

## MEMORANDUM

DATE        October 21, 2022

TO         San Mateo City Council

FROM       Joanna Jansen and Carey Stone, PlaceWorks

SUBJECT    Summary of Community Engagement and Public Input on the Draft Policies and Actions

This memorandum summarizes the community input received on the draft policies and actions as of October 21, 2022. Table 1 summarizes the outreach events. The purpose of the outreach events was to spread the word about the draft policies and actions, answer questions, and collect feedback and reactions to the proposed policy language.

**TABLE 1                      COMMUNITY OUTREACH EVENTS**

<b>Date</b>	<b>Outreach Event</b>	<b># of Participants</b>
Thursday, July 21, 2022 to Friday, October 14, 2022	Draft Policies and Actions Online Survey	221
Saturday, July 16, 2022 to Friday, October 21, 2022	Written Public Comments	39
Tuesday, August 23, 2022	Video Loco Pop-up	25
Thursday, August 25, 2022	Video Loco Pop-up	20
Friday, August 26, 2022	Chavez Market Pop-up	15
Saturday, August 27, 2022	Rediscover San Mateo Community Fest Pop-up	140
September 06, 2022	Chavez Market Pop-up	50
Thursday, September 8, 2022	Virtual Community Workshop	26
Friday, September 9, 2022	Movies in the Park Pop-up	50
Saturday, September 10, 2022	Spanish Language Workshop	4
Saturday, September 10, 2022	September Nights on B Street Pop-up	30
Thursday, September 15, 2022	September Nights on B Street Pop-up	15
Friday, September 16, 2022	Movies in the Park Pop-up	50
Saturday, September 17, 2022	Open House	30

**TABLE 1**      **COMMUNITY OUTREACH EVENTS**

Date	Outreach Event	# of Participants
Thursday, September 22, 2022	September Nights on B Street Pop-up	31
Friday, September 23, 2022	Movies in the Park Pop-up	25
Saturday, September 24, 2022	San Mateo Firefighters Association Chili Cook-off Pop-up	45

## SUMMARY OF COMMUNITY INPUT BY TOPIC/ELEMENT

This section summarizes the feedback on the draft policies and actions. The City collected feedback via:

- **Draft Policies and Actions Online Survey.** The online survey was available on [www.strivesanmateo.org](http://www.strivesanmateo.org) from July 21, 2022 through October 14, 2022 to allow community members an opportunity to share reactions and feedback on the draft policies and actions. Respondents can choose to provide input on some or all of the goals and policies of the seven General Plan elements. The settings of the survey restricted the number of responses to one per person and track web browser cookies to help ensure that each participant only completes the survey once. The online survey is not considered statistically significant.
- **Pop-up Events.** The City has planned 12 pop-up events to occur at locations throughout the city to ensure the outreach process collects input from the following groups per Council direction:
  - Non-English speakers
  - Renters
  - Residents 44 and under
  - Low-income and very low-income households
  - Under-represented neighborhoods:
    - North Shoreview
    - Shoreview
    - North Central
    - Central
    - East of 101

At the pop-up events, City staff has been sharing information about the General Plan update, publicized the upcoming outreach events, and encouraging people to take the online survey.

- **Virtual Workshop and Open Houses.** The City hosted a virtual workshop on Thursday, September 8, 2022, an in-person Spanish language Open House on September 10, 2022, and an in-person Open House on September 17, 2022. At these events, participants could ask questions and provide feedback on the draft policies and actions.

- **Written Comments.** Throughout the General Plan Update the City has encouraged people to submit written comments to [generalplan@cityofsanmateo.org](mailto:generalplan@cityofsanmateo.org). From July 16, 2022 to October 21, 2022, the City received 39 written comments. Attachment A includes the original written comments submitted to the City. Any written comments submitted after this date will be posted to: [www.strivesanmateo.org/documents/publiccomments/](http://www.strivesanmateo.org/documents/publiccomments/)

The following sections organize the feedback according to the relevant General Plan element. Environmental justice comments are located under the “Environmental Justice” header.

### Land Use Element

- When asked how the City should focus its land use planning efforts, the top two answers selected by survey respondents included:
  - Maintain downtown San Mateo as the economic, cultural, and social center of the community.
  - Promote residential and mixed use land uses and improvements along El Camino Real to strengthen its role as both a local and regional connector.
- When asked what top goals this element should prioritize, the top three goals selected by survey respondents included:
  - Encourage a wide range of land uses, including housing, parks, open space, retail, etc.
  - Help improve conditions in equity priority communities. \*Note: Equity priority communities are areas that have a significant concentration of underserved populations, such as households with low incomes and people of color.
  - Promote balanced, orderly and equitable growth.
- Other comments:
  - Focus housing growth close to public transit and retail areas where the impact on existing neighborhoods will be limited.
  - Build structures over three stories along El Camino Real given limited land supply and to add more affordable housing.
  - Prioritize residential uses in mixed use designations. Push for a higher number of housing units and resident parking in mixed use buildings.
  - Increase the Below Market Rate housing from 15 percent to 20 percent or more for new projects that provide affordable housing.
  - Maintain the jobs/housing balance.
  - Prioritize land use policies that will further the City’s environmental and social equity goals. There seems to be a disconnect between these goals and the physical planning and design approaches outlined in the draft Land Use Element.
  - Encourage transit-oriented, high density, mixed used developments.
  - Plan for two- and three-bedroom housing units to accommodate families.

- Create a requirement that new multifamily units have a minimum mix or percentage of 3+ bedrooms.
- Increase family friendly rental housing that have three bedroom units.
- Create a vacancy tax on all units that are vacant for six months or longer.
- Create a policy to provide and prioritize housing for City employees, teachers, firefighters, etc.
- Streamline permitting for new housing if it meets affordability targets.
- Simplify the Accessory Dwelling Unit requirements.
- Add a policy that prohibits the removal of housing units similar to the City of San Francisco. For example, if a property has two legal units, any redevelopment of the site should have at least two units or pay in-lieu fees for the removal of the unit.
- Prioritize housing over retail or office space in mixed use designations.
- Develop along our various arterials with bus routes, like Alameda de las Pulgas and Hillsdale Blvd, not just El Camino Real.
- Height, density, and parking requirements make it impossible to build affordable housing.
- Preserve existing medical office sites; the shortage of primary care doctors will be exacerbated by new housing.
- Limit the density of downtown development.
- Require downtown development to account for grade separation.
- Increase the maximum building height in downtown and elsewhere to support more housing options around major transit centers.
- Add more housing and less office space.
- Increase housing for all income levels.
- Stop building housing to reduce traffic and noise. Maintain retail spaces.
- Stop big developments.
- Respect Measure Y limits. Keep San Mateo's small town feel.
- Increase building heights.
- Consider five/six-story buildings along El Camino Real and near transit.
- Stop the construction of housing provided by the government.
- Accommodate the 1900 Norfolk development and the possible new building at the Fish Market.
- Support Draegers marketstaying in downtown. Add a grocery store in downtown if Draegers leaves.
- Promote smaller stores within communities instead of big stores.
- Require mixed use projects to have a minimum of 40 percent housing if housing program benefits are to apply.
- Consider the transition of office uses to residential uses only if there is access to transit, infrastructure, and recreation services.
- Encourage retail uses.



- Preserve retail to protect local jobs.
- Locate mini-markets, pocket parks, and mini-town squares within walking distance of housing.
- Increase family-friendly entertainment uses.
- Maintain vacant land for park use.
- Expand outdoor dining along B Street. Add more B Street type closures around the city.
- Maintain commercial developments to buffer residential areas from traffic and train noise.
- Make shopping centers more “green” and safe.
- Repurpose underutilized spaces.
- Improve the building permit process so that it is less complicated and time consuming.
- Hold town halls and health fairs to engage with the community.
- Employ ambassadors to walk around the City and engage with people about their issues and needs. Need more door to door visits.
- Publicize/have larger presence about City initiatives in the San Mateo Daily Journal.
- Send out more mailers about City happenings.
- Continue to offer Zoom meetings/workshops in the afternoons/evenings.
- Offer in-person meetings.
- Increase public noticing.
- Consider renters in all City decisions. Encourage renters to participate in community engagement processes.
- Provide child care at meetings.
- Add WiFi at senior housing; offer digital classes.
- Reduce greenhouse gas emissions by promoting access to shops, jobs, recreation, and services within walking distance.

#### Circulation Element

- When asked how the City should work toward a sustainable transportation system, the top two answers selected by respondents included:
  - Prioritize bicycle and pedestrian safety improvements.
  - Encourage mixed-use transit oriented development near Cal Train stations and transit corridors.
- When asked what top goals this element should prioritize, the top three goals selected by survey respondents included:
  - Foster a sustainable transportation system that has walking, biking, and transit connections.
  - Build and maintain a safe, connected, and equitable pedestrian network.
- Other comments:

- Reduce and eliminate traffic fatalities.
- Reduce traffic congestion.
- Reduce speed limits on driving corridors, especially on El Camino Real to improve pedestrian and bicycle safety.
- Average vehicle speeds of 25 mph is a degradation to our quality of life.
- Add stop signs to Sunnybrae Boulevard to reduce traffic speed.
- Add stop signs to slow drivers between El Camino Real and San Mateo Drive.
- Implement “less drastic” speed bumps along Alameda de las Pulgas.
- Keep 26<sup>th</sup> Avenue and Pico Avenue closed from Campus Drive.
- Consider oneway streets for narrow roadways.
- Design roadways across railroad tracks so you don’t have to drive on 19<sup>th</sup> Avenue to get from west San Mateo to east San Mateo.
- Add connections under railroad tracks as part of grade separation projects.
- As part of Hayward Station Caltrain redevelopment, connect 16<sup>th</sup> Avenue under the tracks for bicycle, pedestrian, and vehicles.
- Need more frequent, faster bus service.
- Provide electric public transportation options such as buses and scooters.
- Add a Downtown shuttle.
- Incentivize parents not to drive their kids to school. Add free busing for all students.
- Add bicycle/pedestrian paths along the right-of-way as part of Caltrain construction efforts.
- Encourage biking and walking and prioritize bicycle and pedestrian safety improvements.
- Increase off-street/protected bicycle and pedestrian trails.
- Create a program to purchase electric bicycles and scooters to help resolve the last mile issue.
- Prohibit circular bike racks; they are difficult to lock your bike to. Look to bike racks and bicycle parking program the City of Davis uses/has.
- Prioritize and seek out funding for existing proposed bicycle lanes.
- Add more bike lanes. Add bike lanes along El Camino Real, 3<sup>rd</sup> Avenue, and 4<sup>th</sup> Avenue,
- Add bike lockers.
- Add a bicycle boulevard along Hacienda and Mason along with traffic calming measures.
- Add a buffered bike lane on the Alameda.
- Improve and widen sidewalks whenever possible.
- Increase the safety and walkability of El Camino Real by adding crosswalks, improving sidewalks and increasing transit.
- Widen sidewalks along El Camino Real between 20<sup>th</sup> and 25<sup>th</sup> Avenues.

