



BOARD OF DIRECTORS AGENDA

Details

Date: September 28, 2023
7:30am

Presiding

Sean Peasley, Board Chair

Call to order – Sean Peasley, Board Chair

Invocation – Matt Gerlach

Meeting Minute Approval – John Rochford

- June 29, 2023

Finance Committee Update – Ryan Fessler

Community Survey/Market Analysis – Mario Trescone

Presidents Report – Jeff McBride

Adjourn



BOARD OF DIRECTORS MEETING MINUTES

- Present:** Sean Peasley, Matt Gerlach, Michael Hahn, Rosanna Coveyou, Greg Custer, Don Saulic, Jess Meyers, Jay Scott, Ryan Fessler, Brian Constable, Jeff McBride, Dolores Daly, Christine Salas
- Absent:** John Rochford, Juliette Meunier, David Lamb, Brian Constable, Tony Spriggs, Minh Hoang Greg Custer
- Guests:** Amelya D’Alba & Jordan Garcia

Details June 29, 2023

Presiding Sean Peasley, Board Chair

Call to order @ 7:46am

Invocation – Michael Hahn

Approval of May 25, 2023 Minutes – Crystal Immerman

- Crystal asked if everyone reviewed the minutes, had any changes or additions
- Michael Hahn motioned to approve the minutes as presented
- Don Saulic seconded the motion
- APPROVED, no nays or abstentions

YMCA’s Swim Program – Amelya D’Alba & Jordan Garcia

- Amelya D’Alba and Jordan Garcia presented an overview of the YMCA’s Swim Program highlighting:
 - Branch Aquatics (swim lessons, swim teams, special events, staff certifications, drills, RST)
 - Safety Around Water Program
 - Dana Point Harbor Partnership
 - City Contracts
 - (Full presentation is on the board portal)

Finance Highlights – Dolores Daly

- May Operating net \$1.3M (double budget)
- Huntington Beach, Preschool in Diamond Bar and our Middle School Program are in the black!
- CYD enrollment is about 6K which surpasses our Pre-Covid enrollment of 3K
- Camp Elk is full

Child Care Parent Survey Results – Anna Romiti

- Anna did a quick overview of the most recent parent survey results, links will be emailed
 - **South Sites:** <https://ymcaoc.org/2023cusdparentsurveyresults/>
 - **ELOP South Sites:** <https://ymcaoc.org/2023southelopparentsurveyresults/>
 - **North Sites:** <https://ymcaoc.org/2023northcountyparentsurveyresults/>
 - **ELOP North Sites:** <https://ymcaoc.org/2023northelopparentsurveyresults/>

Presidents Report – Jeff McBride



BOARD OF DIRECTORS ANNUAL MEETING AGENDA

- Project Manager Update – Task force interviewed 3 candidates and have decided to go with Dan Young and Brian Myers; a second meeting has been scheduled to discuss project and scope (7/25)
- Strategic Planning Consultant Update – Leadership interviewed 4 candidates and have narrowed the pool down to the top 2. Next steps are for the task team to interview the final candidates then collaborate with leadership to make a final decision. Task force Interview meetings have been set as follows:
 - Rebecca Alvarez, NP Strategies (7/31)
 - Janice Petty, JGP Consulting & Sarkis Boghjalian, BCN Strategies (8/9)
- Mission Viejo Update - YMCA met with the city and have started the discussion for expansion. The Y will be the lead on this project in partnership with the Nadadores. A second meeting with the city has been scheduled for (7/12). The City is excited about the proposal. We will keep you updated on the progress.

Adjourn – 9:13am

Anaheim's OCVibe wins approval, clearing way for entertainment district around Honda Center



The western plaza at OCVibe, known as the Urban Park, will be lined with restaurants with rooftop seating and outdoor dining set in a park-like environment. (Courtesy of OCVibe)

By **ALICIA ROBINSON** | The Orange County Register

PUBLISHED: September 28, 2022 at 10:24 a.m. | UPDATED: September 29, 2022 at 9:27 a.m.

