through landscaped pathways into the heart of the Project. This gesture also utilizes Eichler style architecture to establish identity at a highly prominent Project corner. At the heart of the site, the streetwall steps back to allow for enhanced open spaces and public gathering. Building lobbies, unit patios, and retail uses at ground level create a rhythm of pedestrian interest and activity. |
| 6.34 – Building Prototypes | Promote the development of buildings that contribute to the character and identity of the plan area, encourage walkability, and respond to market demand. | Consistent. The high-quality design of the buildings and the open space/public gathering components of the Project contribute to the neighborhood’s character and identity. The extensive passage system lined with streetscape improvements, active uses, and linear greens encourages walkability. |
| 6.35 – Building Prototypes | Encourage sustainable development that includes use of green building design practices that make efficient use of resources and prevent pollution and waste. | Consistent. The Project will incorporate sustainable building design elements. For example, the Project includes EV charging stations and photovoltaic panels along with stormwater biofiltration measures. On-site transportation demand management measures promote regional goals for traffic reduction and sustainable communities. |
| IMPLEMENTATION | | |
| 7.1 – San Mateo General Plan | Amend the San Mateo general plan to include a policy statement that recognizes both the importance of and opportunity for establishing “transit-oriented development” at the Hillsdale and Hayward Park Caltrain stations. | Not applicable. This policy applies to the City. |
| 7.2 – San Mateo General Plan | Amend the San Mateo general plan to include two special plan areas: Hillsdale station area and the Hayward Park station area as defined in the corridor plan, which are necessary to implement this plan. | Not applicable. This policy applies to the City. |
| 7.3 – | Amend the city of San Mateo’s zoning code to include two, transit oriented development zoning districts (TOD) that encompass the | Not applicable. This policy applies to the City. |

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| Zoning Regulations | area’s designated adjacent to the Hillsdale and Hayward Park station areas. | |
| 7.4 – Zoning Regulations | Examine the city of San Mateo’s zoning code to consider use of the principles and guidelines of TOD to be applied in areas outside established TOD zones, but within a half mile of the two stations. | Not applicable. This policy applies to the City. |
| 7.5 – Zoning Regulations | Ensure through project review that new development is of a high-quality and consistent with the plan’s objectives and policies. | Not applicable. This policy applies to the City. |
| 7.6 – Implementation Policies | Any redevelopment of the bay meadows racetrack with non-racing activities must be guided through an amendment to the existing specific plan for the entire site, to “ensure development in a comprehensive manner”, consistent with the general plan, and as transit oriented development that is consistent with this plan. | Not applicable. The Project does not redevelop the Bay Meadows racetrack. |
| 7.7 – Implementation Policies | Any redevelopment of the “K-Mart site” must be planned in a comprehensive manner to ensure the creation of a transit oriented development that is consistent with this plan. | Not applicable. The Project does not redevelop the “K-Mart site.” |
| 7.8 – Implementation Policies | Redevelopment of the parcels located west of Hillsdale station between 28th and 31st avenues and El Camino Real must be planned in a comprehensive manner to ensure the creation of a transit oriented development that is consistent with this plan. | Not applicable. The Project does not redevelop the parcels located west of Hillsdale station between 28th and 31st avenues and El Camino Real |
| 7.9 – Financing | The cost to install capital improvements located within the public right of way associated with this plan will be funded by individual property owners and other public fund sources. | Consistent. The Project applicants will pay all applicable fees and costs associated with capital improvements located within the public right of way. |
| 7.10 – Financing | On-site infrastructure (private property) improvements include driveways, roadways (including those to be dedicated to the city) all utilities drainage, and open space (including public) will be financed individual property owners and other public fund sources. | Consistent. The Project applicants will pay all applicable fees and costs associated with On-site infrastructure improvements. |
| 7.11 – Financing | Infrastructure improvements within the plan area will conform to all existing city-wide standards set forth in the general plan, zoning code, and public works standards, unless otherwise specified in the plan. Individual projects developed within the plan area will pay all required fees established by the city to mitigate all off-site facilities impacts, assessments, and/or fees charged for hookups, on a pay-as-you-go basis, or as otherwise described in individual agreements. | Consistent. The infrastructure improvements of the Project will conform to all existing city-wide standards and will pay all required fees established by the City. |