- Update downtown development guidelines so that building to the lot line does not reduce the existing sidewalk width.
- Add a pedestrian bridge over SR 92 between 26<sup>th</sup> Avenue and Campus Drive.
- Slow down traffic to 15 mph in school zones, even on main corridors like Alameda de las Pulgas in front of Aragon High School and Baywood Elementary.
- Develop a safe routes for seniors program.
- Improve pedestrian safety, especially along East Poplar and San Mateo Drive.
- Allow riding on the sidewalk in appropriate areas.
- Educate people about the benefit of bicycling and walking in terms of climate change.
- Attract a micromobility provider to San Mateo.
- Plan for improvements in micromobility including scooters and other new technology.
- Apply complete streets design standards to future projects.
- Improve transit, walking, and biking connections to parks, public facilities, shops, and schools.
- Incentivize the use of public transportation.
- Increase bicycle and pedestrian connectivity when reviewing new development projects.
- Encourage electric bike rentals or electric bike subsidies for residents.
- Add electric vehicle charging stations in public parking areas including schools.
- Encourage carpooling.
- Require developers to provide on-site parking instead of paying in-lieu fees.
- Taking away parking to disincentivize car use doesn't work; don't remove parking for bike lanes.
- Reduce parking requirements. Eliminate parking minimums citywide.
- Limit parking lots.
- Repave the roads in the Sunnybrae neighborhood.
- Avoid purely aspirational transportation policies; taking away parking will not decrease driving. To reduce traffic, encourage hybrid work approaches.
- Make toll lanes on US 101 free to residents of the county where the lanes are located.
- Add an off ramp at the office park/Marriott near SR 92/US 101.
- Consider shared parking, e.g. use Hillsdale Shipping Center for overnight parking.
- Add street lighting citywide.
- Focus engaging with homeowners, especially over 65 years old.

#### Community Design and Historic Preservation Element

- When asked how the City can help develop and maintain San Mateo's unique character, the top two answers selected by survey respondents included:

- Promote pedestrian improvements that increase neighborhood and citywide walkability.
  - Require usable public open space areas in new developments.
- When asked what top goals this element should prioritize, the top three goals selected by survey respondents included:
  - Protect heritage trees and street trees.
  - Preserve historic and culturally important structures, assets, and districts.
  - Preserve and enhance San Mateo's natural setting.
- Other comments:
  - Preserve historic resources.
  - Update the historic resource survey.
  - Pair historic and ecological preservation with a forward-looking approach to new development, including higher densities and acceptance of a range of architectural styles.
  - Ensure the preservation of historic resources is not overused to deny projects.
  - Strengthen the historic resource preservation policies. See the letter from the San Mateo Heritage Alliance in Attachment A for the list of suggestions.
  - Allow developers to contribute money for public education and interpretation of historic and archaeological resources as a mitigation measure.
  - Educate the public about cultural resources.
  - Update historical plaques and landmarks; incorporate native voices.
  - Create spaces that are specific to different age groups in San Mateo.
  - Maintain the character of San Mateo in new development by incorporating classical design elements and sufficient green space.
  - New buildings in Downtown San Mateo have negatively affected the historic character and ambience.
  - Improve Downtown's cleanliness and design.
  - Incorporate design principles to ensure that new buildings and additions are responsive and complementary to the existing historic character, local topography, urban design and sense of place that is evident throughout San Mateo.
  - Incorporate more traditional architectural in new buildings in or near the historic district.
  - Improve the character of downtown.
  - Include shorter buildings at the street front and transition to taller buildings at the back to prevent an "alley" feeling on a street.
  - Support more stories of building height if building design is attractive.
  - Add more benches downtown.
  - Prioritize pedestrian and wheelchair friendly design.
  - Continue to support ground floor retail uses and improvements the physical and aesthetic nature of the Borel Square commercial district. New buildings or

remodels should incorporate natural landscaping that compliments the residential neighborhood. Encourage a mixed-use and community recreation facility.

- Add more trees to keep the city cool from excessive heat.
- Regularly water trees planted as part of the tree planting program.
- Add flexibility for the removal and replacement of historic trees. Look at the criteria for tree removal.
- Add incentives to remove trees that pose a fire danger.

### Conservation, Open Space, Parks and Recreation Element

- When asked how the City can improve access to parks, recreational programs, and facilities, the top two answers selected by survey respondents included:
  - Increase availability of free park facilities and amenities that are open to the public.
  - Increase opportunities for residents to provide input on major park improvements.
- When asked how the City should prioritize future park improvements, the top two answers selected by survey respondents included:
  - Improve and create new passive use outdoor spaces such as linear parks and pocket parks.
  - Invest in underserved areas and areas with limited access to park facilities.
- When asked what top goals this element should prioritize, the top three goals selected by survey respondents included:
  - Protect and enhance the City's natural resources.
  - Ensure that all San Mateo residents breathe safe, clean air.
  - Provide a comprehensive system of parks and recreation programs and facilities.
- Other comments:
  - Maintain and preserve heritage trees.
  - Amend Policy CD-P2.3 to protect tree roots during construction activity.
  - Incorporate fire prevention measures in open space.
  - Require new construction to incorporate green space and carbon neutralizing features.
  - Develop more green space and sports fields.
  - Add pocket parks everywhere. Work with the community to identify the locations.
  - Stop approving new development until there is a plan for the City to meet the park service standards.
  - Highlight a "park of the month."
  - Make private open space requirements flexible to increase open space.

- Open Mickelson Pool.
- Add a 50 meter swimming pool.
- Upgrade the pickle ball courts at Central Park.
- Paint and update all City buildings and community centers.
- Reduce the amount of trash at Central Park.
- Get rid of the Poplar Creek Golf Course VIP program.
- Create a program where individuals can sponsor dog poop bag stations.
- Offer a variety of professional concerts and performances at the San Mateo Performing Arts Center.
- Ensure the accessibility of all public services and facilities, such as playgrounds and recreational programs for children with disabilities.
- Add more spaces for community groups to gather.
- Incorporate maker spaces in libraries or recreation centers.
- Work with schools to open their playgrounds for public use.
- Implement a “Take a Hike” program similar to the County of San Mateo.
- Complete the Bay Trail.
- Encourage healthy lifestyles through City events like walk-a-thons.
- Add exercise stations along walking and jogging trails.
- Add a water faucet at the Seal Point dog park bench/shade structure.
- Plant trees at Seal Point.
- Allow off-road bicycle access, including on singletrack trail segments, in Sugarloaf Open Space.
- Utilize vacant lots for community gardens, trails, and exercise use.
- Increase outdoor trails.
- Provide safe connecting routes to open spaces in Belmont.
- Increase rooftop gardens.
- Use native and drought tolerant plants in City parks.
- Not enough parking at Central Park.
- Beresford Park is too crowded.
- Reduce the use of artificial chemicals ( fertilizers, herbicides, pesticides) to create a more regenerative local ecosystem.
- Clean up outdoor spaces and waterways.
- Improve access to creeks and the lagoon. Add benches and trails along the lagoon.
- Educate the community about the benefits of creeks, ex. they provide habitat for plants and animals and flood protection.
- Protect and preserve open space; no mitigation should be allowed.
- Maintain our natural areas to help protect residents from heat events.
- Raise our levees to protect the city from sea level rise.
- Encourage solar panels; consider City subsidies.
- Ban gas leaf blowers to improve air quality and reduce noise.

- Create an outdoor, dedicated roller skating area.
- Reduce light pollution.

#### Public Services and Facilities Element

- When asked how the City should support access to health care facilities, social services, and other community health amenities, the top two answers selected by survey respondents included:
  - Support efforts to provide the city's fair share of social services.
  - Encourage the expansion of high-quality medical care services.
- When asked how the City should maintain adequate water supplies, the top two answers selected by survey respondents included:
  - Encourage water efficiency in new developments and existing buildings.
  - Distribute recycled water for non-drinking purposes, such as toilet flushing and laundry.
- When asked what top goals this element should prioritize, the top three goals selected by survey respondents included:
  - Provide access to a safe, sustainable and resilient supply of water.
  - Provide for adequate police, fire, and life safety protection.
  - Foster the healthy development and education of children of all abilities, incomes, and backgrounds.
- Other comments:
  - Ensure that future growth can be supported by City infrastructure. There should be a plan in place to ensure our infrastructure can support future population growth.
  - Require developers to pay their fair share for improvements to infrastructure and public services.
  - Make library services more inclusive, dynamic, and reflective of the community.
  - Increase police street patrol to reduce crime.
  - Improve police and fire response times.
  - Maintain police service levels and response times as the population grows.
  - Create a fund that the City contributes to every year to move City Hall to Downtown, closer to transit and local businesses.
  - Modernize the fair grounds.
  - Make it easier for people to dispose of large items.
  - Add features to garbage trucks to prevent waste from flying out.
  - Require hauling services to provide evidence waste was disposed of properly before being paid for the service.
  - Require wastewater services to operate like a public utility where the City can access capital markets for funding needs.
  - Develop lighting plans for public facilities to mitigate impacts to animals and insects while preserving community safety.

- Incentivize grey water systems.
- Maintain the corporation yard in its existing location.
- Focus water conservation strategies on big water users.
- Add more lawn removal requirements.
- Fix water leaks.
- Reduce water waste from heating water.
- Expand programs that reimburse homeowners for sewer mainline repairs or replacements.
- Need environmentally safe buildings and infrastructure.
- Partner with Recology to promote composting/food waste reduction at publicly owned apartment complexes.
- Reduce construction waste.
- Reduce litter on streets, sidewalks, creeks, etc. Add more garbage cans to reduce littering.
- Eliminate street sweeping machines in neighborhoods that do not restrict parking for street sweeping.
- Mirror the San Francisco “Pit Stop” program (i.e. public restrooms).
- Need more support for the homeless.
- Retain and support healthcare providers and first responders.
- Establish wellness centers.
- Partner with medical companies to promote wellness.
- Need quality full day child care.
- Add a middle school in District 3 to reduce traffic.
- Require school vending machines to sell water bottles for 25 cents similar to Costco.
- Need healthier restaurants.
- Need more dental facilities and discounts for dental service.
- Increase farmers’ markets and publicize their availability.
- Fund healthy school lunches.

