

March 12, 2012

Re: PA10-060, St. Matthew's Catholic Parish and Master Plan

To the San Mateo Planning Commission and City Council:

We are submitting this letter to you to formally oppose project PA10-060 and the Mitigated Negative Declaration submitted on February 3, 2012. As it was in October 2006 when first proposed, this project as it stands today is a poor idea for San Mateo.

To summarize, in the following paragraphs you will find the following facts:

Comment No.

- 1) This is not a new project, by any measure. Most of the aspects of the project are the same as the original June 2009 submission that was unanimously rejected by the Planning Commission.
- 2) If allowed to build the new building, the applicant will have over 25,000 square feet of floor area dedicated to indoor sports facilities, which is over 8 times the size of a regulation high school basketball court.
- 3) The proposed building should not qualify exclusively as an elementary school gym; besides representing the second "gym" on campus, the proposed hours of operation, dates of operation, and uses of the building are consistent with the uses of a Community Center, not an elementary school gym, and require far more onsite parking than proposed.
- 4) The traffic surveys and their findings are based on erroneous information; they were conducted during off-season and based on either outdated or inaccurate information provided by the applicant.
- 5) Given the large amount of overbuilding on their campus, the applicant is asking for an overlay zone because the project would require 3 zoning code variances for approval. Granting 1 variance is extremely rare, let alone 3; granting this request, especially in the face of so much opposition, sets a dangerous precedent for San Mateo.
- 6) There is no concept of accountability or enforcement in the proposal that is effective and permanent, and the proposal places an undue burden on neighbors to police the site.
- 7) More than 33% of the heritage trees on the site will be removed, forever harming the aesthetics of the property, neighborhood, and surrounding community; in any other situation, this would never be allowed.

Finally, David Parisi, the applicant's own paid traffic and parking consultant, highlighted the overall core of the issue, when he sent a memo to Julia Yeh and Planning Staff on February 25, 2010 (Exhibit A) that contemplated a single, smaller facility – one 17,000 square foot building instead of 2 buildings totaling 25,000 square feet:

"Under such a condition, the City's parking guidelines would require a total of 486 on-site parking spaces if concurrent uses of all facilities except the Church and new building were allowed. Provision of 486 on-site parking spaces would not be feasible without the provision of a parking structure. A parking structure is not financially feasible for St. Matthew's Catholic Church."

We would respectfully suggest that not being able to afford something (or – more likely - not choosing to spend money) should not be a condition under which special exceptions should be granted, especially when they last 25 years and violate the sanctity of the surrounding beautiful neighborhoods that are full of taxpaying, law-abiding residents.

Sincerely,

Concerned Citizens of San Mateo

Cc: Aragon HOA
Baywood HOA
San Mateo United HOA
Parrott Park HOA

Comment No.

Details

8

1. This is not a new project in any way.

a. This proposal is essentially the same as was submitted in June 2009 and summarily rejected (5-0) by the Planning Commission, but the building has now been renamed to attempt to exploit a zoning code loophole that would exempt St. Matthew's from solving their current traffic and parking issues. There were a few more parking spots added, but the building is still > 40% over allowable FAR, the types of uses, intensity, frequency, and hours of the new building are the same, the number of buildings in use at any time is the same, the number of heritage trees removed is the same, and the lack of accountability and enforcement is the same.

b. For a detailed comparison, see Exhibit B.

9

2. The fourth and most recent Hexagon study is completely invalid for a number of reasons:

9a

a. The stated activity list upon which the study is based is from 2006-2008, and the applicant stated there were "no new uses" beyond those during these years. However, this is blatantly false – according to St. Matthew's own "Master Calendar", between 2007 and 2011, the number of events rose from 2,048 to 2,699 (+32%) and the number of cars on the site rose from 14,237 to 25,338 (+77%). This "Master Calendar" is how St. Matthew's controls and regulates the number of events and cars on site for the past 6+ years, and St. Matthew's staff has repeatedly insisted that they've used this system to accurately predict traffic levels since its inception.

i. This contention that the traffic levels have dramatically risen was corroborated by John Walsh, Operations Manager at St. Matthew's, when he stated at Public Study Session on August 23, 2011 (video 5, at 9:26) that

"It's now like trying to put 2 gallons of water into a 1 gallon bucket."

ii. As recently as last month, with the lack of parking space, cars park illegally and dangerously on curbs and sidewalks, in no-parking zones, and in front of driveways in the neighborhood. Photos are included in Exhibit C.

9b

b. Overall traffic conditions were based on levels present in 2006, 2007, and 2008, and presumably for simplicity sake, assumed to be the same at present. Given the changing nature of the St. Matthew's events as documented above, this is also invalid.

9c

c. Of the 4 car count surveys that were conducted as part of this traffic study, 3 were conducted in the summertime when traffic levels are dramatically reduced: June 28, 2009, July 12, 2009, and August 16, 2009, and one on May 16, 2010. Counts in the fall of 2012 were not done by Hexagon, but by St. Matthew's staff, are not objective and thus also invalid.

9d

d. The study lists the number of families at St. Matthew's reports as 2,500; however, this dramatically understates the true activity levels, as there are over 2,000 additional unregistered families that are unaccounted for in the report, bringing the total number of families at St. Matthew's to 4,500.

