

March 4, 2024

Dear Mayor Diaz and Members of the City Council,

These are our comments on Final EIR 2040 General Plan.

1. **Street classifications in the Circulation Element** - In the Circulation Element a classification for Minor Collector is not included by appears to be lumped in with Major Collector. Both a Minor Collector and Major Collector have the same number of trips, 1100 to 2600 per day. However, a Major Collector has trips over a distance greater than 3/4 of a mile, while a Minor Collector has trips of a distance less than 3/4 of a mile. There are streets that fit this Minor Collector classification in San Mateo. The NTMP needs to add Minor and Major Collectors, Minor Arterials and Emergency Routes for traffic calming. We do not want Truck Routes in the Central Neighborhood that will bring more pollution impacts for residents.

2. **Air quality and construction impacts** - There will be a significant number of construction trucks passing through 3rd, 4th, and 5th Avenues because of inadequate signage and the current 'NO TRUCK' sign at 5<sup>th</sup> and Delaware is hidden from view. These are residential streets and the many trucks that haul toxic soils to waste sites need to be directed away from our homes. There could be up to 100 trucks a day passing through. We need more mitigation measures to reduce the traffic and air pollution impacts for our residents due to cut-through trucks and construction parking.

a. A San Mateo City contact person should be identified who will monitor air pollution, noise and construction impacts. Today residents need to call a Project Manager for each project in order to discuss these construction impacts such as with the new Kiku Crossing Garage and Housing Project. Will the construction businesses cover window washing for residents with all the construction dust impacts? Our residents are unable to control the large speeding trucks from construction sites and their dust impacts. The EIR is deficient in the analysis of more construction protections for the surrounding residents is needed.

b. Construction workers continue to park on residential streets along South Delaware and 7th Avenue. The on-site parking for construction workers is insufficient and workers park their personal vehicles along residential streets. This is a significant impact on the neighborhood and construction worker parking is underestimated in the Conditions of Approval when projects get approved at the Planning Commission.

c. New Construction Projects on the west side of the railroad should be required to utilize state highways, El Camino Real, Interstate 92 to Interstate 101 in order to reduce the pollution impacts to Priority Equity Neighborhoods. The mitigation measures in the project's Conditions of Approvals further impact the Equity Priority Neighborhoods.

3. **Policy LU3.10 - Service Commercial/ Light Manufacturing** - The EIR fails to recognize the current and future diesel truck traffic impacts from Service Commercial and Light Manufacturing zoning on South Amphlett from 5th Avenue to Folkstone to residential streets. This Service Commercial / Light Manufacturing land-use is incompatible with Central and Sunnybrae. The 2040 General Plan EIR does not analyze these environmental impacts associated this land-use change and the difficulty of access from 101. These truck impacts have been experienced by residents over the last 50 years and this land-use change in 2040 General Plan will increase these adverse impacts. The EIR does not provide any alternatives to Service Commercial to reduce the significant impacts to the neighborhood, but instead adds Light Manufacturing which will bring more adverse impacts to our neighborhood that have not been addressed. The EIR went as far as discouraging uses that are allowed elsewhere in the city from locating in Service Commercial and Light Industrial areas. Amphlett and the surrounding neighborhoods cannot improve with the addition of Service Commercial and Light Industrial zoning.

a. The health risks and quality of life impacts from more diesel trucks servicing these businesses have not been measured. What mitigation will be provided to reduce the air pollution and cancer risks associated with new industrial businesses and more diesel trucks with Light Manufacturing added to Service Commercial? How will noise and vibration issues be mitigated from trucks with trailers carrying landscaping and heavy construction equipment?

b. The on-site parking requirements is inadequate for these car and boat repair businesses, construction and food preparation businesses in the Service Commercial zoning. In addition, the EIR does not recognize employee parking overflow issues impacting South Idaho Street residents. The South Amphlett area is beyond the 1/2 mile distance from the Transit Center so workers on South Amphlett will continue to drive to work and park in the residential neighborhood. These increased commercial parking impacts that will increase with increased Light Manufacturing should be identified in the EIR and mitigation measures should be defined in the EIR so the neighborhood is not impacted.

c. Service Commercial land-use generates Code Enforcement issues such as on-going dumping and bad seafood odors from food processing businesses. The EIR does not identify these existing issues, the likely increase of these impacts, and does not adequately address how to mitigate these impacts associated along South Amphlett with this zoning classification.

e. The trucks servicing Service Commercial businesses strike our street trees breaking tree branches on 5th Avenue, South Humboldt Street, 4th Avenue, and South Idaho Street. These trucks have damaged side mirrors on vehicles and generate

heavy diesel soot on properties. Our residential streets are not designed for large trucks over 5 tons. These significant impacts will increase and require mitigation

f. This EIR did not provide mitigation for a taller sound wall along South Amphlett businesses with plantings and street trees to absorb the freeway carbons to make the environment healthier and less toxic for residents. New housing will be built at the former Fish Market, the Concar Passages, and at 1650 - 1730 South Amphlett along 101 and 92. New housing developments can be built with specialized windows for noise reduction and air filtration systems for health protections. Why is South Amphlett from 5th Avenue to Folkstone excluded from R2 housing options with the same specialized building options? Adaptive re-use of warehouse businesses to non-industrial businesses will help transition this area to reduce the adverse impacts of toxic diesel trucks fumes with 5 ton load limits to reduce noise impacts. South Amphlett needs further analysis and mitigation to identify and reduce the significant environmental impacts in the 2040 General Plan EIR.

4. **Historic Resources** - The Yoshiko Yamanouchi House is listed as a state and federal historic district on the National Register of Historic Places. It is also listed on the Asian American and Pan Pacific site. The 2040 General Plan EIR does not analyze the increased traffic and truck traffic impacts from all new construction proposed combined with the impacts from the trucks from the Service Commercial businesses along South Amphlett. Recently, seven residential parking were removed on the west side of South Humboldt, and more parking was removed next to the Yoshiko Yamanouchi House to accommodate more vehicular traffic in the right turn lane to 101 South and to install the new Humboldt Street Bike Lane between 4th and 5th Avenue. Over the years, the interior bamboo Katsura fences along Humboldt Street have been significantly damaged by truck vibrations and diesel soot. These interior Katsura fences along South Humboldt Street were rebuilt to match the original fence design from Japan. Increased traffic and pollutant deposition caused by the General Plan changes will result in additional significant effects on this historic resource. Street classifications on 5th Avenue, S. Humboldt Street, and 9th Avenue are now Minor Arterials in the 2040 General Plan and need to be reclassified to non-arterials to reduce traffic and truck impacts. Mitigation with traffic calming should be provided to reduce these effects. The sound wall currently on South Humboldt Street should be extended with more plantings to allow protection of the 9 contributing resources comprising the Yoshiko Yamanouchi House which includes 3 buildings, 3 sites and 3 structures.

Best,

Francie Souza  
Maurine Killough

David Light  
Laurie Watanuki

Michael Weinbauer