#### Safety Element

- When asked what top goals this element should prioritize, the top three goals selected by survey respondents included:
  - Maintain adequate safety protection from wildfires.
  - Promote clean energy supply.
  - Support emergency preparedness efforts.
- Other comments:
  - Establish a metric or rule to limit development in areas that would reduce 911 response times.
  - Ensure that every community has a community center that can serve as a cooling center or emergency shelter during extreme and other types of



disasters.

- Support emergency preparedness efforts.
- Continue to manage vegetation to reduce wildfire risks.
- Trim eucalyptus trees along SR 92 (near Murphy) to reduce wildfire hazards.
- Create a City program to address trees that pose a wildfire hazard; offer financial incentives to remove trees.
- Ensure that the new wastewater treatment plant incorporates a horizontal levee design for resilience to sea level rise.
- Plan for sea level rise.
- Consider the limits of our electricity grid when advocating for the use of clean energy sources.
- Quicken the transition to all electric heating and power.
- Add security cameras in public areas and parks.
- Move the Energy Supply section to the Public Services and Facilities Element.
- Create a plan to generate clean electric power.
- Encourage rooftop solar and electrification.

#### Noise Element

- Prohibit the use of outdoor equipment on Sundays.
- Require the use of electric leaf blowers.
- Reduce Caltrain and Union Pacific noise. Upgrade Caltrain crossings so no train horn is required.
- Train warning horn blasts seem excessively loud.
- Reduce Caltrain noise by adding greenery along US 101 and SR 92.
- Implement a Caltrain quiet zone similar to Atherton.
- Caltrain grade separation will help reduce noise.
- Explore whether Caltrain operators need to honk their horns as much as four times.
- Reduce commercial train activity.
- Improve the sound wall on the west side of US 101.
- Reduce the noise level along SR 92; it is too high and constant.
- Ensure noise impacts are equitable on both the east and west sides of San Mateo.
- Reduce the use of illegal fireworks.
- Establish and enforce a maximum noise limit for vehicles.
- Prohibit the use of after market vehicle accessories that create loud vehicles.
- Reduce noise pollution from aircraft. Require airplane “quiet hours” from 1 am to 4 am to allow for rest and peace.
- Pay for noise reduction window replacement for all housing within a flight path.
- Reduce noise pollution from automobiles and buses.
- Reduce traffic noise along El Camino Real.

- Require noise and vibration abatement for older, existing buildings that apply for rehabilitation/construction permits.
- As temperatures rise, consider the influence of AC units and increased noise and encourage all passive modes of cooling before mechanical cooling.
- Limit the number of construction projects happening in an area to reduce noise impacts.
- Limit street sweeping to 5 am and later in the downtown area.
- Ticket loud cars and motorcycles.

#### **Environmental Justice** (*covered in multiple elements*)

Environmental justice addresses our living environments, and specifically the health, safety, and opportunities available in different communities. The General Plan must include policies and actions that will lead to an equitable distribution of resources and opportunities and will reduce the impacts of environmental hazards in equity priority communities. Per State law, the General Plan's environmental justice policies and actions must reflect the needs of the jurisdiction's equity priority communities. To understand the needs of San Mateo's equity priority communities, the City is holding a series of pop-ups in North Central and North Shoreview. This section summarizes input collected through a paper survey about environmental justice topics at the August 23 and 25, 2022 Video Loco Pop-up (North Central), August 26, 2022 Chavez Market Pop-up (North Shoreview), and Rediscover Community Fest Pop-up (Downtown) and at the Spanish language workshop on September 10, 2022. The paper survey was available in Spanish, Simplified Chinese, and English. City staff collected approximately 91 survey responses at these pop-ups.

#### ***Walking, Biking, and Taking the Bus***

- Too many homeless people especially on the bus. Provide bicycles to homeless people.
- San Mateo has good access to public transit and bike lanes.
- Need more frequent bus service to reduce wait times.
- San Mateo needs BART service.
- Establish autonomous transportation in the downtown corridor.
- Do not allow cars in the downtown.
- Improve bike lanes; it is dangerous and difficult to ride your bike on the road.
- Add more bike lanes, but maintain existing parking.
- Require helmets on electric scooters. Establish speed limits for electric scooters.
- Improve pedestrian access on El Camino Real.
- Need to add crosswalks, especially where students take the bus near 2<sup>nd</sup> Avenue and Humboldt Street.
- Add more pedestrian crossings along Poplar Avenue; it is very dark in places.
- Improve 4<sup>th</sup> Avenue and Idaho Street.
- Improve the sidewalks.
- Have accessible ramps at every sidewalk crossing.
- Improve the roads.

- Reduce traffic speeds.
- Parking is an issue.
- Reduce car break-ins.
- Add more street lighting citywide including along Monte Diablo Avenue and Grant Street.

### ***Access to Healthy Foods***

- San Mateo has access to healthy food.
- One thing that is missing is a large grocery store like Safeway. Safeway is a little bit far away. There used to be a Kmart next to Ross but now it is gone. Add a large grocery store at the Ross site.
- Many people get free, healthy food; there is a lot of support from churches and nonprofits.
- Add food lockers or refrigerators with free food at local worksite spaces or recreation centers.
- Improve access to low-cost food.
- Improve the food offered at schools; make school food healthier.
- Reduce the cost of fresh, healthy food.
- Lower income people are in poorer health because they can't afford organic food.
- Increase community gardens in San Mateo; convert Fitzgerald Field into a community garden.

### ***Civic Engagement***

- Make a flyer with tear out phone numbers that people can take with them with information about events or where to call if they have a problem or question.
- These bilingual pop-ups are great. Talk to people where they are; go directly to their neighborhoods.
- Have meetings and events in parks and sports fields.
- Increase advertising of events; increase social media posts.
- Need to think about how to engage with people who don't know how to read or write.
- Need more community events that are culturally specific.
- Have options to participate in many languages; need more Spanish language workshops.
- Hold after-work meetings.
- Hold events at local North Central churches.
- Increase the presence of City staff at community events to meet people and learn about our community's needs.
- Use community groups and other agencies already working in our neighborhoods as messengers for City initiatives.
- Hold more neighborhood meetings.

- Expand advertisements of City Council meetings and make it clear that people can provide comments, immigrants don't participate. Let people know that this is the only way you get your voice heard.
- Translate City Council meetings into multiple languages.
- Schedule meetings on alternating days.
- Organize and educate the people that live here. Have meetings to orient them on how to improve the quality of life.
- Send more frequent notices through the mail, television, and radio; educate people about what is happening.
- Go to schools to provide information.
- Enforce compliance with Home for All housing plan.

### ***Physical Activity and Community Health***

- San Mateo could use a community health center.
- Need more fitness programs, fitness is not a priority for people. Fitness programs should be free.
- San Mateo needs more gyms.
- We need more gym equipment in parks. Especially the type of equipment that suggests the number of repetitions to do on each machine.
- There are a lot of places outdoors to run and walk; need to improve the promoting the availability of these spaces.
- Fix the playground slide at the Martin Luther King Park playground.
- Need basketball courts.
- City should promote or advertise sports events and sponsor events such as races.
- Promote physical activities with the support of different agencies.
- Offer free classes like Zumba or martial arts in public spaces.
- Convert Fitzgerald Field into a multipurpose use including basketball, Tai Chi, and al fresco group exercise classes.
- We have quite a few parks, trails and fields for sports.
- Add signage and posters to promote exercise and health.
- Need more exercise programs like the City of Burlingame offers.
- Need more programs for youth and more space for youth programs; provide funding for participation in programs.
- There are no opportunities for physical exercise for children with disabilities.
- Need more activities for senior citizens, organize and promote programs and short field trips for seniors.
- Focus on keeping the areas clean. People should not leave their trash everywhere. Clean the streets regularly.
- Improve public safety.
- Increase the height of the freeway sound wall.

***Equitable Access to Public Facilities***

- There are public services, parks, public restrooms. Very good access to public services here.
- There are some private places, there should be assistance to pay for the use of private spaces and private lessons and classes. Or just don't have any private spaces and make everything public.
- Provide assistance/financial aid to cover the cost of recreation programs.
- All programs in public spaces must be free.
- Treat everyone the same. Do not differentiate between people.
- Educate people about the public services that are available. Support schools that have fewer resources.
- Ensure that public programs benefit as many people as possible, not just the same families.

***Pollution and Air Quality***

- There is very little pollution. There are no factories that contaminate the air in this neighborhood.
- Require a health risk assessment.
- There are a lot of electric vehicles here which will help improve air quality.
- Electric cars and public transportation are expensive.
- Need more electric vehicle charging stations.
- Make solar panels an affordable option for everyone.
- Offer low cost public transportation options.
- Add housing near jobs so you don't have to drive.
- Incentivize people to not drive to work.
- Do not cut trees.
- Provide other options instead of driving. Provide more bike lanes, give drivers an incentive for getting electric cars such as rebates.
- The City can't really do much for pollution, focus regionally, but the City cannot fix it.
- What open space and traffic and noise pollution measures can be put in place for North Central?
- Everybody deserves a piece of open space, fresh air, and nature. Add more open space to the affected areas.

***Other Ideas***

- There is a lot of vandalism and crime. They have tried to rob me in my house. The gangs try to steal cars. The most important thing is for people to feel safe in the neighborhoods.
- Everyone should support each other and help each other out.
- More activities to keep children occupied and more investment in public safety.

- Schools need more materials, maintenance and resources for the children. They need materials such as personal hygiene supplies. There should also be more vigilance and security in our schools.
- Need a lot more housing. Need to make affordable housing for low-income people.
- There is no parking on B Street and downtown at lunchtime.
- Have the City approve permits for neighborhood block parties to improve community building.
- The police need better relationships and to be more present in the community. More police are needed but they should be talking to the people and building relationships.
- Fix the properties on Norfolk.
- Add more neighborhood shops.
- Review City/County Association of Governments of San Mateo County (C/CAG) documents for their screening of the needs of lower income areas.