9e

e. On page 29, Hexagon states that there are 1,000 confirmed attendees at Sunday mass; however, they also assumed an average of 3 occupants for each car, and determine a peak load for Sunday of $1000/3 = 340$. There is no evidence that this occupants/car figure is or will continue to be the case on a consistent basis – this number is simply assumed.

i. On November 14, 2010, the following car count was conducted and submitted to the City of San Mateo Planning department (photos in Exhibit C):

Location	Total Cars
Cars in front lot on ECR	44
Cars in side lot on ND	50
Cars in back lot	221
Total Cars on Campus	315 (despite 198 official spots)
Cars in bank lot	45
Cars illegally parked on ND	8
Cars on ECR	12
Cars in neighborhood	30
Total Cars off Campus	95
Total Cars	410

10

3. The presumption, repeated frequently in the Hexagon study and St. Matthew's Master Plan, is that this new building is simply an elementary school gym, and requires no additional parking because of a loophole in the zoning code. Besides being completely illogical – parents like to watch their children play sports – the assumption upon which this based – that the building is simply an elementary school gym - is completely invalid. According to planning staff, city officials, and David Parisi (St. Matthew's traffic and parking consultant), if this weren't counted as an elementary school gym, the site would violate multiple zoning codes and require variances (without an overlay zone in place), and would require upwards of 700 onsite parking spaces. The fact of the matter is that this is not simply a gym – it's the same Parish Community Center that was proposed and rejected in June 2009.
- As per point 1 above, this proposal is essentially the same as the one submitted in June 2009, and is based simply on renaming the building. In fact, the gym in place today is also being renamed to "auditorium" to accommodate the zoning code loophole.
 - More importantly, the zoning code regulation that exempts an elementary school gym only logically applies to the first gym on a site, but not a second gym - and this is a second gym. The 13,300 square foot gym/auditorium that exists today would still hold frequent athletic events. In fact, the total floor area of both gyms would be approximately 25,000 square feet – whereas a regulation junior high school basketball court is 74' x 42' = 3,108 square feet – meaning St. Matthew's gyms would have the equivalent floor area of more than 8 regulation high school basketball courts.
 - According to both the study and the Master Plan, the building will be used for activities that occur in a Parish Community Center, not an elementary school gym, like adult basketball games, summer, winter, and spring camps, mass preparations, and after-school care.
 - Another indication of the fact that this is not a gym is the hours of operation included in the Master Plan – namely, St. Matthew's has the new building open until 10:30 or 11pm, 365 days/year. A typical elementary school gym is open 8am – 5pm, only 5 days each week, and closed when school is out of session.
 - In fact, the athletic director Tony Holland (during the August 23rd 2011 study session, video 6, 20 minutes in), the Master Plan, and Page 31 of the Hexagon study says that the building needs to be open after school hours for only 8 days each year :

"Basketball and volleyball games occur on only 4 Saturdays (volleyball) and Sundays (basketball) per year".

Yet St. Matthew's indicates that the building should be open past school 365 days each year (excepting major holidays).

- f. As a final indication of how this building is not simply an elementary school gym, St. Matthew's included the construction of a large meeting room in this proposal, despite having 80,000 square feet of space in other buildings on campus.

4. The Mitigated Negative Declaration "Recommended Measures" are based on tactics that either cannot work, have not worked in the past, or simply will not work.

11a

- a. The usage of the bank parking lot's capacity across El Camino Real, included in the Master Plan and Hexagon Study, is not permanent and cannot be included in available parking. The same is true of the nearby dentist's office, which is open 7 days/week.

11b

- b. The recommendation allows for a replacement parking facility (to the bank) within a ½ mile radius. The fact that Planning Staff believes people will park ½ mile away and walk to the campus, rather than park close by in the neighborhood, is simply ridiculous.

11c

- c. Employing valet parking will not work, as 1. It's not permanent, and 2. People would prefer to park in an easily accessible neighborhood spot, rather than have their car blocked in and have to wait for a valet to move multiple cars around when it's time to leave.

11d

- d. There are already over 400 cars parking on the site (see 2.e.i., above, and Exhibit C), and there is still overflow into the neighborhood. This is corroborated by the latest Hexagon study, which says on page 27:

"Vehicles park on site wherever they possibly can (they create their own spaces). Parishioners double park, park in red zones, park on one side of the church driveways, move cones and park illegally at the end of the aisle along the back fence near the Notre Dame driveway."

Meaning, cars are already parking in the space that the valet parkers would use, and there is still significant overflow into the neighborhood and traffic problems.

11e

- e. Changing full-size spaces to compact to add capacity will not work, given the number of sedans and SUVs that attend events at St. Matthew's (see Exhibit C for examples).

11f

- f. Employing parking shuttles was already tried and failed during Carnival in 2009, when St. Matthew's used vans to shuttle between the lots and campus. This failed, and no guests used the lots and shuttles, such that in 2010 and 2011, St. Matthew's did not use this tactic.

12

5. The San Mateo Planning Staff and St. Matthew's frequently compare "Peak usage" to "Christmas at the shopping center". However, 50 Sundays, 19 events, 8 other special events = 77 days/year that are over the current level of capacity, which is more than 20% of the time with the current amount of events. Christmas peak at a shopping center is generally 5-7 days.

13

6. There's no accountability or enforcement of the special use permit.

- a. The SUP forces the neighbors to police and report the activities of the applicant, which puts an undue and unnecessary burden on the neighborhood.
- b. In the MND, there is a statement that this plan will not add any load to the San Mateo Police Department, but this is contradicted by Section XIV, where the MND states that police will be used to patrol and report parking infractions.
- c. This Master Plan relies on self-enforcement, which, given the well-documented history of years of problems in the neighborhood caused by St. Matthew's, has been clearly shown to fail.

14

7. The added congestion puts the neighbors in danger.

14a

- a. Backing out onto Notre Dame Avenue is illegal, unacceptable, and dangerous, especially given the narrowness of the street.

14

15

16

b. 2 main intersections – Aragon and ECR and Mission and ECR - will remain at LOS F.

8. Tree removal is unacceptable – more than 33% of the heritage trees on the site will be removed. In any other situation, this would never be allowed.

9. Renaming and using a Q-Zone to get around variances sets a bad precedent and opens San Mateo up to a class action lawsuit from developers who are not granted or were not granted these privileges.

a. The allowable FAR is already 25% over, and this will put the site at 43% over.

b. Borel Bank, Draeger's, Library, Serra – all had to follow the same rules.

