



SamTrans Board of Directors

Meeting December 3, 2025

Correspondence as of November 28, 2025

Subject

1. Letter of Request re: Adoption of the Downtown Specific Plan – Request to Maintain MU-D-100 Zoning (75 DU/AC Minimum) for SamTrans HQ at 1250 San Carlos Avenue
2. Letter from Emil Lawrence



BOARD OF DIRECTORS 2025

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GENERAL MANAGER/CEO

November 14, 2025

Mayor Sara McDowell and Members of the City Council
City of San Carlos
600 Elm Street
San Carlos, CA 94070

Re: Adoption of the Downtown Specific Plan – Request to Maintain MU-D-100 Zoning (75 DU/AC Minimum) for SamTrans HQ at 1250 San Carlos Avenue

Dear Mayor McDowell and Councilmembers,

On behalf of the San Mateo County Transit District (SamTrans), I respectfully ask that the City Council **maintain the current MU-D-100 zoning** for the SamTrans headquarters site at 1250 San Carlos Avenue, with a minimum density of 75 dwelling units per acre (DU/AC). On November 3, 2025, the Planning and Transportation Commission recommended that the Council increase the minimum density to 90 (DU/AC). We ask that you maintain the current zoning.

Maintaining the zoning district with a minimum density of 75 dwelling units per acre is essential to ensure that the site can be redeveloped feasibly into much-needed housing once SamTrans relocates to its new Millbrae headquarters in 2026.

Why Keeping the Current Zoning Matters

▪ **Economic Feasibility Drives Housing Delivery**

Independent analysis by Economic & Planning Systems (EPS) shows that a lower density—75 dwelling units per acre—offers the most flexibility in developing this site. Within this density, a project can use efficient wood-frame construction (i.e. Type III), which keeps total costs below projected revenues, while still allowing the project to meet the City's inclusionary housing requirements.

Increasing the minimum density to 90 units per acre would require more expensive steel and concrete construction (e.g. Type I), pushing costs up by 25–30 percent and making the project economically infeasible until market conditions significantly improve.

SAN MATEO COUNTY TRANSIT DISTRICT

1250 San Carlos Avenue
San Carlos, CA 94070 (650) 508-6200

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- **A Balanced Minimum Encourages Early Redevelopment**

The SamTrans property is the only parcel in the Specific Plan area proposed to have its minimum density increased. SamTrans shares the City's goal of maximizing housing, but too-high minimums risk leaving the site vacant for years instead of producing new homes in the near term. Developing housing on this site sooner rather than later favors the City's goals to meet its current RHNA housing obligations of 2,735 units.

Approving a feasible 75 DU/acre project now means shovels in the ground in roughly 3 years (around 2028). Pushing for 90 DU/acre could introduce new delays – requiring design changes, density bonus waivers, and potential economic infeasibility – which might stall the project for years. Every month of delay is a month our community misses out on new homes, including affordable units, and a month the HQ building sits empty in the midst of a regional housing crisis.

- **Flexibility Supports More Family-Sized Units**

Higher minimums often force smaller units to meet the numeric target, limiting the inclusion of two- and three-bedroom homes suitable for families. A 75 DU/AC minimum provides flexibility for a healthier mix of unit sizes.

- **The Site Can Still Grow Through State Density Bonus Tools**

Maintaining a 75 DU/AC baseline doesn't cap future density and SamTrans' goal is to maximize density to the extent feasible. City staff has offered the possibility to use the State Density Bonus Program to reduce the minimum density from 90 to 75 DU/AC, however, it is far easier to go "up" than "down" under State law.

Left with the existing zoning of MU-D-100 dwelling units per acre, the maximum density will be 100 DU/AC. However, SamTrans' feasibility study suggests that development could be feasible up to 120 DU/AC if market conditions improve. A developer could easily elevate the maximum density from 100 to 120 DU/AC using the State density bonus law, if needed, and therefore match the upper ceiling of the staff proposed density in MU-D-120.

Our Shared Goal

SamTrans is fully committed to advancing housing and mixed-use development on this key downtown site as soon as our relocation occurs. We seek only the flexibility needed to make that happen without delay.

For these reasons, we respectfully urge the Council to **retain the current MU-D-100 zoning and not adopt the proposed increase to MU-D-120**. This will ensure the project remains economically viable and ready to deliver homes for San Carlos in the near term.


San Carlos City Council

November 14, 2025

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Thank you for your consideration and partnership in achieving our shared goals for housing and a vibrant downtown. Please contact Charla Gomez, Transit Oriented Development (TOD) Manager & Special Projects at gomezcc@samtrans.com if you have any questions or need additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "April Chan", with a long horizontal flourish extending to the right.

April Chan
General Manager/CEO

cc: Al Savay, Community and Economic Development Director, City of San Carlos
Lisa Porras, Planning Manager, City of San Carlos
San Mateo County Transit District Board of Directors

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November 12, 2025

Steve Wagman
Claims Specialist
San Mateo County Transit District
SamTrans (ST), Peninsula Corridor,
Joint Powers Board (PCJPB)
1250 San Carlos Avenue
San Carlos, CA 94070

Re (1): This Letter is sent for my Official Complaint Adjudication Process. A case I will call "the attempted homicide of Emil Lawrence by John Allmon." My filed complaint will include Title VI violations of federal law, settlement negotiations based on John Allmon's, July, 3rd, 2024, assault, battery, and attempt to murder Emil Lawrence in the State Criminal Case.

This letter is my offer to end civil proceedings. **Re: Case 24-NF-010108-A, State v. John Allmon:**

Re (2): New PCJPB complaint, page one, Caltrans concierge dress-down, on how Emil Lawrence is breaking the law, the rules and more, with his book cart as a Caltrain passenger.