#### Other Comments

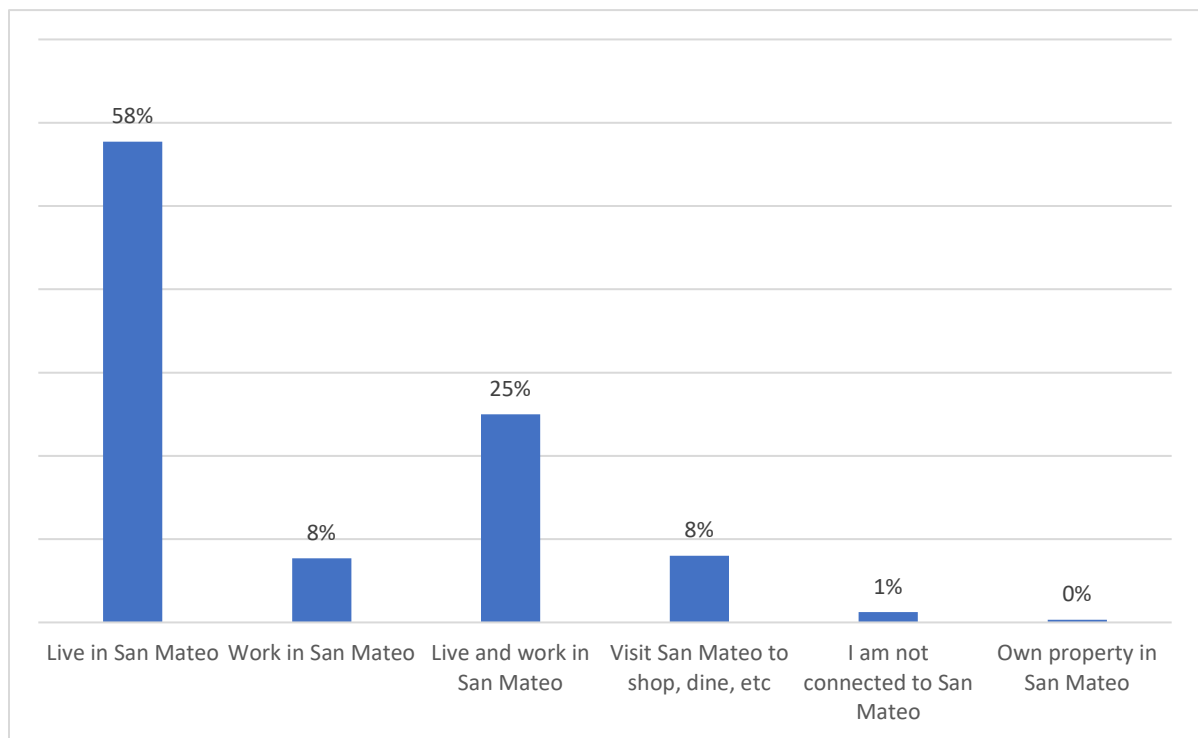
- Consider the cumulative traffic impacts of all the proposed projects within the city.
- Do not allow downzoning under the preferred land use scenario.
- Apply a Mixed Use High designation at the PS Business Park site in Study Area 8.
- I do not support environmental justice.
- Need to build new schools to support additional housing growth.
- There is not enough water for additional housing growth.
- Limit job growth to what is needed for economic health.
- Create progress reports every five years to summarize what the City has accomplished and identify ways to further meet the General Plan goals.

## Draft Policies and Actions Outreach Demographics

This section summarizes the demographic characteristics of the outreach participants. Of the 713 total participants, 324 participants provided voluntary demographic data. The demographic data helps the project team determine if the outreach program is reaching the full range of San Mateo’s demographics. This data indicates that the outreach program should continue to be refined to increase involvement of renters, younger residents, and residents who identify as Asian and Black/African American. A summary of the demographics of the outreach participants is presented below.

### How are you affiliated with San Mateo?

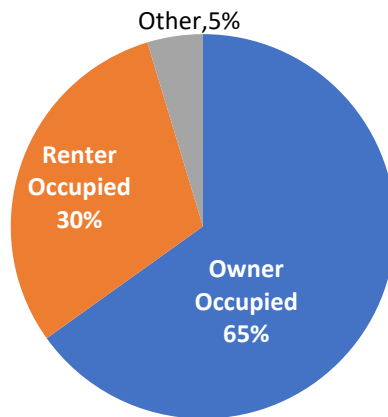
*Number of Respondents: 324*



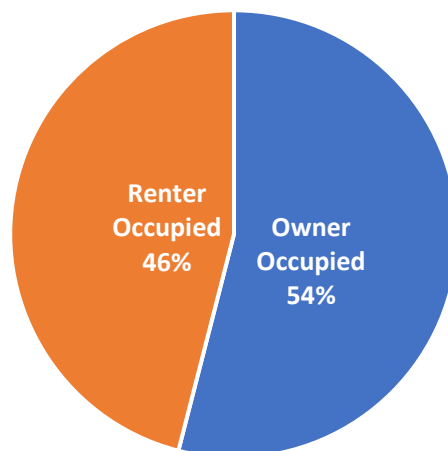
## Which best describes your current housing situation?

Number of Respondents: 278

Draft Policies and Actions Outreach Participants



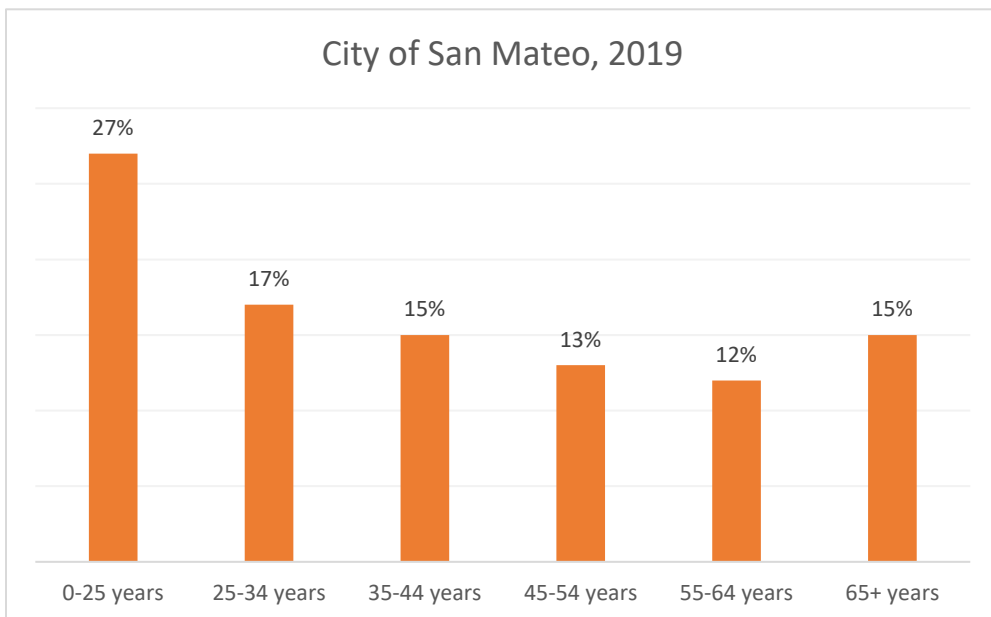
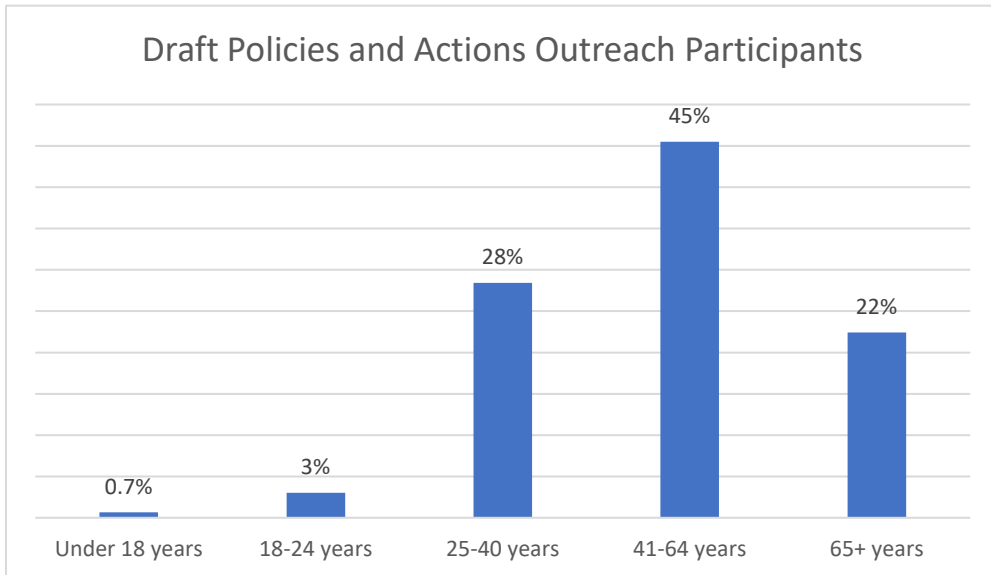
City of San Mateo, 2019