Exhibit A

MEMORANDUM

Parisi ASSOCIATES
TRANSPORTATION CONSULTING

TO: Julia Yeh, Associate Planner, City of San Mateo
FROM: David Parisi, Parisi Associates
DATE: February 23, 2010
SUBJECT: Review of Parking Plan for Saint Matthews Catholic Church

Introduction

Saint Matthews Catholic Church of San Mateo is submitting a Master Plan application for the Parish campus. The primary component of the Master Plan is construction of a new school gymnasium to support elementary and junior high school activities.

The campus currently has 198 parking spaces. One hundred ten (110) new spaces are being proposed in the Master Plan, for a total of 308 parking spaces.

Parisi Associates Transportation Consulting has reviewed the proposed Master Plan and concluded that the provision of a total of 308 parking spaces would be in excess of the peak parking needs. This conclusion is supported by a review of the City of San Mateo's school parking requirements, as well as those used by other agencies, and by the City's transportation planning consultant's recommendation.

Proposed Use Limitations

The proposed use limitations governing the Master Plan contains provisions that minimize parking demand for activities associated with the new school gymnasium. During school hours, the gymnasium would be used for physical education classes and school activities; thus, no additional parking spaces would be needed to accommodate persons not affiliated with the school. For non-school hours, the parking demand for the gymnasium would not exceed the existing parking needs for school.

The following use limitations are proposed to ensure that school gymnasium-related activities do not increase parking demand beyond that supplied for existing school activities:

- The school gymnasium would only be used for Saint Matthews' elementary and junior high school athletic uses and would not be used for any outside athletic programs.
- During school hours, the gymnasium would be used as needed for physical education classes.

- After school hours, no more than two basketball and/or volleyball teams would be allowed to practice at one time.
- Only games of the Catholic PPS League would be allowed within the school gymnasium. After school and on weekends, only one game at a time would be allowed in the gymnasium.
- The school gymnasium would not be rented out nor used for any non-Saint Matthews events or activities.
- The school gymnasium would not be used one half hour before or after regularly scheduled Saturday evening and Sunday morning church masses.
- The school gymnasium would not be used for or during major religious events identified in the proposed Use Limitations.

School Gymnasium Parking Requirements

The planned activities at the proposed school gymnasium, discussed above, are similar to those at any other public schools and other private schools. Parisi Associates reviewed parking code requirements applied by other Bay Area jurisdictions, as well as national standards referenced by the Institute of Transportation Engineers and the Urban Land Institute, and found that the on-site parking requirements for school gymnasiums are typically included in the overall parking requirements for the school. In other words, school gymnasium parking is not separated from other school uses since gymnasiums are integral to the activities at most schools.

In fact, the City of San Mateo's parking code considers all school uses, including school gymnasiums, within its parking requirements for elementary and junior high schools (as well as for senior high schools). According to the City of San Mateo's parking code, schools should have one parking space for each school employee (plus a designated area for on-site unloading and loading of passengers and adequate on-site access and loading areas for buses). It should be noted that Saint Matthews would not be increasing their number of school employees or students with the addition of the school gymnasium.

Parisi Associates reviewed the potential parking requirements if a single 17,000 square foot multi-purpose building replaced the existing auditorium and was used for both auditorium and gymnasium uses. Under such a condition, the City's parking guidelines would require a total of 486 on-site parking spaces if concurrent uses of all facilities except the Church and new building were allowed. Provision of 486 on-site parking spaces would not be feasible without the provision of a parking structure. A parking structure is not financially feasible for Saint Matthews Catholic Church.

Under the proposed plan of a separate school gymnasium the addition of a parking structure is not necessary to meet the peak parking requirements. The church is proposing to provide more on-site spaces than needed based on the planned use, the proposed use limitations, the Hexagon report and the City of San Mateo parking requirements. In total Saint Matthews is proposing the addition of 110 parking spaces to the existing 198 parking spaces for a total of 308 parking spaces. The Hexagon Report documented a peak parking requirement of 273 parking spaces, assuming the proposed Use Limitations. (Hexagon Report - Updated 9/18/09 - Recommendation #9).

Exhibit B

June 2009 Project Submission was rejected by the Planning Commission 5-0.

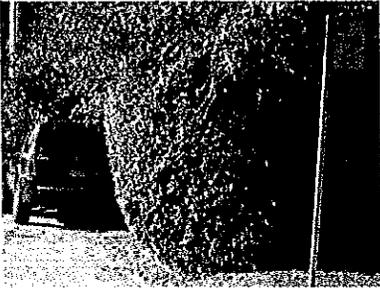
	June 2009 Proposal	March 2012 Proposal
Name	Parish Community Center	"Gym"
Building Uses and Activities	School and Peninsula Catholic league athletics, adult league evening basketball, preparation for mass, before and after school kindergarten care, summer, winter, and spring camps open to anyone.	School and Peninsula Catholic league athletics, adult league evening basketball, preparation for mass, before and after school kindergarten care, summer, winter, and spring camps open to anyone.
Number of buildings with athletic capabilities	2 (Auditorium and PCC)	2 (Auditorium and "Gym")
Number of buildings to be removed	0	0
Area (square feet)	13,061 47% over FAR	11,683 (one meeting room was removed)
% Over Allowed FAR	47%	43%
Zoning law violation accommodation	Ask for 3 Variances	Ask for an Overlay Zone and exemption from zoning laws
Parking required as per zoning codes	782 (410 Current requirement, 372 additional)	738 (410 Current requirement, 328 additional)
Current parking spaces	198	198
New parking spaces claimed	56	108
New parking spaces added via new pavement (versus restriping and creating additional compact spots from full size spots)	30	30
Parking solution	Restriping and changing regular spaces to compact	Restriping, changing regular spaces to compact, employing valets, and a special use permit and traffic plan that promises to not use the building at certain times and for certain uses, relying on self-regulation and burdening neighbors and San Mateo police for enforcement
Heritage trees removed to create additional parking capacity	26	26
Hours of Operation of Proposed Building	6:30am – 11pm 7 days/week	6:30am – 11pm 7 days/week
Reason for not building parking garage	"Not needed"	"Not financially feasible"
Plan duration	None	25 years
LOS around site	LOS F at 1 intersection	LOS F at 2 intersections