Mr. Wagman:

In R(1), John Allmon's trial is set for January, however it has been extended more than four times. ST has my official claim form-with an addendum-which is filled out to the best of my ability. Per contra, ST does not have my request for damages. At this moment, I have yet to see the RWC police report or a copy the video from the RWC police detective, or/and the actual video of the crime from your office, either. I would like to see the full length of the video from the time Allmon got on the bus. One video that has been officially secured. I have begun to study preliminaries this attempted murder.

Rambling on-before and in trial-I will first request the needed stuff. I am reviewing *ADA, Elder Law, and Allmon's past. I will have to get documents from your office and the DA for this task. I will review-after the filing-ST's compliance with reverse-discrimination complaints, compared to discrimination complaints, bus driver training and federal law.* ST gets federal funds for driver training. I will review SamTrans/Caltrans African bus driver reverse discrimination complaints, to the PCJPB. I have stated in letters to the PCJPB, that their phone jockeys make no attempt to take down the name and address of the complainer. Essentially, one is pushed off the phone.

For trial, my requests will include the Caltrain incident documents under PRA where the African concierge stopped the Caltrain train after refusing to help me get my carriage on board. He refused to extend the handicap or pushcart ramp.

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For R (2)-which is a new complaint-Caltrain did not give me a copy of their investigation to ascertain and read, after being blocked from entering Caltrain last year. Your office has the details. To prove that nothing happened, it has come around, again. On 10/07/25, at about 6: 30 PM, I boarded Caltrans at the Burlingame Station, and the young woman put out a ramp for my book cart. I still limp from the hit and run in 2023. No sooner had I got on the train a short Asian woman conductor showed up to tell me: You are not allowed to use the ramp on Caltrans. She did not wear a badge, and walked off not telling me her name. It was rail car 301, or 310, I believe. I use my cart every day on ST, but on Caltran-whether one is limping or not-a passenger is not allowed to do so. The denial here needs to be presented to jury.

What I see is this: The PCJPB is an arrogant bunch of bureaucratic elites-with paychecks that do not match their ability. These Board Members-elite bureaucrats-all live in million-dollar homes-drive fantastic automobiles-but never take public transportation for anything. So, why are they in charge of transportation issues?

When I attempted to speak-at one PCJPB hearing-en masse-they blocked me/cut my microphone for on a Caltrain discrimination incident. I told the-PCJPB-I ride several ST buses in many directions, 365 days a year. In the interim board members drive their pricey cars to work. I am a person they need to speak to and have on their board. But, this PCJPB did not want to hear about what I see-daily-on their bus and trains.

I have newspaper clippings, and written discourse on incidents in which the PCJPB has no records. The PJCPB would not give me five minutes to speak when they spent and extra forty minutes in conference, hiding with overtime. In an empty hall, their absolute denial of the event was stunning. I was not asked one question.

If there is a criminal trial-with Allmon-which I am hoping for, I will testify in it. My medical bill for intensive care and surgery at Zuckerberg GH was about \$220,000, so any offer I make to PCJPB will be a multiple of this bill. I want these GUYS to understand-with fat paying jobs-and a "woke" understanding of law, we will have a court, jury, and a judge for trial. This trial court will have reporters, journalist, and the digital media They will write how Emil Lawrence-a 79-year-old senior citizens-got sliced and diced on ST. They will write how he sat on a senior seat on ST, while John Allmon attempted to kill him. They will write about Allmon pulling his knife out while the bus driver just sat there, ignoring it all.

When the PCJPB ran an advertisement for a citizen profile-this knifing victim tried to join the Citizen Review post. The board interviewed me without my own web page. At that time, I had ridden SamTrans for two years, daily. I logged over 700 rides. But, ST picked a CPA from Hewlett Packard-with a great web page. His name rhymed with an heiress in NYC, and he had no reason to ever ride ST. He drove a BMW type auto to work. My claim against ST-for damages-is 10 times the costs of my life saving surgery. At this moment, my claim for damages is 2.2 million dollars. ST will be getting off cheap. No passenger should have his life threatened while they ride, within the safety of the bus. I will request a federal investigation of the event, the attempted murder. And, I have been telling ST about their poorly trained drivers, for three years. **At this moment, my claim for damages against SamTranes is \$2.2 million dollars in pain**

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and life threatening discomfort, and suffering. Instead of riding life threatening ST, I will rejoin the San Carlos middle class, and buy a home.

At the time of the trial, I will be 80 years old. I will have the right to live in my final years, in good health, comfort, and in my own home. Under this present PCJPB, passengers cannot maintain their health riding ST.

One recent note from Charlie Kirk, a leader for Constitutional Rights who was recently assassinated. At his Turning Point USA Conferences, he personally handed copies of the US Constitution, so: We the people know what their rights and powers are. I know that ST could have stopped Allmon from his attempted homicide. For the hour I was on board, the ST bus driver just ignored him.

A man filed a suit against Tesla for the car's driving complications. The driver may have been at fault. Per contra, four years later after a trial and appeal, Tesla's damages ballooned to \$240 million. I feel, in this action, ST is at fault for letting John Allmon to continue his awesome assault-for more than one hour-on ST-without recourse from a poorly trained ST bus driver. ST had a duty to remove John Allmons, but failed to do so. ST had a duty to reprimand John Allmons but *bus-stop bus improvements like: Bus-stop benches, rain, cold and wind passenger protection, or actual side-walks leading to many bus-stops.* SamTrans poor management and duty and mismanagement and application of protocols-while collecting their fat paychecks which contribute to their expanding bureaucracy-a main principle-here-which will be just one strategy for my case, in court.

Sincerely,

Emil Lawrence



CC: PCJPB, Complaints