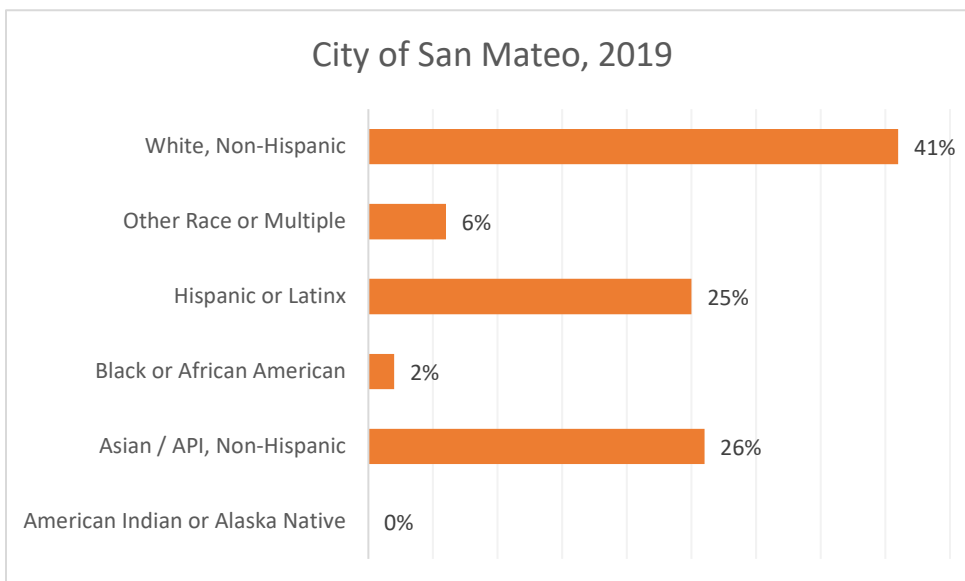
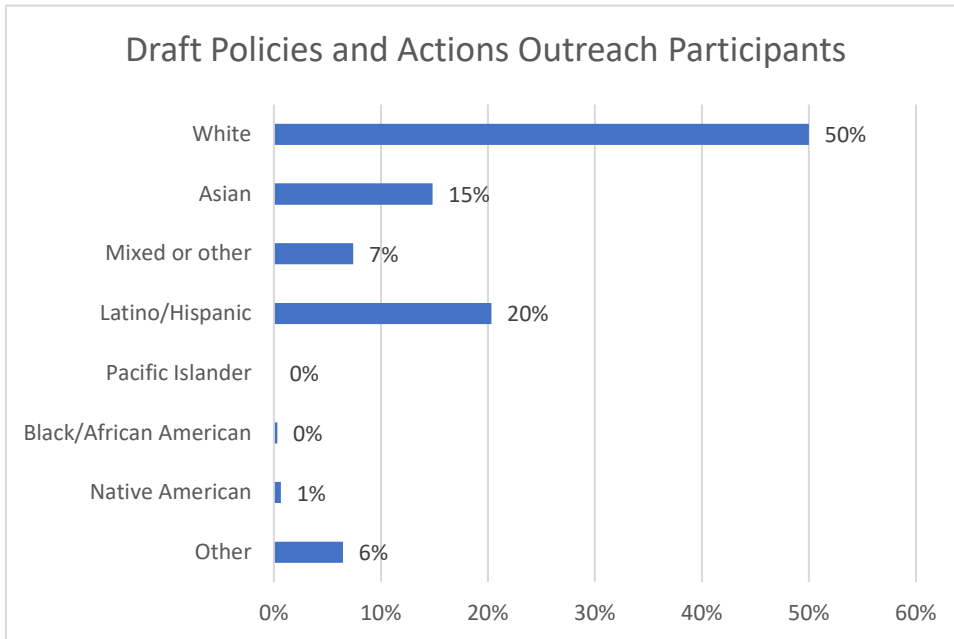
## What is your age group?

Number of Respondents: 299



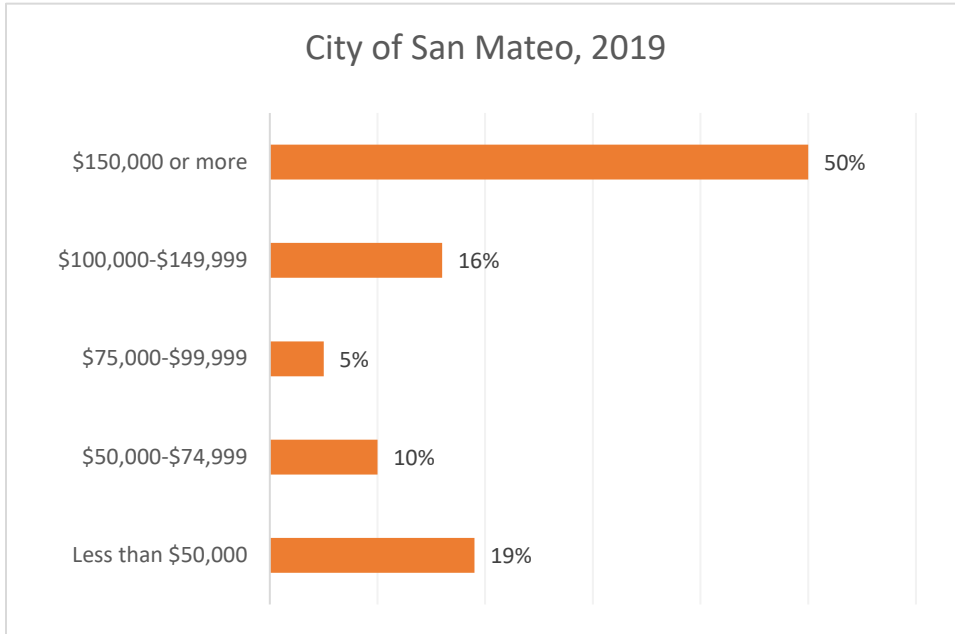
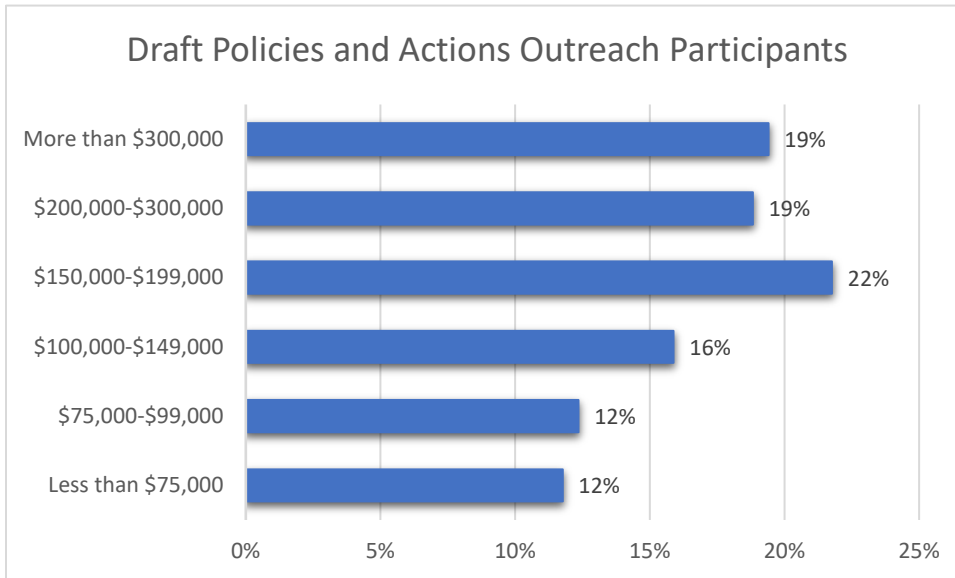
What is your race or ethnicity? (Check all that apply).

Number of Respondents: 310



### Which best describes your household annual income?

Number of Respondents: 170



# **Attachment A**

## **Written Public Comments**

**Sent:** Saturday, July 16, 2022 9:58 PM

**To:** City Council (San Mateo) <[CityCouncil@cityofsanmateo.org](mailto:CityCouncil@cityofsanmateo.org)>

**Subject:** To the Council For Monday's City Council Mtg...thanks

Under the preferred general plan, what are you going to do about the traffic that will be generated in and through the now planned "land locked" Hayward Park area?

Railroad tracks on the East and 4 plus story, high density buildings on the North, South and West with only two streets through Hayward Park: Palm Avenue and B Street.

Larry Patterson promised that when Bay Meadows and the TOD overlay was approved, there would be no net increase in terms of traffic on Palm Ave and B St. He said that on the record.

But that is clearly not going to be the case when this GP update is implemented.

Did planning forget to look at these planning issues comprehensively? Or did they just look at various sections of the City, separately - Downtown, El Camino and 92/101, without looking at the cumulative impacts that each of those 3 individual high density sections might have on one particular neighborhood?

For the GP update, were there cumulative traffic studies done on the impact of high density being built on the north, west and south sides of Hayward part or were they just done separately on the downtown, El Camino and Hayward Park TOD sections?

The problem is the cumulative impact of each of those separate sections on Hayward Park itself. This issue happens nowhere else in the City under the preferred GP update.

I would appreciate your response as to the cumulative traffic impact on Hayward Park, if the present preferred GP is passed.

A quick final note, it also seems that you're giving up on solar access for a wide swath of Hayward Park residents along the El Camino Real.

Sincerely Yours,

Laurence Kinsella



San Mateo, CA 94402

**From:** Gustavo Hornos [REDACTED]  
**Sent:** Monday, July 18, 2022 3:54 PM  
**To:** City Council (San Mateo) <[CityCouncil@cityofsanmateo.org](mailto:CityCouncil@cityofsanmateo.org)>  
**Subject:** Please do not allow "Downzoning" in Zone Study 4

[Download full resolution images](#)  
[Available until Aug 17, 2022](#)

Dear San Mateo City Council,

We ask for your help in this matter because after reading the Staff's suggestions and looking at the zone map they prepared for today's Plan Update Meeting they are proposing to lower our current R4 Residential Multiple Family Dwelling High Density into a Low/Medium designation.

It is clear to us that even they say otherwise they are still trying to limit and downgrade our block building rights while allowing a huge increase for other properties in the same Downtown area, actually in front of our eyes, right in our backyard.

This is happening even after the City Council and the Mayor in person clearly said that "Downzoning" was not fair.

We are attaching a picture from our backyard where you will see how the newly approved 5 Story MidPeninsula Garage Building is changing completely our view and PDFs of the current San Mateo Zoning Plans for you to compare in order to make justice and to exercise fairness.

Attached is also the PDF file with our previous letter regarding a "Request to do not lower our home land use zone density category" and to be considered as our comments for today's City Council Meeting where you will decide about Land Use in San Mateo.

Sincerely,  
Gustavo Hornos and Jesica Salomon  
[REDACTED], San Mateo CA 94402 (between 5th & 9th Avenue)







R3

R3

R2

R3

R2

7TH AVE

R2

R2

R2

R2

R4

R2

CBD/S

R2

C4-1

R4

CLAREMONT AVE

S EL DORADO ST

R2

R2

C4-1.5

E2-2

R2

R2

10TH AVE

C1-3/R5

C1-3/RE

9TH AVE

R2

R2

R2

C1-3/R5

C4-1.5

M1

R1C

MGM PL







**Request to the City Council of San Mateo  
To do not lower our home land use zone density category.  
606 S Delaware St, San Mateo, CA 94402**

April 18, 2022

Dear San Mateo Mayor Rick Bonilla, Deputy Mayor Diane Papan and City Council Members Joe Goethals, Amourence Lee and Eric Rodriguez.

We are writing to you in regards of the recent General Plan discussions that could greatly affect our homeowners rights.

We are opposed and concerned about the proposed down zoning to my block, it could face legal scrutiny and is contrary to our City's stated goals of zoning to meet our RHNA (Regional Housing Needs Allocation) numbers.

Our property is currently zoned R4 (high density multifamily housing) and the Land Use Alternatives for Zone 4 all propose down-zoning: the Alternative A is proposing to change it to a Medium Density and Alternative B and C want to lower it into a Low Density.