Exhibit C

Illegal Parking On Notre Dame



Illegal Parking On Notre Dame, And Packed Into The Side Lot



Illegal Parking In The Notre Dame Lot



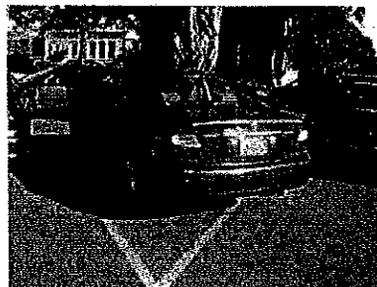
Parking In The Back Lot



Crammed Into The Back Lot, Anywhere They Find Space, Ignoring All Parking Stripes



Crammed Into The Back Lot Anywhere There Is Space, Ignoring
All Parking Stripes



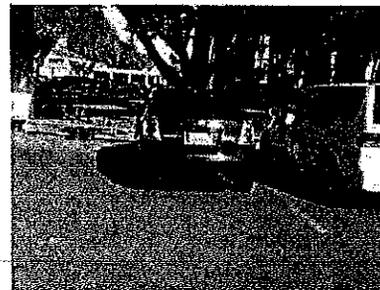
Crammed Into The Back Lot, Anywhere There Is Space, Ignoring
All Parking Stripes



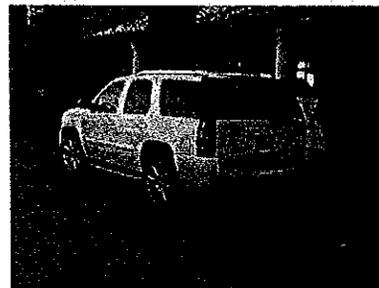
Crammed Into The Back Lot Anywhere There Is Space, Ignoring All Parking Stripes, and 3 Deep Against the Fence



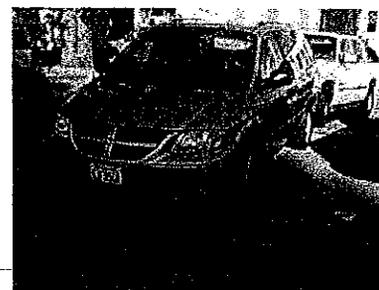
Crammed Into The Back Lot Anywhere There Is Space, Ignoring All Parking Stripes



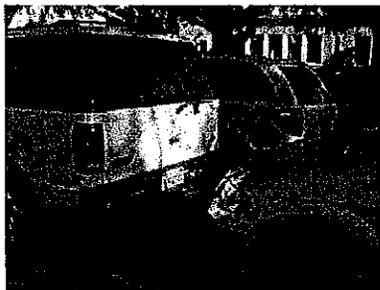
Crammed Into The Back Lot Anywhere There Is Space, Ignoring All Parking Stripes, Many Illegally



Crammed Into The Back Lot Anywhere There Is Space, Ignoring All Parking Stripes, Many Illegally



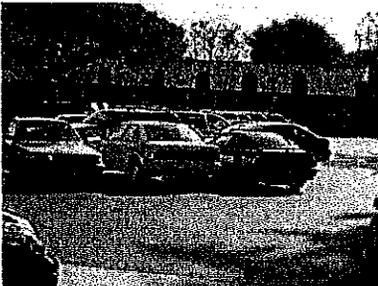
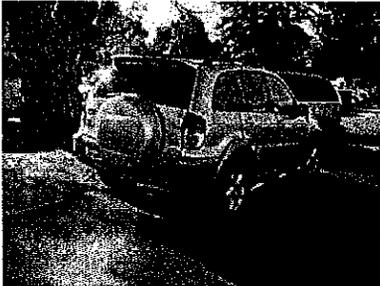
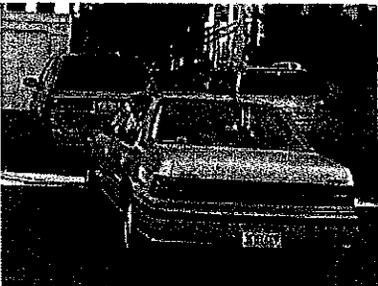
Crammed Into The Back Lot Anywhere There Is Space, Ignoring All Parking Stripes, Many Illegally



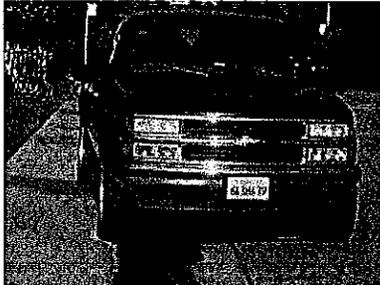
Crammed Into The Back Lot Anywhere There Is Space, Ignoring All Parking Stripes, Many Illegally, Even Up on Sidewalk Next to The Playground



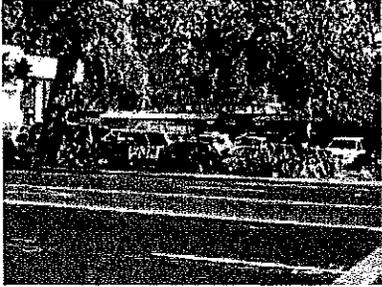
Crammed Into The Back Lot Anywhere There Is Space, Ignoring
All Parking Stripes, Many Illegally



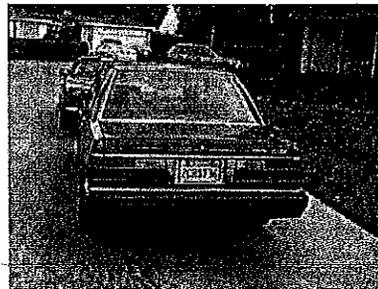
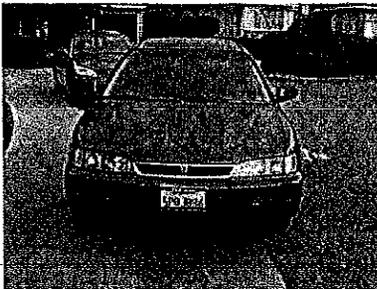
Parking On The Sidewalk On Capistrano