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| 7.12 – Facility Categories | Prior to the recording of final maps, detailed improvement plans and funding mechanisms consistent with the general concept described in this plan shall be prepared by the master developer and approved by the city. Developers shall pay relevant fees to the city or other agencies unless described otherwise in the development agreement. | Consistent. Prior to the recording of final maps, the Project applicant will submit detailed improvement plans and shall pay all relevant fees. |
| 7.13 – Facility Categories | Developers who initially fund the cost of backbone infrastructure above their fair share shall be reimbursed when others benefiting in the area develop. The city will approve all reimbursement agreements. | Not applicable. This policy applies to the City. |
| 7.14 – Lighting | Street lighting shall be installed along all city streets in the plan area in accordance with city policy and standards. | Consistent. The Project will install street lighting in compliance with the City's applicable policies and standards. |
| 7.15 – Lighting | The city shall maintain all lighting located within the public right of way and other publicly owned places, such as parks in accordance with city policy and standards. | Not applicable. This policy applies to the City. |
| 7.16 – Lighting | Individual property owners shall maintain lighting facilities along private streets or in common areas and other agencies shall maintain those in stations and other publicly owned places in accordance with city policy and standards. | Consistent. The Project will maintain lighting facilities along private streets and in common areas. |
| 7.17 – Transportation Demand Management (TDM) | The goal of the TDM program is to achieve an overall reduction in new vehicle trips of at least 25 percent corridor-wide. It is recognized that this reduction will occur over time and that the reduction achieved by individual projects will vary based on the specific characteristics of the project, such as location and proposed uses. | Consistent. Project-specific traffic analysis will be conducted as part of the environmental review process. |
| 7.18 – Transportation Demand Management (TDM) | The city shall form a transportation management association (TMA) within the corridor. Participation in the TMA shall be required for all new development within the TOD zone, shall be strongly encouraged for all new development within the broader corridor plan area, and shall be available to any existing uses outside of the corridor plan area. | Consistent. Project-specific traffic analysis, including transportation demand and parking management, will be conducted as part of the environmental review process. |
| 7.19 – Transportation Demand | All development projects within the TOD zone shall be required to submit a trip reduction and parking management plan as part of the development application. Projects outside the TOD zone, but within the corridor plan area shall be strongly encouraged to submit this | Consistent. Project-specific traffic analysis, including transportation demand and parking management, will be conducted as part of the environmental review process |

| POLICIES | | |
|--|---|---|
| Policy No. – Topic | Policy | Consistency Analysis |
| Management (TDM) | trip reduction and parking management information as part of the development application. The zoning code shall be modified to establish a threshold defining projects such as remodeling or additions to existing development within the corridor plan area that trigger the TDM requirement. | |
| 7.20 – Transportation Demand Management (TDM) | Conditions of approval shall establish both a short term and long term trip generation threshold for development within the corridor. | Consistent. Project-specific trip generation analysis will be conducted as part of the environmental review process. |
| 7.21 – Transportation Demand Management (TDM) | Traffic analysis of development projects within the corridor plan area shall include development of recommended parking reductions and companion trip reduction programs. The recommendations shall also include definition of appropriate trip generation thresholds for the project. | Consistent. Project-specific parking and trip reduction analysis will be conducted as part of the environmental review process |
| 7.22 – Transportation Demand Management (TDM) | Conditions of approval for all development projects within the corridor plan area shall establish minimum and maximum parking standards for the development. The conditions may also specify surface parking areas that shall be set aside in a “landscaped reserve.” | Consistent. Project-specific parking analysis will be conducted as part of the environmental review process. |
| 7.23 – Transportation Demand Management (TDM) | Conditions of approval shall establish a plan for monitoring project trip generation. | Consistent. Project-specific trip generation analysis will be conducted as part of the environmental review process |
| 7.24 – Transportation Demand Management (TDM) | Projects that exceed their trip generation threshold shall be required to modify their trip reduction and parking management plan and incorporate TDM measures that are expected to increase trip reduction. Projects may be required to implement market-rate parking permit systems if other trip reduction strategies are ineffective. | Consistent. Project-specific trip generation analysis will be conducted as part of the environmental review process |
| 7.25 – Transportation Demand | The TMA shall submit an annual report to the city council outlining compliance of occupied developments, on-going programs and program changes. | Not applicable. This requirement applies to TMAs. |

| POLICIES | | |
|-----------------------|--------|----------------------|
| Policy No. – Topic | Policy | Consistency Analysis |
| Management (TDM) | | |