A \$4 billion development turning parking lots and properties around the Honda Center and ARTIC transit station into a nearly 100-acre entertainment district with 1,500 new homes now has the Anaheim City Council's approval.

With it, OCVibe can start construction – the goal is by the end of the year.

Anchored by the Honda Center, OCVibe is planned to include a 5,700-seat concert venue, a public park with an outdoor amphitheater, about a dozen new restaurants and a food hall, two hotels, offices and the 1,500 apartments, including 195 that would be designated for lower-income residents.

Anaheim Ducks owners and local philanthropists Henry and Susan Samuelli are behind OCVibe; their management team now operates the city-owned Honda Center and the ARTIC station and will oversee the development of the new entertainment district.

"We look forward to starting construction soon on this important community asset that will showcase Anaheim and Orange County, while also providing world-class entertainment and offerings for local residents, visitors, and our Anaheim Ducks fans," the couple said in a statement. The intent is to have the community built out by 2028 when the Honda Center hosts Olympics volleyball.

Up to \$400 million in bonds will help pay for the development. The city's financing authority would issue the bonds, which would be repaid by revenue from the Honda Center; city taxpayers would not be on the hook to cover any payments.

Anaheim and OCVibe officials are touting community benefits from the deal, including the affordable housing, two public parks that will be maintained by OCVibe, an on-site solar farm that would generate about 6 megawatts of power for the development, and an estimated revenue of more than \$9 million annually in future years after the project is built out.

The project will be retooling the layout of streets and freeway access around the Honda Center, including a new road that is planned along the Santa Ana River as well as a direct ramp from the 57 freeway to the largest proposed parking garage. Parking in the roughly 8,000 on-site spots that will be created will be free.



https://www.smdailyjournal.com/news/local/san-mateo-oks-plans-for-housing/article_727ae30e-e1d5-11ea-ad63-3b08beb66749.html

FEATURED

From the Daily Journal archives

San Mateo OKs plans for housing

1,200 housing units spread across two developments moving ahead

By Zachary Clark Daily Journal staff

Aug 19, 2020



A rendering of the project proposed at the Concar Shopping Center.



The San Mateo City Council unanimously approved nearly 1,200 housing units spread across two separate developments after declining a last-minute proposal to significantly reduce the density of one project.

A 225-unit 100% affordable housing project designed by nonprofit MidPen Housing and the 961-unit Concar Passage mixed-use development were both approved as proposed Monday.

But an alternative to the latter project with 200 fewer units was considered by the council and vigorously debated during the meeting before it was rejected. The new proposal also would have made 74 units for-sale townhomes rather than rental apartments.

The reduced 761-unit proposal was applauded by many in the surrounding neighborhoods who have long been concerned about what they described as overdevelopment in the area and associated traffic impacts.

“I believe this new plan to decrease the size, to incorporate ownership and maintain the affordable housing allowances — and that’s really important here — is a fantastic compromise that will decrease the impact on the local area, especially with traffic, yet still provide a huge number of homes in the area,” said Richard Neve representing the Fiesta Gardens Neighborhood Association.

But numerous housing advocates were furious that such a unit reduction was even being considered amidst a housing crisis.

“I think it is absurd that we’re considering dropping 200 homes. ... Renters are struggling. Families are struggling. We need homes,” said Burlingame resident Mike Dunham. “State law is now forcing cities to stop doing maneuvers like this. You need to follow state law. If this happens I hope you get sued.”

Other like-minded speakers admonished officials for proposing such a significant change to the project so late in the game. While the project alternative with 200 fewer units was not mentioned in the staff report published days before the meeting, it was included in the project's environmental impact report and has been under consideration for some time, according to the applicant.

That said, City Attorney Sean Mason said the council that night could only vote on the original 961-unit proposal because only that version of the project was mentioned in the notices for the meeting. Voting on the reduced project alternative would expose the city to litigation, he said.

Mason said the council could approve the original 961-unit proposal and then the applicant could submit new plans for a reduced project alternative, which would have to go through the entitlement process again. But the applicant during the meeting said he had no desire to restart the entitlement process and would build whatever was approved Monday night.