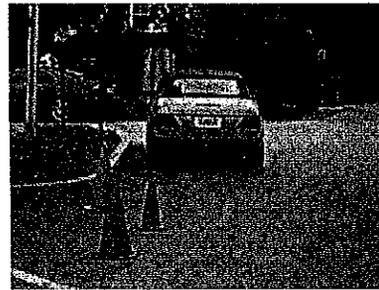
ECR and The Bank Lot Are Completely Full



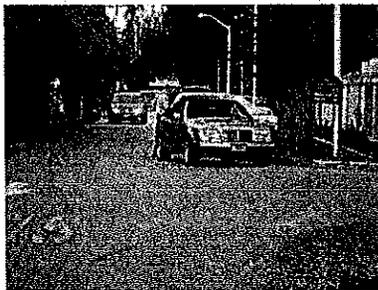
Illegal Parking in Neighborhood



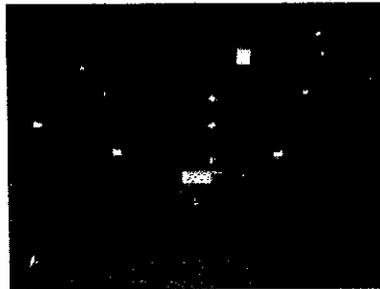
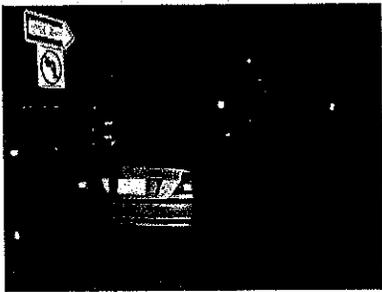
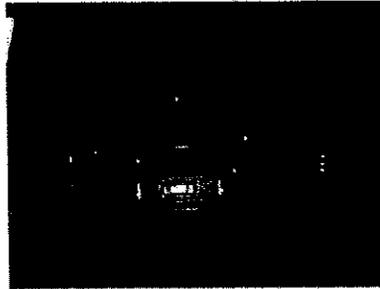
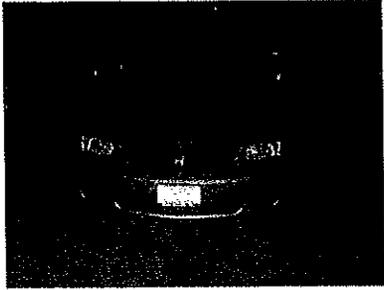
Illegal Parking in Neighborhood



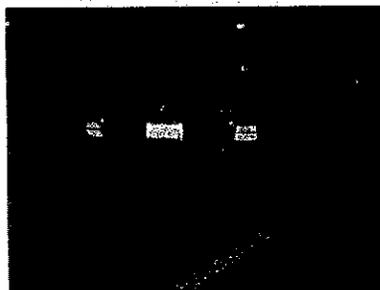
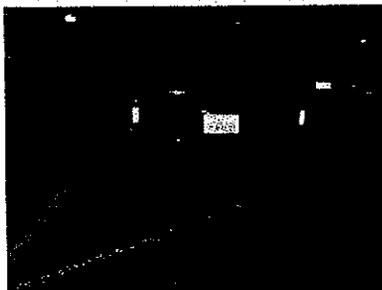
Illegal Parking in Neighborhood



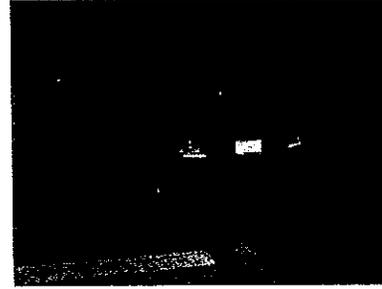
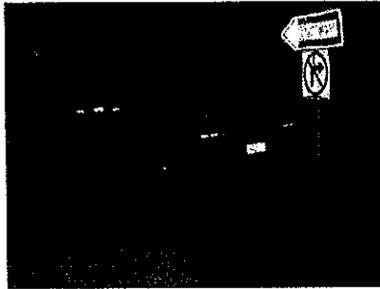
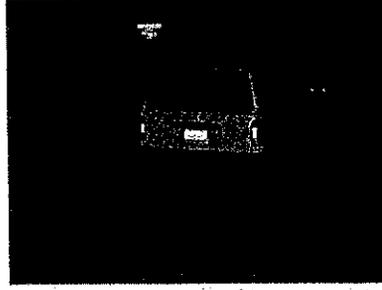
Illegal Parking in Neighborhood



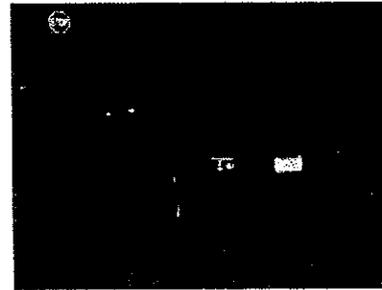
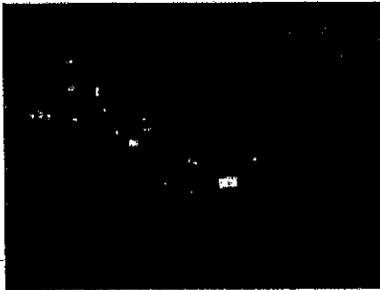
Illegal Parking in Neighborhood



Illegal Parking in Neighborhood



Illegal Parking in Neighborhood



Illegal Parking in Neighborhood



Illegal Parking in Neighborhood



Exhibit A

MEMORANDUM

Parisi ASSOCIATES
transportation consulting

TO: Julia Yeh, Associate Planner, City of San Mateo

FROM: David Parisi, Parisi Associates

DATE: February 23, 2010

SUBJECT: Review of Parking Plan for Saint Matthews Catholic Church

Introduction

Saint Matthews Catholic Church of San Mateo is submitting a Master Plan application for the Parish campus. The primary component of the Master Plan is construction of a new school gymnasium to support elementary and junior high school activities.