ATTACHMENT C

Fehr & Peers Trip Generation Analysis Letter



May 7, 2020

Lisa Costa Sanders
City of San Mateo
Via email: passage@cityofsanmateo.org

Subject: Supplemental Transportation Analysis for the Passage Project

This letter serves to provide supplemental transportation analysis for the San Mateo Passage Project (Project). Fehr & Peers has reviewed the Draft Environmental Impact Report (DEIR) dated March 2020, including Appendix I – Transportation Impact Analysis and TDM Plan. We have summarized our thoughts under three topics – trip generation methodology, TDM reductions, and reduced intensity alternatives.

Trip Generation Methodology

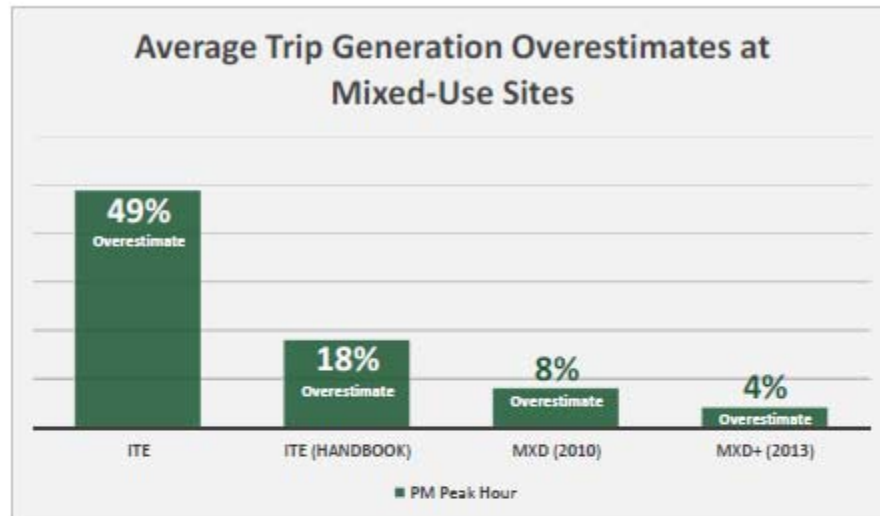
Trip generation for transportation analysis typically follows the methodologies and rates found in the most recent edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. However, since ITE rates are primarily based on data collected at suburban, single-use, freestanding sites, they can often overestimate trip generation for projects that include a mix of uses or are located close to high quality transit, such as the Passage project. The land use mix, design features, and setting of the proposed project would include characteristics that influence travel behavior differently from typical single-use suburban developments. Therefore, the DEIR uses EPA's MXD methodology (2010)¹ which accounts for these factors in estimating trip generation. While the MXD methodology was calibrated for daily trip generation, it was not calibrated to peak hour trip generation to the same level of scrutiny.

Fehr & Peers has done the research and analysis to update the MXD trip generation methodology to be better calibrated for the peak hours, calling the product MXD+ (2013).² This effort was published and is publicly available to use to estimate project trip generation.

As shown in the chart below, the MXD methodology, while more accurate than the ITE methodology, typically overestimates trips in the PM peak hour by approximately eight percent. The MXD+ methodology typically overestimates PM peak hour trips by four percent.

¹ *Traffic Generated by Mixed-Use Developments—A Six-Region Study Using Consistent Built Environmental Measures* (Ewing et al, ASCE UP0146, Sept 2011).

² Walters, Jerry et al. "Getting Trip Generation Right – Eliminating the Bias Against Mixed Use Development". American Planning Association. May 2013.



TDM Reductions

The DEIR includes a Transportation Demand Management (TDM) Plan for the Project that is expected to further reduce project trips by up to 20 percent. The TDM measures included in the TDM plan do not include any "built environment" measures (such as credit for transit proximity or mix of uses) that would already be accounted for in the MXD methodology, so these TDM reductions would not be double counted. As shown in the table below, when using the MXD methodology and accounting for the TDM reduction as reported in the DEIR, total net new project trips would be 444 daily / 17 AM peak hour / 13 PM peak hour.