Deputy Mayor Eric Rodriguez was amenable to the reduced project alternative and felt there had to be some way of voting on it at a later date with proper noticing.

"I can't imagine we don't have any options to postpone this — not deny it — but postpone it for two weeks and think about it a little more," Rodriguez said. "I don't understand why we can't take a little time to get this right so it's less last minute."

But Mason insisted there was no such path forward.

Councilman Rick Bonilla, on the other hand, was never interested in reducing the number of units.

“We’re still in the middle of a crisis level housing shortage. I’m very concerned about the prospect of losing a couple hundred units,” he said. His concern did not ultimately come to pass.

The project will redevelop the Concar Shopping Center with 880 market-rate units and 73 very-low income ones, 40,000 square feet of commercial space and 4.67 acres of publicly accessible open space.

The project site is about 14.5 acres on Concar Drive between South Grant and South Delaware streets, currently occupied by Concar Shopping Center. The plan is to tear down all the retail buildings and rebuild the Trader Joe’s, 7-Eleven, child care center and Peninsula Ballet Theatre as well as a food hall.

The project also includes traffic improvements along the congested 19th Avenue/Fashion Island Boulevard corridor as well as class 4 bike lanes, which are separated from cars, on Delaware and Grants streets and Concar Drive.

The MidPen project was seamlessly approved after the council opted to reserve eight studio apartments for people with developmental disabilities after a member of that demographic spoke during public comment.

“I live with my mom in our family home. I love my mom, but I don’t want to live with her. She can be a little controlling and I want to be independent and make my own choices,” said resident Nicole Adler. “I know I will benefit from the deeply —

affordable housing. ... If I move into these homes it will change my life.” The council’s decision was roundly applauded during the meeting and councilmembers agreed more units should be reserved for those with disabilities in future projects.



Artist's rendering of a new development on Fourth and Fifth avenues in San Mateo.

AJalalian

Located at 480 E. Fourth Ave. and 400 E. Fifth Ave., the project includes 121 extremely-low and low-income units as well as 102 units reserved for households earning between 60% and 80% area median income. The apartments are in a seven-story building connected to a five-level parking structure via a pedestrian bridge over East Fifth Avenue.

A preference will be provided to households that live or work in the city and a quarter of the units will be for public employees. The project includes 65 studio, 48 one-bedroom, 53 two-bedroom and 59 three-bedroom units.

The project site, which includes two parcels, is currently used as a surface parking lot. It is also home to the Worker's Resource Center, which will be relocated off site to make way for the development.

MidPen initially proposed 164 units in a five-story building. But when Assembly Bill 1763, which allows for greater height and density near transit regardless of local restrictions, took effect Jan. 1, the City Council directed MidPen to increase the size of the project, making San Mateo the first city in the state to leverage the new law.

The city contributed a total of \$12.5 million in the form of no-interest loans to the project and continues to own the land.

“There will be 200 new San Mateo residents who otherwise couldn’t afford living here,” Rodriguez said.

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From the San Francisco Business Times:

<https://www.bizjournals.com/sanfrancisco/news/2018/01/25/san-mateos-hayward-park-sees-building-surge.html>

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Commercial Real Estate

San Mateo's Hayward Park sees building surge



VIEW SLIDESHOW
11 photos

Image: [sanfranciscobusinesstimes.com/photos](https://www.sanfranciscobusinesstimes.com/photos)



Brian Myers, partner at Coastal California Properties



By **Blanca Torres** – Reporter, San Francisco Business Times

Jan 25, 2018 **Updated** Jan 26, 2018 1:15pm PST

At its massive new housing development in San Mateo, developer Coastal California Properties is pushing a concept it calls “alt-urban” or alternative urban that aims to offer the best of two worlds: the charms of a bustling downtown in a suburban setting.

Residents living in suburban areas such as the Peninsula want to ditch their cars, reduce their carbon footprints, and live close to their jobs, shops and cool places to go in their free time, said Brian Myers, a partner with Coastal California Properties based in Newport Beach with an office in San Francisco.

That concept helped guide the developer’s proposal for a 935-unit apartment complex on a 14.5-acre site neighboring the Hayward Park Caltrain Station.