The campus currently has 198 parking spaces. One hundred ten (110) new spaces are being proposed in the Master Plan, for a total of 308 parking spaces.

Parisi Associates Transportation Consulting has reviewed the proposed Master Plan and concluded that the provision of a total of 308 parking spaces would be in excess of the peak parking needs. This conclusion is supported by a review of the City of San Mateo's school parking requirements, as well as those used by other agencies, and by the City's transportation planning consultant's recommendation.

Proposed Use Limitations

The proposed use limitations governing the Master Plan contains provisions that minimize parking demand for activities associated with the new school gymnasium. During school hours, the gymnasium would be used for physical education classes and school activities; thus, no additional parking spaces would be needed to accommodate persons not affiliated with the school. For non-school hours, the parking demand for the gymnasium would not exceed the existing parking needs for school.

The following use limitations are proposed to ensure that school gymnasium-related activities do not increase parking demand beyond that supplied for existing school activities:

- The school gymnasium would only be used for Saint Matthews' elementary and junior high school athletic uses and would not be used for any outside athletic programs.
- During school hours, the gymnasium would be used as needed for physical education classes.

- After school hours, no more than two basketball and/or volleyball teams would be allowed to practice at one time.
- Only games of the Catholic PPS League would be allowed within the school gymnasium. After school and on weekends, only one game at a time would be allowed in the gymnasium.
- The school gymnasium would not be rented out nor used for any non-Saint Matthews events or activities.
- The school gymnasium would not be used one half hour before or after regularly scheduled Saturday evening and Sunday morning church masses.
- The school gymnasium would not be used for or during major religious events identified in the proposed Use Limitations.

School Gymnasium Parking Requirements

The planned activities at the proposed school gymnasium, discussed above, are similar to those at any other public schools and other private schools. Parisi Associates reviewed parking code requirements applied by other Bay Area jurisdictions, as well as national standards referenced by the Institute of Transportation Engineers and the Urban Land Institute, and found that the on-site parking requirements for school gymnasiums are typically included in the overall parking requirements for the school. In other words, school gymnasium parking is not separated from other school uses since gymnasiums are integral to the activities at most schools.

In fact, the City of San Mateo's parking code considers all school uses, including school gymnasiums, within its parking requirements for elementary and junior high schools (as well as for senior high schools). According to the City of San Mateo's parking code, schools should have one parking space for each school employee (plus a designated area for on-site unloading and loading of passengers and adequate on-site access and loading areas for buses). It should be noted that Saint Matthews would not be increasing their number of school employees or students with the addition of the school gymnasium.

Parisi Associates reviewed the potential parking requirements if a single 17,000 square foot multi-purpose building replaced the existing auditorium and was used for both auditorium and gymnasium uses. Under such a condition, the City's parking guidelines would require a total of 486 on-site parking spaces if concurrent uses of all facilities except the Church and new building were allowed. Provision of 486 on-site parking spaces would not be feasible without the provision of a parking structure. A parking structure is not financially feasible for Saint Matthews Catholic Church.

Under the proposed plan of a separate school gymnasium the addition of a parking structure is not necessary to meet the peak parking requirements. The church is proposing to provide more on-site spaces than needed based on the planned use, the proposed use limitations, the Hexagon report and the City of San Mateo parking requirements. In total Saint Matthews is proposing the addition of 110 parking spaces to the existing 198 parking spaces for a total of 308 parking spaces. The Hexagon Report documented a peak parking requirement of 273 parking spaces, assuming the proposed Use Limitations. (Hexagon Report - Updated 9/18/09 - Recommendation #9).

Exhibit B

June 2009 Project Submission was rejected by the Planning Commission 5-0.

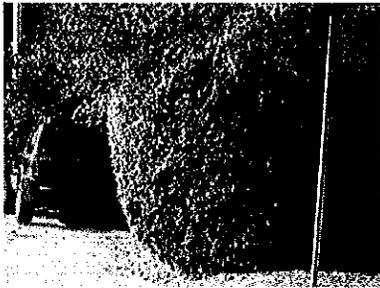
	June 2009 Proposal	March 2012 Proposal
Name	Parish Community Center	"Gym"
Building Uses and Activities	School and Peninsula Catholic league athletics, adult league evening basketball, preparation for mass, before and after school kindergarten care, summer, winter, and spring camps open to anyone.	School and Peninsula Catholic league athletics, adult league evening basketball, preparation for mass, before and after school kindergarten care, summer, winter, and spring camps open to anyone.
Number of buildings with athletic capabilities	2 (Auditorium and PCC)	2 (Auditorium and "Gym")
Number of buildings to be removed	0	0
Area (square feet)	13,061 47% over FAR	11,683 (one meeting room was removed)
% Over Allowed FAR	47%	43%
Zoning law violation accommodation	Ask for 3 Variances	Ask for an Overlay Zone and exemption from zoning laws
Parking required as per zoning codes	782 (410 Current requirement, 372 additional)	738 (410 Current requirement, 328 additional)
Current parking spaces	198	198
New parking spaces claimed	56	108
New parking spaces added via new pavement (versus restriping and creating additional compact spots from full size spots)	30	30
Parking solution	Restriping and changing regular spaces to compact	Restriping, changing regular spaces to compact, employing valets, and a special use permit and traffic plan that promises to not use the building at certain times and for certain uses, relying on self-regulation and burdening neighbors and San Mateo police for enforcement
Heritage trees removed to create additional parking capacity	26	26
Hours of Operation of Proposed Building	6:30am – 11pm 7 days/week	6:30am – 11pm 7 days/week
Reason for not building parking garage	"Not needed"	"Not financially feasible"
Plan duration	None	25 years
LOS around site	LOS F at 1 intersection	LOS F at 2 intersections