| Proposed Project | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|--|-------------|--------------|------|-------|--------------|-------|-------|
| | | In | Out | Total | In | Out | Total |
| Raw Project Trips (ITE)* | 12,946 | 226 | 366 | 592 | 600 | 492 | 1,092 |
| MXD Reduction (18% daily, 15% AM, 16% PM)* | (1,445) | (20) | (44) | (64) | (57) | (42) | (99) |
| Pass-By Reduction (Retail 34-51% PM)* | (1,364) | - | - | - | (118) | (110) | (228) |
| Net Project Trips* | 10,137 | 206 | 322 | 528 | 425 | 340 | 765 |
| TDM Reduction (20%) | (2,027) | (41) | (64) | (106) | (85) | (68) | (153) |
| Reduced Project Trips (with TDM) | 8,110 | 165 | 258 | 422 | 340 | 272 | 612 |
| Existing Trips (Including Pass-By)* | 7,666 | 216 | 189 | 405 | 270 | 329 | 599 |
| Net New Project Trips | 444 | (51) | 69 | 17 | 70 | (57) | 13 |

*Source: Project DEIR

Reduced Intensity Alternatives

The DEIR identifies two reduced intensity alternatives – one that includes a 20 percent reduction to housing units and one that includes a 30 percent reduction to housing units. Daily trip



generation is provided for both alternatives, however peak hour trip generation is not. Using similar trip generation methodologies outlined in the DEIR, we have estimated peak hour trip generation for both alternatives. Excluding the TDM reductions as described in the above section, the net new trip generation for the 20 percent housing reduction alternative is expected to be approximately 1,650 daily / 70 AM peak hour / 100 PM peak hour vehicle trips. For the 30 percent housing reduction alternative, net new trip generation is expected to be approximately 1,230 daily / 40 AM peak hour / 60 PM peak hour vehicle trips.

Trip estimates for the project alternatives would be further reduced if accounting for the 20 percent TDM reduction, as discussed above. Daily, AM peak hour, and PM peak hour vehicle trips for both the 20 percent and 30 percent housing reduction alternatives are expected to be net negative. That is, the existing uses on the site would be expected to generate more vehicle trips than the project alternatives that would replace them.

We hope you have found the information in this letter helpful. If you have any questions, please reach out to Mike Hawkins at 415-692-7765 or m.hawkins@fehrandpeers.com.

Sincerely,

FEHR & PEERS

Mike Hawkins, PE, TE

ATTACHMENT D

2020 Rail Corridor Plan TMA Report excerpt

| Project | Land Use | Quantity | Units | ITE Trip Generation (PM Peak) | Short-Term Trip Reduction Goal | | Long-Term Trip Reduction Goal | | 2019 Counted Trip Generation (PM Peak) |
|--------------------------------|----------------|----------|-------|-------------------------------|--------------------------------|----------------|-------------------------------|----------------|--|
| | | | | | % | Trip Threshold | % | Trip Threshold | |
| Peninsula Station | BMR Apartments | 68 | DUs | 61 | 35% | 40 | 54% | 28 | 25 |
| Delaware Pacific 2000 Delaware | Commercial | 2,698 | SF | | | | | | |
| | BMR Apartments | 60 | DUs | 74 | 30% | 52 | 47% | 39 | 51 |
| Mode | BMR Apartments | 60 | DUs | | | | | | |
| | Apartments | 111 | DUs | 69 | 25% | 52 | 40% | 41 | 37 |
| 400/450 Concar | Office | 305,715 | SF | 484 | 25% | 363 | 25% | 363 | 186 |
| Station Park Green | Apartments | 599 | DUs | | | | | | |
| | Office | 11,000 | SF | 450 | 25% | 338 | 32% | 306 | 144 |
| | Retail | 26,000 | SF | | | | | | |
| Franklin Templeton | Office | 813,683 | SF | 833 (Note 1) | 31% | 575 | 31% | 575 | 388 |

Note 1

Trip generation number was estimated by Hexagon Transportation Consultants, Inc. for the Mitigated Negative Declaration (MND) for the Franklin Templeton Phase I Expansion project based on Hexagon driveway counts and ITE Trip Generation factors. (City of San Mateo, Mitigated Negative Declaration, Franklin Templeton SPAR, PA16-084, June 19, 2017, page 49).