The property is located clearly in the Downtown District and inside the Half Mile Mass Transit Radius, right where many new tall building constructions is already happening, so we should be equally treated and our current zoning should not be lowered.

Our property shown in the map below with an arrow is located at 606 S Delaware St, between 5th and 7th Ave which is inside the Downtown city limits and referenced as Study Area 4 for the General Plan Update.

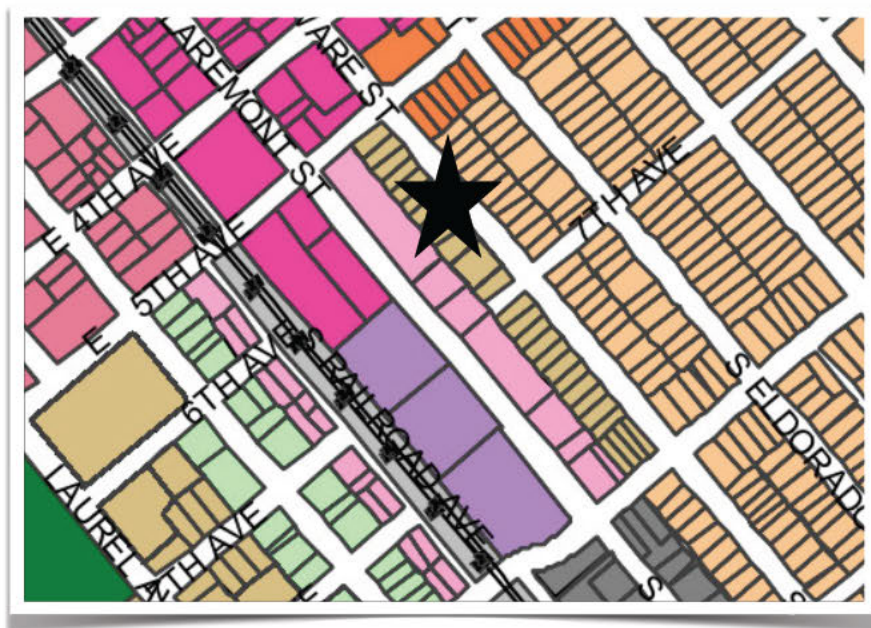
## Study Area 4 - Downtown

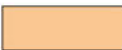
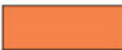


We have been engaged and following with interest all the new plans for improvements for the future of our beloved city where we live and work and we even hosted one of the first General Plan meetings at our business, the Motion Arts Center dance studio located at 217 S Claremont St. (which was closed for over a year because of the pandemic)

When we bought our home in 2013 one very important factor for us to purchase this specific one was that it was designated as a R4 High Density Zoning. Our reasoning was that San Mateo will keep growing and eventually we could start building more square feet of living area since there is always an increasing need for more housing.

The image below (taken from a current San Mateo city land use map) shows with a star where our property is located and the brown color means that it is a High Density Multi-Family Zone.



	Low Density Multi-Family
	Medium Density Multi-Fan
	High Density Multi-Family



After participating in person and later watching numerous City Council meetings we saw that the Council was firmly determined to tackle this lack of housing, a goal that it is also greatly encouraged by the California State Government.

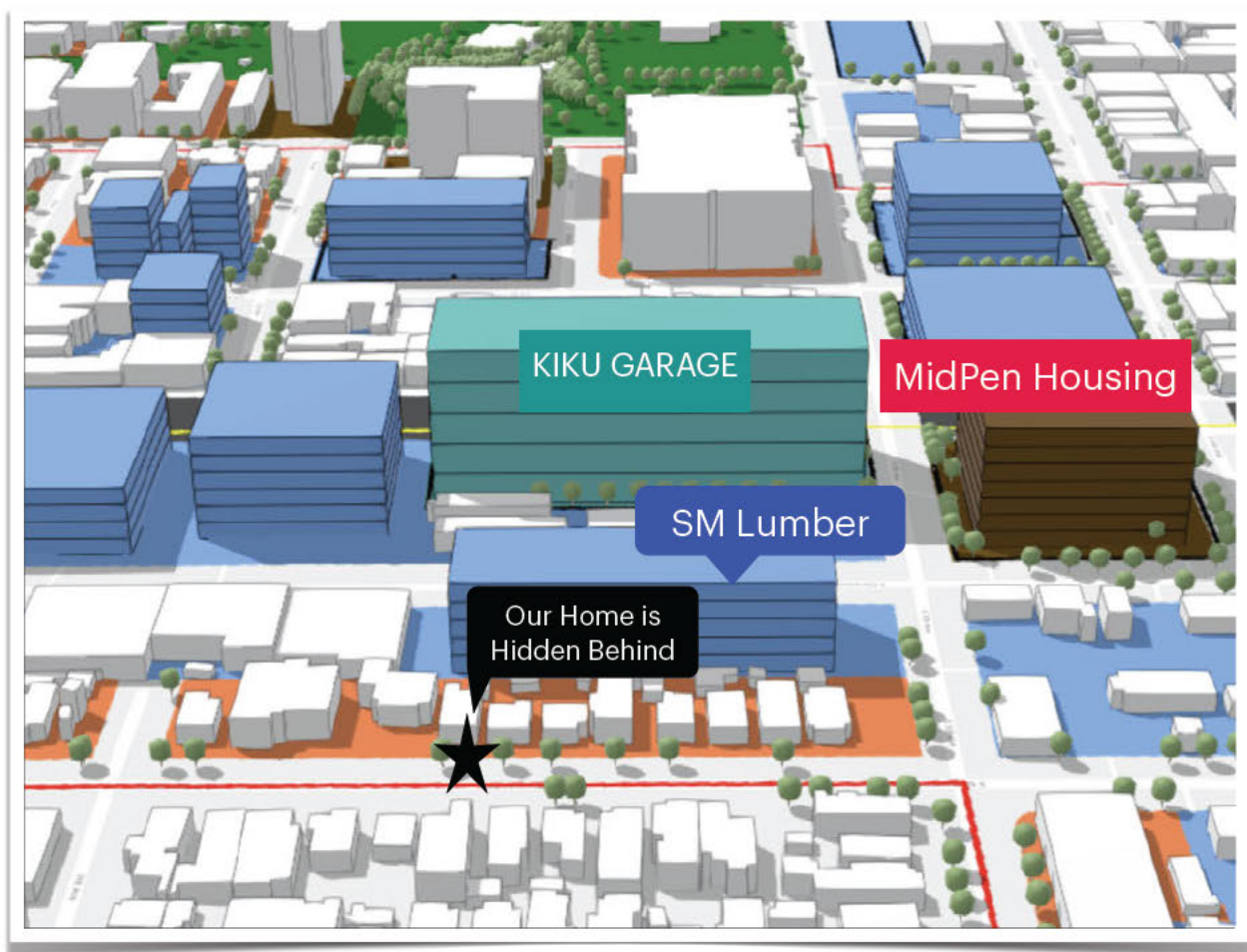
We witness how many new buildings have been approved just in the next two blocks of our home, like the one at 405 E 4th Ave, where Verkada has its headquarters and the recently approved Kiku Crossing MidPen Housing just one block from us.

We are very happy that new affordable housing is coming to the city, but unfortunately the height of the 7 floors of the residences and the 5 Floors of the Garage will greatly affect our privacy in our backyard, the amount of open view and even the hours of sunlight that we are used to enjoying everyday.

This view taken from the Online Virtual Tool that the city provides shows our block hidden behind the possible construction at the San Mateo Lumber (blue color in the following picture). In green color is the representation of the Kiku Crossing Garage while the MidPen Housing is shown in color brown.



Below is another view from a different angle of our block that shows the near future and how everything will look when construction is completed. Our property shouldn't be downzoned with so much construction right in-front of us!



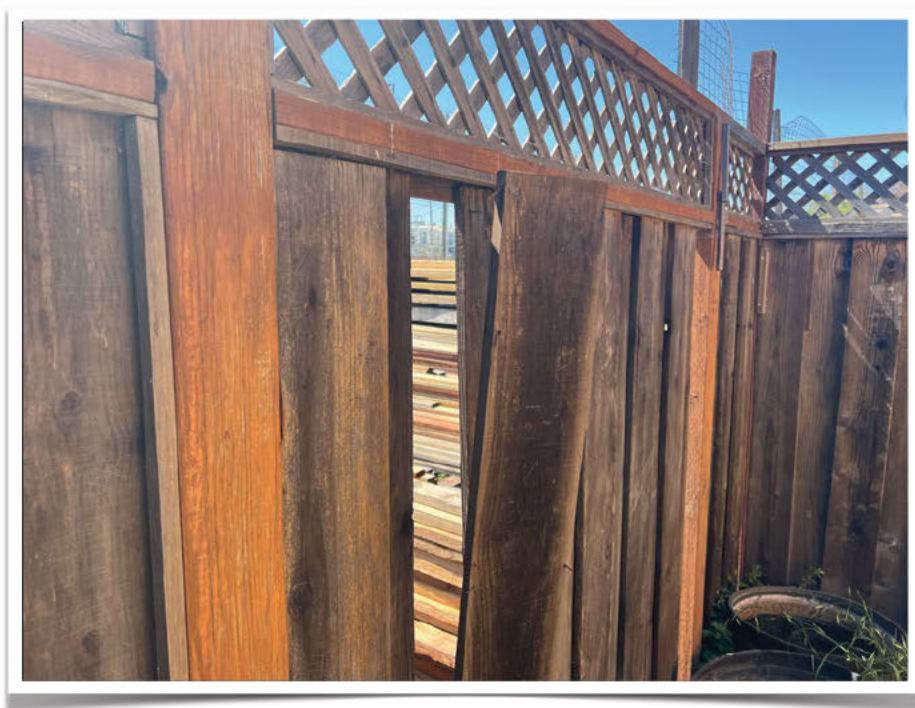
We understand that on top of that it will not be fair at all to us (and to the rest of the residents in our block) to suffer an unjustified zoning downgrading of our future building capabilities as it is shown at the moment in the alternatives A, B and C of Study Area 4, while every other property in our zone is being greatly improved in their building density zoning.

If any of these proposals are approved by the Council it will inflict a direct economic harm to the value of our main family asset and that of our S Delaware St. neighbors in the two blocks between 5th Ave and 9th Ave. The affected properties addresses by this possible change are: S Delaware St. 500, 504, 512, 514, 518, 522, 600, 604, 606, 610, 622, 626, 702, 706, 710, 714, 718, 720, 724, 800, 804, 810, 814 and 820).