Exhibit C

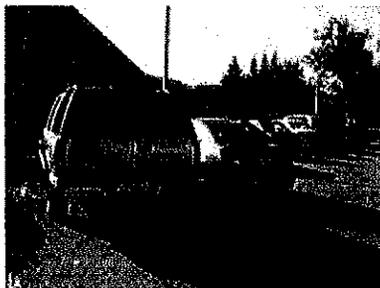
Illegal Parking On Notre Dame



Illegal Parking On Notre Dame, And Packed Into The Side Lot



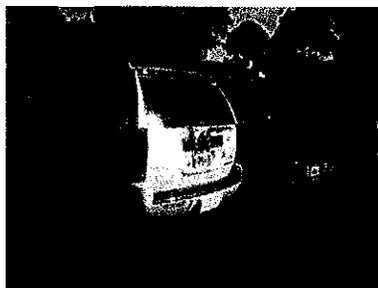
Illegal Parking In The Notre Dame Lot



Parking In The Back Lot



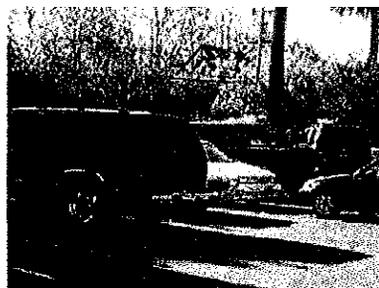
Crammed Into The Back Lot, Anywhere They Find Space, Ignoring All Parking Stripes



Crammed Into The Back Lot Anywhere There Is Space, Ignoring
All Parking Stripes



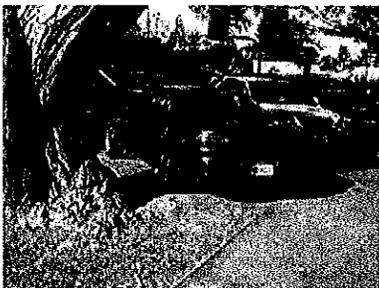
Crammed Into The Back Lot, Anywhere There Is Space, Ignoring
All Parking Stripes



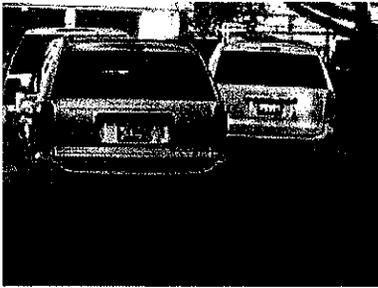
Crammed Into The Back Lot Anywhere There Is Space, Ignoring
All Parking Stripes, and 3 Deep Against the Fence



Crammed Into The Back Lot Anywhere There Is Space, Ignoring
All Parking Stripes



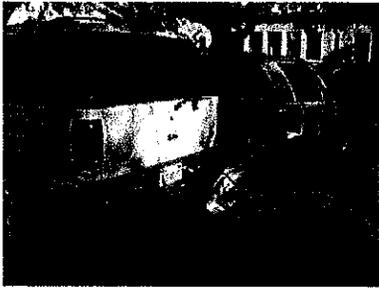
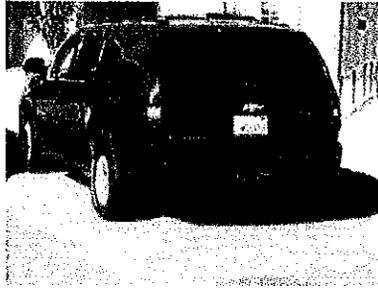
Crammed Into The Back Lot Anywhere There Is Space, Ignoring
All Parking Stripes, Many Illegally



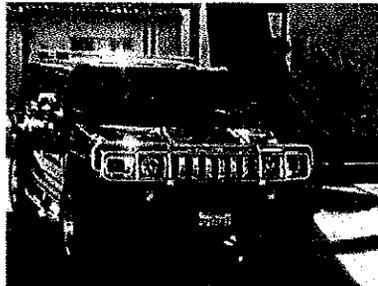
Crammed Into The Back Lot Anywhere There Is Space, Ignoring
All Parking Stripes, Many Illegally



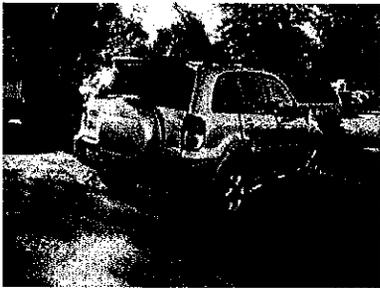
Crammed Into The Back Lot Anywhere There Is Space, Ignoring All Parking Stripes, Many Illegally



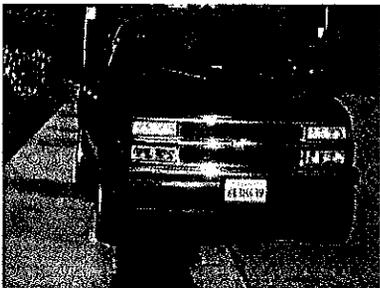
Crammed Into The Back Lot Anywhere There Is Space, Ignoring All Parking Stripes, Many Illegally, Even Up on Sidewalk Next to The Playground



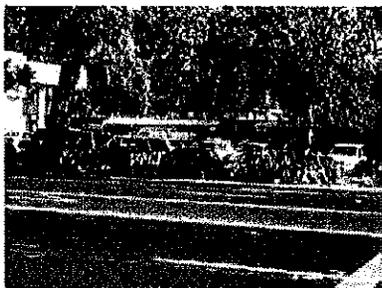
Crammed Into The Back Lot Anywhere There Is Space, Ignoring
All Parking Stripes, Many Illegally