“Ten to 15 years ago, our customer base was indifferent to sustainability or transit-oriented development,” Myers said. “Now our residents demand that.”

The firm’s project, Passage at San Mateo, is one of four housing developments in the works that could bring more than 2,000 homes to San Mateo in the next five years.

Other projects include Essex Property Trust’s 599-unit Station Park Green, Strada Investments’ 190-unit housing development at 1 Waters Park Dr., and the last 300 homes in Wilson Meany’s Bay Meadows development.

The Peninsula, nestled between San Francisco and San Jose, has remained a largely suburban area where cities prize their small-town feel. Nonetheless, the area is a powerhouse for jobs, but is also starved for new housing supply. From 2010 to 2015, San Mateo County added 54,000 jobs, but only 2,148 new homes.

Developers say it is hard to find available land to build housing in addition to facing other challenges such as high construction costs, lengthy approvals processes and neighborhood opposition.

“The Bay Area, and particularly the Peninsula, is so incredibly undersupplied with housing,” said Michael Cohen, a partner with Strada Investment Group, which has proposed demolishing two office buildings totaling 162,000 square feet on 11 acres of

land to make room for the new homes. The site is near the intersection of Highway 92 and 101.

“There is an opportunity to do something that is pretty unique to deliver nearly 200 units of housing that will reduce traffic,” Cohen said.

One of the top reasons people oppose new housing is the concern that it will generate more traffic. In the case of the Waters Park Drive development, the homes will produce less traffic because residents drive less than office workers.

Across the street from the Passage site, Essex Property Trust is close to completing the first, 121-unit phase of Station Park Green, an apartment community that will be completed in four phases this year and next.

Leasing for the first phase started this month, said John Eudy, chief investment officer for Essex Property Trust.

Those two developments are adjacent to 400/405 Concar Dr., a new 305,000-square-foot office development from Hines and Pearlmark. The project, completed in early 2017, is 70 percent leased to software maker Medallia.

Proximity to jobs is key for high-density projects like Passage, Myers said. More than 5,000 jobs are located within a five-minute walk from the site. The nearby Caltrain station will help attract people who work in San Francisco or the South Bay.

A few miles south of the Passage, developer Wilson Meany is following a similar formula of creating a new community centered around transit at Bay Meadows, where close to 800 of the planned 1,100 homes have been built as a mix of for-sale and rental. The 83-acre development is also slated to include 763,000 square feet of office, 41,000 square feet of retail and 18 acres of open space next to the Hillsdale Caltrain Station.

Myers' firm submitted a pre-application to the city in December for the Passage and expects to spend this year refining its formal application. In the best-case scenario, it will take about three years to secure approvals and permits to start construction. Myers declined to estimate the cost of the project. Brookfield is the equity partner.

The Passage will contain about 35,000 square feet of retail including a Trader Joe's. The small grocer is a tenant in the existing 160,000-square-foot retail center that currently

occupies the site.

The developer is working with MVE Architects to design retail and amenity spaces including a food hall, co-working space, pedestrian pathways and locations for car-share pick up and drop off.

The developer also envisions a central hub for transit connections and package deliveries including cold storage for food.

“We wanted to have a project that is not only relevant today, but adaptable to the future,” Myers said. “Developing a big site is a challenge, but it’s worth it.”

SAN MATEO'S HOUSING PIPELINE

A number of large, mixed-use projects are in the wings.

Project	1 WATERS PARK DR.	PASSAGE	STATION PARK GREEN	BAY MEADOWS
Developer	Strada Investment Group	California Coastal Properties	Essex Property Trust	Wilson Meany/ Stockbridge Real Estate
Units	190	935	599	1,100
Land size	11 acres	14.5 acres	12 acres	83 acres
Status	Proposed in October of 2017.	Proposed in December 2017.	First phase of 121 homes completed in early 2018. The phase 2 of 199 units and phase 3, with 172 apartments will wrap up in the summer of 2019.	753 apartments and for-sale homes built with 24 for-sale single-family homes under construction. 300 homes slated for completion in 2019.