| Project | Short-Term Trip Threshold (PM Peak) | Counted Trip Generation (PM Peak Hour) | | | | | | |
|--------------------------------|-------------------------------------|--|------|------|------|------|------|------|
| | | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| Peninsula Station | 40 | 31 | 28 | 19 | 34 | 29 | 32 | 25 |
| Delaware Pacific 2000 Delaware | 52 | N/A | 22 | 20 | 67 | 58 | 71 | 51 |
| Mode | 52 | N/A | N/A | 30 | 35 | 25 | 32 | 37 |
| 400/450 Concar | 363 | N/A | N/A | N/A | N/A | 101 | 105 | 186 |
| Franklin Templeton | 575 | N/A | N/A | N/A | N/A | N/A | N/A | 388 |
| Station Park Green | 338 | N/A | N/A | N/A | N/A | N/A | 71 | 144 |



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May 22, 2020

To: San Mateo Planning Commission (PlanningCommission@cityofsanmateo.org)

Lisa Costa Sanders, Contract Planner (Passage@cityofsanmateo.org)

Rendell Bustos, Acting Senior Planner (rbustos@cityofsanmateo.org)

Subject: Passage at San Mateo Project

We understand that comments on the Draft EIR for the Passage at San Mateo Project are due on May 26, 2020.

This is a follow up to our April 9, 2020 email. We would like to emphasize some comments that we made in our April 9, 2020 email on that project. I have also attached that prior email and Guidelines for your convenience.

The project scores very well in our Guidelines. However, I would like to highlight some of the main points below that pertain to the Draft EIR and possible mitigation.

1. **Require Unbundled parking** for all the residential parking spaces **and a Residential Parking Permit Program to protect nearby neighborhoods from overflow parking:** This is important to implement, as it will financially incentivize residents to not use cars. This will reduce environmental impacts, including local traffic congestion. The Residential Parking Permit program will assure that residents don't park in adjacent neighborhoods.
2. All of the positive aspects of the development listed (1–24) in our earlier email would need to be **included in the Development Agreement or as Conditions of Approval**. We urge the Commission to require that all the developer's commitments be codified in the Development Agreement and ensure that these are in fact executed.
3. Require the owner/developer to provide subsidized **transit passes for all residents for five years** to encourage more transit use.

We ask that you consider the information in the Guidelines and our scoring as you consider this project.

Respectfully submitted:

Gita Dev , FAIA
Gladwyn D'Souza
Co-chairs, Sustainable Land Use Committee
Sierra Club Loma Prieta Chapter (SCLP)

Attachments Letter dated April 9, 2020
Guidelines with scoring for the project

Wade White <1jww1@comcast.net>

Tue 5/26/2020 3:30 PM

To: Concar Passage Mixed Use Project passage@cityofsanmateo.org

Ms. Lisa Costa Sanders, Contract Planner

After reviewing the Draft EIR documents for this project (Concar Passage), I offer the following observations and comments.

The existing site has basically reached a point where it is ready for rejuvenation. I think a project of this type has merit but do not think it is meeting the needs of our community. 961 Units seems way more than this area can absorb!

The major problem with the DEIR, which is not the fault of the writers or developer, is that the current Covid-19 Pandemic has shaken our society to its core. So many issues to proper development in our future have changed making this DEIR irrelevant and not applicable to the environment we find ourselves in. For instance, recent postings in our news media bring up the following issues which obviously change the conclusions of this DEIR.

1. Home building industry on shaky ground leaving challenges with planning for an uncertain future.
2. This pandemic has caused economic devastation for our state and country.
3. Financial Outlook for our Public Transportation, especially CalTrain is grim. SamTrans also has issues. Ridership is down and may or may not come back due to Pandemic and social distancing concerns.
4. Will more people turn back to personal vehicles for safety concerns?
5. Is the whole concept of Transit Oriented Development still reasonable in our future? ***(large companies are already switching to work from home indefinitely)***

These and a lot more issues will need to be addressed after this Pandemic is brought to heel and our new dynamic can be analyzed in a logical and thoughtful manner. I don't think at this point in time the DEIR is adequate and complete. If for some reason, this DEIR is not shelved for the time being, for reasons I cannot fathom, I offer some issues in DEIR for later discussion.

1. Concerns about Developer Fees. Have these been adequate in the past. Will we not have to worry about **tax increases** in the future to mitigate costs to our City from inadequate Fees generated from the Developers.
2. Didn't seem to cover impacts to our schools, fire department, police departments, medical, public works etc. A little mention of Middle & High Schools but doesn't seem to mention Elementary Schools. How many more fire, police, medical and public works personnel and facilities will be needed to support this project?
3. Didn't seem to cover cumulative impacts regarding developments up and down the Peninsula. There has been nonstop development once we recovered from the last major impact to our lives in the 2008 Financial Debacle. We still haven't been able to see the impacts of Station Park Green, the new AAA site and the Bay Meadows buildout as these large projects are still in process.
4. This project is denser than Station Park Green which seems rather dense.