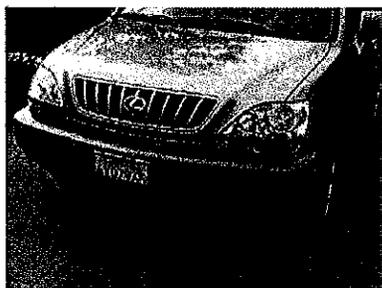
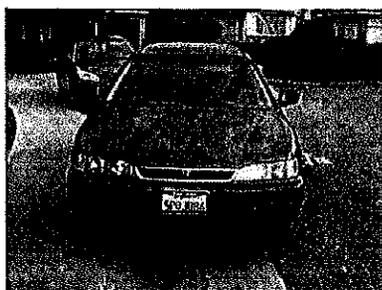
Parking On The Sidewalk On Capistrano



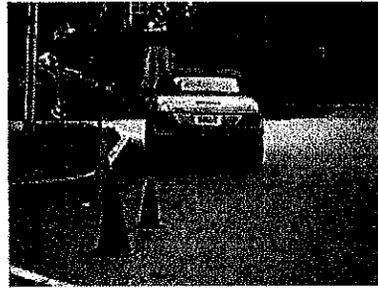
ECR and The Bank Lot Are Completely Full



Illegal Parking in Neighborhood



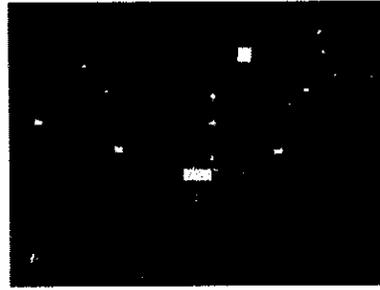
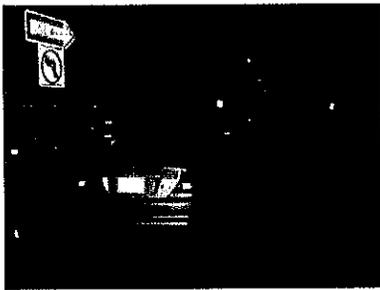
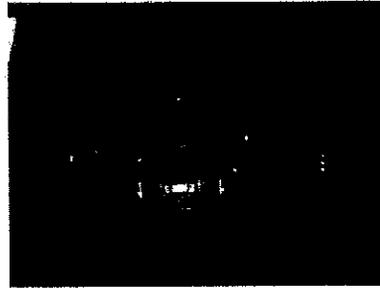
Illegal Parking in Neighborhood



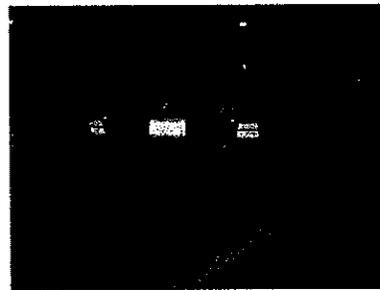
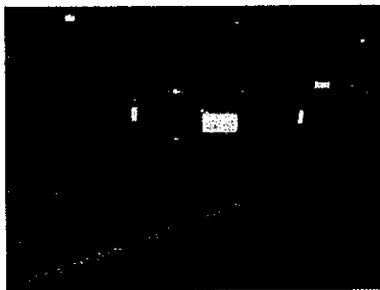
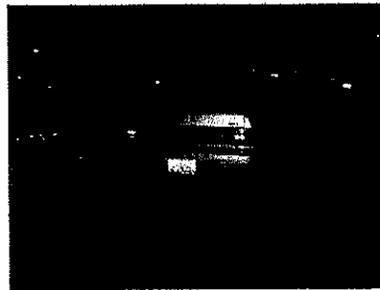
Illegal Parking in Neighborhood



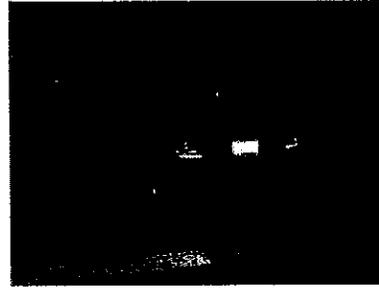
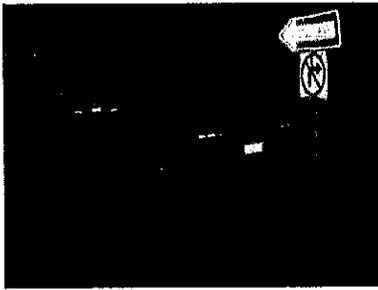
Illegal Parking in Neighborhood



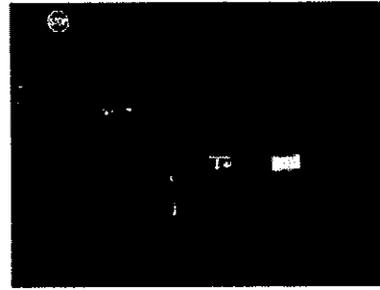
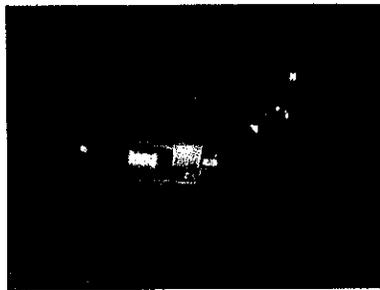
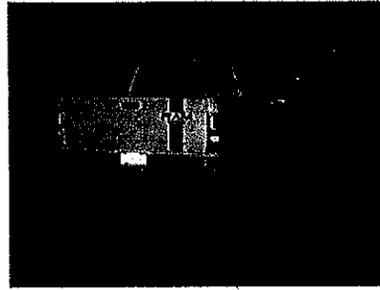
Illegal Parking in Neighborhood



Illegal Parking in Neighborhood



Illegal Parking in Neighborhood



Illegal Parking in Neighborhood



Illegal Parking in Neighborhood