Moreover, our neighbor right behind our backyard is the San Mateo Lumber, which is sitting in a big lot that could easily be converted in the future into another tall building that will completely diminish our privacy and quality of life.

As you can see it is very clear to visualize in the previous images that our homes could be massively shaded by present and future constructions and that at least the Council should protect our current zone density designation..

Below is a picture of the fence of our backyard recently broken by regular operations by the lumber yard that unequivocally shows that we are in the Downtown Business Area after all.







Please make justice and consider this request to ease our situation and just imagine for a moment how you would personally feel if this ever happened to your home and property. We believe this zoning downgrading is against the spirit of the General Plan, it is arguably a policy mistake that did not consider in depth the dynamics of this block and something that was never proposed at any meeting by any of the San Mateo neighbors.

We respectfully ask you to keep our block with the zoning that it currently has which is an R4 High Density Multi-Family one.

At this moment Alternative A is proposing to change it to a Medium Density and Alternative B and C want to lower it into a Low Density.

The San Mateo City website says that the city is committed to equity but we will not feel equally treated if our block is the only block in the San Mateo Downtown District that is lowered when everything else is upgraded and getting ready for more construction as required and mandated by law.

Sincerely yours,

Gustavo Hornos & Jesica Salomon

[REDACTED] San Mateo, CA 94402

Email: [REDACTED]



**From:** Bradley Karvasek [REDACTED] >  
**Sent:** Monday, July 18, 2022 2:59 PM  
**To:** City Council (San Mateo) <[CityCouncil@cityofsanmateo.org](mailto:CityCouncil@cityofsanmateo.org)>; Rick Bonilla <[RBonilla@cityofsanmateo.org](mailto:RBonilla@cityofsanmateo.org)>; Diane Papan <[dpapan@cityofsanmateo.org](mailto:dpapan@cityofsanmateo.org)>; Joe Goethals <[jgoethals@cityofsanmateo.org](mailto:jgoethals@cityofsanmateo.org)>; Amourence Lee <[alee@cityofsanmateo.org](mailto:alee@cityofsanmateo.org)>; Eric Rodriguez <[erodriguez@cityofsanmateo.org](mailto:erodriguez@cityofsanmateo.org)>  
**Cc:** Bradley Karvasek [REDACTED]  
**Subject:** Agenda Item #20: General Plan Update - Land Use Map

Dear Mayor Bonilla and Members of the City Council:

I am writing on behalf of PS Business Parks (PSBP), the owner of Bayshore Corporate Commons, located at 1720 South Amphlett Boulevard in San Mateo, CA.

Tonight, you are being asked to confirm the draft land use map and the heights and densities associated with the land use designations for the City's General Plan Update. We have been participating in the General Plan Update process this year and have been very encouraged by the City's willingness to consider designating our site as Mixed-Use to optimize the opportunity for redevelopment.

We were thankful when both the Planning Commission and City Council agreed that the Mixed-Use High designation would be appropriate for the City's General Plan Update environmental review to allow for future flexibility in determining the appropriate mixes and locations of uses on a redeveloped site.

Last week, we were concerned to see staff's recommendation to split our site between Mixed-Use Medium and Mixed-Use High. When combined with staff's recommendation to lower the number of stories, Mixed-Use Medium impacts any developer's ability to build industry standard residential construction - 5 stories of residential (type III wood construction) over 2 levels of parking. These changes would make it harder to envision new housing on our site, which is counter to the discussions we've had regarding providing a pathway to providing more housing.

We appreciate the discussion at the last City Council meeting regarding appropriate transitions to the nearby residential neighborhood, but that should not split the CEQA analysis of the site at this stage.

Therefore, we ask that the City Council stay the course with the Mixed-Use High designation for the site, so that the maximum building intensity can be studied as part of the General Plan Update and its environmental review. Moving forward, the City will have many opportunities to weigh in on a project when an application is filed—for now the Mixed-Use High designation provides flexibility and opportunity.

Thank you for your hard work on this General Plan Update. We appreciate our partnership with the City.

Sincerely,

Bradley Karvasek



Bradley Karvasek | Vice President - Senior Development Executive  
2525 152nd Ave NE | Redmond, WA 98052  
T 425.883.1300 C 206.369.1355  
[psbusinessparks.com](http://psbusinessparks.com)



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**From:** Strive San Mateo <email@strivesanmateo.org>  
**Sent:** Wednesday, July 20, 2022 4:56 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** New message on Strive San Mateo

Name: Bob Childs

Email: [REDACTED]

Message: Your mailer on the general plan states "the general plan team will reach out to communities in San Mateo where health and well-being are harmed by inequities to ask about the needs and priorities of those residents". How about having the general plan team reach out to the communities that are paying the bulk of the taxes? We are paying your salary and you should be listening to us, the tax payers! Your " Environmental Justice" plan stinks of woke ideology. If you listen to the people who are paying the taxes you might actually hear that there are people who do not support these socialist programs you are pushing.

---

Date: July 20, 2022

Time: 11:55 pm

Page URL: <http://strivesanmateo.org/participate-online/>

User Agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko)

Chrome/103.0.0.0 Safari/537.36

Remote IP: 162.144.147.225

Powered by: Elementor

**From:** Strive San Mateo <email@strivesanmateo.org>

**Sent:** Thursday, July 21, 2022 2:30 PM

**To:** General Plan <generalplan@cityofsanmateo.org>

**Subject:** New message on Strive San Mateo

Name: Keith

Email: [REDACTED]

Message: Ronald Reagan once said that if fascism ever comes to America it'll come in the name of liberalism, (ie. socialism). That's what I see when I hear the terms social justice, environmental justice, etc...

Funding and organizing the radical left wing since day one are the central banking oligarchs. They are fascists/neo-feudalists using socialist dupes and socialist policies to consolidate political and economic power.

The central banking oligarchs are implementing their new/one world order agenda at the local, state, national and international level using ignorant and corrupt political hacks like the person reading this message.

PS. CO2/plant food does not drive global temperatures, never has, never will. The CO2/plant food scare is an oligarch scam.

---

Date: July 21, 2022

Time: 9:30 pm

Page URL: <https://strivesanmateo.org/participate-online/>

User Agent: Mozilla/5.0 (Android 10; Mobile; rv:91.0) Gecko/91.0 Firefox/91.0

Remote IP: 162.144.147.225

Powered by: Elementor

**From:** Strive San Mateo <email@strivesanmateo.org>

**Sent:** Wednesday, July 20, 2022 3:16 PM

**To:** General Plan <generalplan@cityofsanmateo.org>

**Subject:** New message on Strive San Mateo

Name: John Konopka

Email: [REDACTED]

Message: I'm most concerned about global warming and sea level rise. Much of San Mateo lies close to sea level. How at risk are we? What can be done? How are we coordinating with other cities bordering the Bay?

---

Date: July 20, 2022

Time: 10:16 pm

Page URL: <http://strivesanmateo.org/participate-online/>

User Agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10\_15\_7) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/15.5 Safari/605.1.15

Remote IP: 162.144.147.225

Powered by: Elementor

**From:** Strive San Mateo <email@strivesanmateo.org>  
**Sent:** Thursday, July 21, 2022 12:14 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** New message on Strive San Mateo

Name: Sue Papilion

Email: [REDACTED]

Message: Received literature on plan participation which said take survey and I see the survey is over? Either I got literature late 7/20/22 or you got your wires crossed. I think far too often committees assume everything runs as fast as their decisions and the public is a pain anyway because you only hear the negative from them. Well I'd like to be positive about growth and you needed my input as a renter!

---

Date: July 21, 2022

Time: 7:14 pm

Page URL: <https://strivesanmateo.org/participate-online/>

User Agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10\_15\_7) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/15.4 Safari/605.1.15

Remote IP: 162.144.147.225

Powered by: Elementor

**From:** Strive San Mateo <email@strivesanmateo.org>

**Sent:** Wednesday, July 20, 2022 6:14 PM

**To:** General Plan <generalplan@cityofsanmateo.org>

**Subject:** New message on Strive San Mateo

Name: jim tilton

Email: [REDACTED]

Message: It does not matter how much affordable housing you build there will always be a need for more. If enough of the elites can not find and hire the help they need to maintain there lawns and teach in the schools then the desirability of the are will decrease and people will be able to afford housing. Building high density housing on every available inch is clearly not the answer. . .

---

Date: July 21, 2022

Time: 1:13 am

Page URL: <http://strivesanmateo.org/participate-online/>

User Agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10\_15\_7) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/15.5 Safari/605.1.15

Remote IP: 162.144.147.225

Powered by: Elementor

**From:** Strive San Mateo <email@strivesanmateo.org>  
**Sent:** Thursday, July 21, 2022 3:47 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** New message on Strive San Mateo

Name: Violeta

Email: [REDACTED]

Message: I just got your flyer. While you talk about reshaping the city and talk about development and growth -so far I've only seen the construction of offices and housing but have not heard or read ANYTHING about building new schools considering the amount of people these new housing will bring to the city. Are you going to build new schools? or does development only means property taxes the city will collect without considering that more families mean even bigger class sizes in our already crammed schools?

---

Date: July 21, 2022

Time: 10:47 pm

Page URL: <http://strivesanmateo.org/participate-online/>

User Agent: Mozilla/5.0 (iPhone; CPU iPhone OS 15\_0\_2 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/15.0 Mobile/15E148 Safari/604.1

Remote IP: 162.144.147.225

Powered by: Elementor



**From:** Strive San Mateo <email@strivesanmateo.org>  
**Sent:** Thursday, July 21, 2022 9:46 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** New message on Strive San Mateo

Name: Kent Carrillo

Email: [REDACTED]

Message: you guys are ruining San Mateo with the continued construction of more, and more, and more high density housing. where is it written that San Mateo needs to be the next New York City? Stop already. We dont have enough water now. Where will the water come from for all these hundreds of new units? Why is it nobody is talking about that? Just stop. I dont care what the State says. How about listening to your residents for a change, especially your long time residents. San Mateo used to be so very nice. Now, its pretty much urban sprawl. we dont need it, dont want it.