5. This project will entail the off haul of possibly 10,000 Truck Loads of excess corrosive soil and Bay Mud. What is the impact of all of those truck loads to surrounding neighborhood traffic situation? What will be the truck routes used?
6. This will require a dewatering program and possibly recharge program. Where will the dewatering water go? Where will the recharge water come from? Drought implications
7. Will pile driving be used? With more people possibly working from home how will this be mitigated not only for nearby neighborhoods but also existing tenants in a phased development. Will Auger cast displacement piles be used in lieu of pile driving?
8. Bike lanes are discussed but seems to not discuss **safe** biking under Highway 92.
9. Project objective of non-auto dependent mobility. A lot more people may or may not be using Hayward Park Station and Hillsdale Station. Hillsdale Station has bullet trains which the Hayward Park Station does not at this time. Hayward Park Station also has 60 minute headways whereas Hillsdale has 15—30 minute headways. This would seem to make Hillsdale Station more attractive for a lot of tenants. There is mention of the Norfolk Caltrain shuttle but no mention of how often it would stop at this site.
10. The report mentions the on road bike lanes are typically suitable for the Most Confident types of Bike Riders. Will there be signs saying for Confident Riders only? No Kids? Shouldn't bike lanes be developed for all bikers?
11. There is mention of installation of a 3 or 5 kilowatt Solar System. What percentage of the estimated project use will this cover?
12. Will the # of charging stations enough for future growth of Electric Vehicles?
13. Will there be enough parking if people move more to private vehicles than Public Transportation? What steps are being taken to keep onsite parking out of adjoining neighborhoods and developments?
14. It amazes me that a project of this size and scope can have less than significant impacts on our environment.
15. 2013 ABAG Final Plan Bay Area 2040. What is the current status of those goals being obtained?
16. Operational Greenhouse Gas - The project more than doubles the amount of existing and yet is less than significant.
17. Report mentions increased density reduces emissions associated with transportation as it reduces distance people travel for work etc. How can they know where people will work, travel etc.?
18. Why is it the Cities responsibility to provide capacity for total development expected by 2030? Is continued development a right? Is it a Cities right to build office buildings without housing to support the outcome? Park Place in Bay Meadows comes to mind. Two new large office buildings with outside one level paved parking. How much housing could have been added there. I sure don't see a lot of 4-5 story developments in Bay Meadows which seems would have been a perfect place for them with the magnitude of office development allowed. How many people does San Mateo want or need to plan for? 125,000 residents, 150,000 residents maybe 200,000? How many people can we reasonably provide for? Are we to be a San Francisco (San Macisco)?
19. Water is a major issue in my view. Our water from Cal Water is based on coming from the San Francisco Public Utilities Commission. The people served by the Hetch Hetchy water system has been growing leaps and bounds.
We just went through a 5 year drought and seem to be in another one of a duration we don't know. The Cal Water 2015 Urban Water Management Plan states they have the water supply available to meet projected water demands during normal and wet years until 2040. They also state that during a one-year or multi-year drought shortfalls of up to 20% or more are

projected. **They don't state what Multi-year means.** What will be the impacts if we go into a 10 year drought which is quite conceivable for our state? Is it possible for the SFPUC or the Fed's to cut back our supplies?

20. What are the Wastewater mitigation development impact fees, Rail Corridor TOD FEIR impact fees and how are they both calculated?
21. It is stated that the project would incrementally reduce the affordability gap by increasing inventory! What are the facts to back this statement? That only works if the demand is less than availability. There seems to be almost unlimited demand as office building keeps growing. The only reason we are in this mess is that our local governments have allowed unbridled commercial construction without reasonable housing to match the growth.
22. Is DENSITY really the answer in our new Pandemic World?
23. The Hexagon Report keeps mentioning Peak Hour trip estimates. What is the Peak Hour?
24. I didn't see any details on daily trips for Uber/Lyft. Were they taken into consideration? How about car-sharing trips? How many cars in the car sharing program?
25. We still need our local Pharmacy preferably with drive-thru.

