

June 11, 2018

Ron Munekawa, Chief Planner
City of San Mateo
330 W. 20th Avenue
San Mateo CA 94403

RE: Passage at San Mateo

Dear Mr. Munekawa:

California Coastal Properties presented the Passage at San Mateo project at Concar Drive and Delaware Street to SPUR's Project Review Advisory Board at our May 2018 meeting for review and consideration. Please forward this letter to the Planning Commission at the appropriate time for review.

In general, SPUR is focused on policies, plans and codes rather than on individual projects. In order to make infill development easier, we prefer to help establish good rules around zoning, fees, housing affordability, sustainability, etc. However, on occasion SPUR's Project Review Advisory Board will review and endorse development proposals of citywide or regional importance, evaluating their potential to enhance the vitality of the city and region according to the policy priorities and principles of good placemaking supported by SPUR.

As of the date of this letter, we understand that Passage at San Mateo would be a 14.5-acre mixed-use development that includes 3.5 acres of publicly accessible parks and paseos, 935 residential units and 35,000 square feet of retail, including Trader Joe's as an anchor tenant, a food hall and restaurant, performing arts spaces, daycare and a flexible "mobility hub" that will accommodate ride share, public transit, bike share, local shuttles, co-working and parcel delivery. The development is located within a 5-minute walk of the Hayward Park Caltrain. The project will meet its inclusionary housing requirement by providing 73 units for very low-income households (10 percent of the base density of 725 units). Passage at San Mateo will provide 1,235 residential car parking spaces (1.3 spaces per unit), 150 EV charging stations, 194 retail car parking spaces and 1,070 bicycle parking spaces (1.14 spaces per unit).

The project at Passage at San Mateo meets SPUR's Project Review evaluation criteria as follows:

- ✓ **Is located at an appropriate location for development**, near transit and infrastructure and not on a greenfield site. Located at the intersection of Concar Drive and Delaware Street, the site is within a 5-minute walk of the Hayward Park Caltrain station and is a short shuttle or bike ride from the Hillsdale Caltrain station, which is served by "baby bullet" trains. The site is also located within walking distance of 5,000 jobs.
- ✓ **Provides an appropriate mix of land uses** of residential, retail and outdoor public space, contributing to diverse stock of housing, fostering economic development and providing amenities and services to the surrounding community.

- ✓ **Provides sufficient density at the site** with approximately 64 dwelling units/acre, a density that supports adjacent transit and prevent underutilization of land, serving the future needs of Bay Area residents.
- ✓ **Creates a good place for people and contributes to a walkable environment** with active ground floor uses on both Concar Drive and Delaware Street and pushes the Trader Joe's loading/back-of-house zone to the highway-adjacent portion of the site. The existing conditions are challenging, with wide car-oriented streetscapes, Highway 92 and a wide range of uses (major employers, single-family homes, a hotel) on the adjacent parcels.

The proposed design of the Passage at San Mateo is on the right track in the way it addresses the public realm and pedestrian environment of this neighborhood, but we hope the final design will provide clearer connections to the surrounding neighborhood and avoid becoming an enclave apart from it.

The SPUR Project Review Advisory Board supports the overall design and mix of uses at this site and endorses Passage at San Mateo as it was presented to SPUR on May 29, 2018. From a regional perspective, this project is doing the right thing by providing higher density mixed-use development near transit and lower parking ratios than are traditional for San Mateo. We encourage the developer to go even further and continue looking at ways to share parking with Trader Joe's or build the structured parking in such a way that it may be convertible to other uses in the future. If on site parking can be reduced further during the entitlements and design process, we would support that as well.

This project has potential to contribute to the positive transformation of this neighborhood, but it will require the support and partnership of the city. Additional residential density is appropriate and needed at a regional transit station, so to the extent more units can be accommodated on this site, we would strongly support it. Most importantly, truly connecting the project to the neighborhood, as shown on the project's Connectivity plans, will require changes to the street and public realm outside of the boundaries of this parcel. We suggest that the city take steps concurrent with this development to help develop these pedestrian connections, particularly in the direction of the Caltrain station.

Please forward this letter to the Planning Commission at the appropriate time. Do not hesitate to contact us or Kristy Wang, SPUR's Community Planning Policy Director, with any questions or clarifications.

Sincerely,

Charmaine Curtis
Co-Chairs, SPUR Project Review Advisory Board

Diane Filippi

Cc: Brian Myers
Lily Lim, Project Planner
Darcy Forsell, Senior Planner