I think it prudent and logical to shelve this DEIR until we see the end of this unfortunate pandemic and are able to assess the new Bay Area Peninsula we will be living in. So many issues are not able to be qualified or quantified at this point in time. To every action is an equal an opposite reaction. We seem to have forgotten that in the past. Let's not forget it in the future.

Regards

Wade White
Sunnybrae

Barb Niss <ccosm2018@gmail.com>

Wed 5/27/2020 9:03 AM

To: Concar Passage Mixed Use Project <passage@cityofsanmateo.org>

Dear Ms. Sanders,

I apologize for the late reply. I had intended to address the project at hand this weekend, but work during Covid-19 has been a very difficult change for me and basically I'm behind in everything.

I am writing to you at this late hour in hopes that my comments will be considered and they are as follows:

Although I agree that the current property is in disrepair and in need of a improvements, adding 961 units to an already overly developed corner will negatively impact the surrounding residents in numerous ways:

1. Traffic pre-Covid-19 was already challenging. Delaware was put on a street "diet" before Station Park Green (SPG) started building and the impact of just that one change added 10 minutes to my commute just to get to the freeway on many occasions. We haven't even felt the impact of SPG and the Hines Buildings at full capacity, so to think it's okay to add almost 1,000 more units to this area makes no sense.
2. The Hexagon "traffic study" has a major inherent flaw; the study only counts cars heading to the site in its current condition vs. projected cars heading to the site after the change in use. They FAIL to consider the human factor of what happens when the amenities currently provided by the site close.
 1. This project proposes to have more people (theoretically without cars) hoping to live in the area, shop for groceries, go to the pharmacy, shop for affordable clothing and household items, etc., but the new project does not propose to provide for these necessities. Where will the residents from Sunnybrae, 19th Ave Park, Hayward Park and Fiesta Gardens DRIVE TO to get the same amenities that are currently within walking distance of these neighborhoods? Where will the 2,000 new households "train" to in order to get these same needs met.
 2. Another flaw is that this type of project assumes approx. 1.3 cars per unit. But, with the 599 units at SPG, 73 units at 1650 S. Delaware that are already approved and, if approved, the 961 units from this project, what planning has been done to account for the 2,000 + cars being added to one street corner for getting in and out of these new buildings - be it for work or just the occasional shopping excursion.
3. Covid-19 has shaking communities around the country (and the world) to their core. If people are forced to work from home, who knows if this large influx of units will even be needed? Twitter, an SF based company has already said it is offering for any employees to work from home even after Covid-19. Who's to say if Facebook, Apple and Google won't follow suit? With the continuous rising cost of housing in the bay area, it's likely

many employees with new options to work-from-home will opt out of living in the bay area, or perhaps even CA in general to afford a better lifestyle at a significantly smaller cost. **Is this the right time to decide if large developments next to traditional single-family home neighborhoods is the right move for our city?**

4. It was stated that this project would reduce the lack of affordable units by increasing inventory, but when has this ever been proven true by a for-profit business. The rents charged, other than the few low-income units, are based on the market. The market in the bay area has proven to profit the owners of these units and not the renters. Just look at the market rent offerings from SPG. There has been no saving the renters money - instead the "luxury" and "amenities" are sold as the reason to spend on higher rent. This is not a rent reducing plan and nobody should be fooled into thinking it is. This a for profit company that could not give a reasonable amount of "low-income" units because the dollars did not work out. We've been told this by every developer salivating to build in this area. Let's please call a spade a spade.
5. Water is an ongoing issue in our state. We recently were in a long drought and appear to be heading towards this being more of the norm rather than the exception. Clients served by our water reserve (the Hetch Hetchy) are ever-increasing while the supply is dwindling. The supply is NOT unlimited yet our city treats this like it's not a concern. What will the impacts of this and other developments on this corner be to our water supply?

At a minimum I ask that our city be prudent and logical about approving any projects at this time. The Pandemic we are in will likely change how many of us work, commute and live. Like the General Plan and many things the city is deciding on for our future, this should be thought out when we have better information about how Covid-19 will impact our city, our businesses, our population and our need for more development. Our city has rushed to approve and build and does not always take into account the impacts of these decisions. Now is the time to be thoughtful and take all impacts of this development and the state of affairs into consideration before moving forward with any significant developments.

Thank you for taking my concerns into consideration.

Regards,

Barbara Niss
Sunnybrae