---

Date: July 22, 2022

Time: 4:45 am

Page URL: <https://strivesanmateo.org/participate-online/>

User Agent: Mozilla/5.0 (Windows NT 10.0) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/103.0.0.0 Safari/537.36

Remote IP: 162.144.147.225

Powered by: Elementor

**From:** Frank Markowitz [REDACTED]

**Sent:** Friday, July 29, 2022 3:33 PM

**To:** General Plan <generalplan@cityofsanmateo.org>

**Cc:** Rick Bonilla <RBonilla@cityofsanmateo.org>; Diane Papan <dpapan@cityofsanmateo.org>; Joe Goethals <jgoethals@cityofsanmateo.org>; Amourence Lee <alee@cityofsanmateo.org>; Eric Rodriguez <erodriguez@cityofsanmateo.org>

**Subject:** General Plan - support for higher densities, higher building heights, and improved bicycle/pedestrian facilities

General Plan Subcommittee -

As a single-family homeowner in the Beresford/Hillsdale area since 2002 (and an experienced urban/transportation planner), I commend the City Council for **supporting targeted higher densities**. Given the severe local jobs/housing imbalance, resulting in teachers and other middle-class jobholders unable to afford to live here, it is imperative that **more housing** be approved, while limiting job growth.

I support concentrating housing growth in areas close to public transit and shopping (like near Caltrain stations and along El Camino Real) or in areas where the impact on existing neighborhoods will be limited (like redeveloping the Campus Drive Peninsula Office Park). The **Measure Y height limit of 55 feet is far too restrictive**, and I support a higher limit, going back to the voters again if needed. This limit is inconsistent with what neighboring cities are approving and a potential impediment to efficient development. I strongly **support rezoning commercial areas** to encourage residential or mixed-use redevelopment. I also support **more affordable housing**.

There is a recent trend among a number of other cities locally (like South SF, Burlingame, and Redwood City) to support huge biotech development, out of scale with housing growth. I hope that San Mateo will not follow this trend, and job growth should be limited to the amount needed to stay economically healthy.

Regarding transportation, I support local proposals, including a **bicycle boulevard** on Hacienda and Mason (with significant traffic calming measures) and a **buffered bike lane** on the Alameda. **Pedestrian safety improvements and improved street lighting** are needed citywide.

Thanks very much.

Frank Markowitz  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, August 4, 2022 4:04 PM

**To:** General Plan <generalplan@cityofsanmateo.org>; Eric Rodriguez <erodriguez@cityofsanmateo.org>

**Subject:** Housing...

To the members of the general plan:

Yesterday, I called many offices of primary care doctors to seek an appointment since my primary care doctor is retiring. I was repeatedly told that the doctor had a full practice and was not accepting new patients. The harsh reality that our peninsula has a shortage of primary care doctors amplifies the lack of thought and foresight for the needs of our citizens. The irresponsible building of hundreds of affordable homes will create a medical catastrophe because of this shortage.

Additionally, each day there are more and more news articles about the water shortage in the West because of the historic drought we are experiencing. Imagine the amount of water needed in all of these structures that have been and are being built. Where do you plan to obtain this need in order to supply the everyday multiple need for water in these homes? Here is a riveting article about this, and sadly you continue to build.

**The end of snow threatens to upend 76 million American lives**

Disappearing snowpack is accelerating the historic drought across the Western US, and so far government responses haven't matched the scale of the problem.

Read in Bloomberg: <https://apple.news/AFXdahSKETISf29wcUCIvQQ>

Alarminglly,  
Maureen Zane

**From:** Kristie Eglsaer [REDACTED]  
**Sent:** Friday, August 5, 2022 11:39 AM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** Public comments re Community Design and Historic Preservation; and Conservation, Open Space and Recreation

Dear General Plan Community Design and Historic Preservation and Conservation, Open Space and Recreation subcommittee,

I am writing to provide comments on the [Aug 11 meeting](#).

I am very glad to see conservation and protecting natural resources as part of the general plan and plans to ensure access to nature for all!

Regarding historic preservation, I am so happy to see that alternatives to demolition must be submitted for historic buildings. I would encourage the committee to expand this in all cases of construction.

Deconstruction and recycling should be the first option rather than demolition.

According to the EPA, [Construction and Demolition debris is the largest source of waste in America, more than twice the amount of waste generated by municipal solid waste](#).

San Mateo is a leader in waste reduction, as with finding reasonable solutions to support businesses transitioning to compostable take out containers. Construction and demolition debris must be addressed.

[US EPA Best Practices for Reducing, Reusing, and Recycling Construction and Demolition Materials](#)

[CalRecycle C&D Recycling Tools for Contractors, Local Governments, and Processors](#)

[Deconstruction: The Story of Two Homes \(video\)](#)

Also regarding historic preservation, consider creating [education and training programs, like in San Antonio, Texas](#).

Thank you very much for considering my comments.

Best, Kristie Eglsaer

**From:** Jim Sell [REDACTED]  
**Sent:** Monday, August 8, 2022 1:42 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** Height and Density

Dear Planners,

Current height, density and parking requirements make it mathematically impossible to build affordable housing in San Mateo. I own two R4 lots in the block adjacent to El Camino and W. 3d, nine years ago I had an evaluation done to develop housing on the property. The study projected that 22 two bedroom units would need to sell for 1.5 to 1.8 million and take 3 to 4 years to complete. Our zoning laws make it affordably impossible West of El Camino.

Jim Sell  
650 465 1569



Virus-free. [www.avast.com](https://www.avast.com)

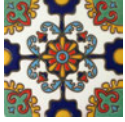
**From:** zorigt@gmail.com [REDACTED]  
**Sent:** Tuesday, August 9, 2022 8:33 AM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** Public Comment on Caltrain Noise

I am a registered voter in San Mateo City. I would like to suggest San Mateo City should implement Caltrain quiet zone similar to Atherton. Especially in downtown San Mateo area, the trains blast their horns nonstop all through the downtown area since there are so many railroad crossings. It's disruptive to residents and businesses in the affected areas. For example: trains run from 5am - past midnight, how does one get restful sleep. It's a non-stop alarm clock. Maybe start with a pilot program on 9th St railroad crossing.

<https://www.ci.atherton.ca.us/456/Quiet-Zone>

At 12:01 AM on Monday, June 13, 2016, the Atherton Fair Oaks Quiet Zone was officially established by the Town of Atherton. Railroad Quiet Zones can be established based on criteria outlined in the Final Rule on Use of Locomotive Horns at Highway-Rail Grade Crossings (Final Rule), which was made effective on June 24, 2005 by the Federal Railroad Administration (FRA) and amended on August 17, 2006.

Thanks for the consideration,  
Zorigt Bazarragchaa



# SAN MATEO HERITAGE ALLIANCE

## RECOMMENDED ALTERNATIVE HISTORIC RESOURCES ELEMENT GENERAL PLAN 2040

### HISTORIC RESOURCES

The Historic Resources component of the General Plan confirms the City's commitment to the protection, enhancement, perpetuation, and use of historic resources as economic, cultural, and aesthetic benefits to the City of San Mateo.

### GOALS

**GOAL CD-3.1** Identify and preserve historic, architectural and cultural resources, including individual properties, districts and sites, to maintain San Mateo's sense of place and special identity, and to enrich our understanding of the city's history and continuity with the past.

**GOAL CD-3.2** Use historic preservation principles as an equal component in the planning and development process. Fully integrate the consideration of historic, architectural and cultural resources as a major aspect of the City's planning, permitting and development activities.

**GOAL CD-3.3** Ensure compatibility between new development and existing historic, architectural and cultural resources.

### POLICIES

**Policy CD-P3.1 Historic Resource Definition.** A district, landscape, object, sign, site, or structure significant in American archeology, architecture, culture, engineering, or history that is either designated or eligible for designation under city, state, or national criteria.

**Policy CD-P3.2 Historic Preservation.** Identify and preserve historic buildings, districts and sites, unless proven not feasible.

**Policy CD-P3.3 Demolition.** The City shall consider demolition of historic resources as a last resort, to be permitted only if rehabilitation of the resource is not feasible, demolition is necessary to protect the health, safety, and welfare of its residents, or the public benefits outweigh the loss of the historic resource.



## SAN MATEO HERITAGE ALLIANCE

**Policy CD-P3.4 Historic Districts.** Actively identify and protect concentrations of buildings which convey the flavor of local historical periods or provide an atmosphere of exceptional architectural interest or integrity, when they meet national, state or local criteria.

**Policy CD-P3.5 Downtown Historic District.** Maintain the identified historic district along portions of 3rd Avenue and B Street, and continue to implement regulations to protect the overall historic and architectural character and integrity of the area.

**Policy CD-P3.6 Scale and Character of New Construction in Historic Districts.** Promote an architecturally sensitive approach to new construction in Historic districts. Demonstrate the proposed project's contextual relationship with land uses and patterns, spatial organization, visual relationships, cultural and historic values, and relationships in height, massing, modulation, and materials.

**Policy CD-P3.7 Downtown Building Heights.** Relate the height of new buildings to the pattern of downtown and to the character of existing and proposed development. New development shall be encouraged to step down towards some existing buildings in order to be compatible with the pattern of Downtown.

**Policy CD-P3.8 Historic Surveys and Context Statements.** For areas that have not been surveyed, the City shall seek funding to prepare new historic context surveys. In these surveys, the potential eligibility of all properties 45 years and older for listing in National, California or local registers shall be evaluated.

**Policy CD-P3.9 Historic Structure Renovation, Rehabilitation, and Adaptive Reuse.** Promote the renovation and rehabilitation of historic structures that conforms to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures and the California Historical Building Code and prioritize historic structures for available rehabilitation funds.

**Policy CD-P3.10 Public Awareness.** Foster public awareness and appreciation of the City's historic, architectural, cultural and archaeological resources and educate the community about how to preserve and improve these resources.

**Policy CD-P3.11 Historic Preservation Funding.** Pursue and promote historic preservation funding sources to incentivize the protection of historic resources such as the California Mills Act Property Tax Abatement Program and Federal Historic Preservation Tax Incentives Program.

**Policy CD-P3.12 Encourage both public and private stewardship** of the City's historic and cultural resources.





# SAN MATEO HERITAGE ALLIANCE

## ACTIONS

**Action CD-A3.1 Incorporate preservation** as an integral part of the general plan, specific plans, environmental processes, planning, permitting, and development activities.

**Action CD-A3.2 Historic Resources Survey.** Establish and maintain an inventory of architecturally, culturally, and historically significant structures, districts and sites. Proactively update and maintain an up-to-date historic resources inventory. Actively seek funding opportunities to update the historic survey.

**Action CD-A3.3 Historic Preservation Ordinance.** Update and maintain the City's Historic Preservation Ordinance to be consistent with State and Federal standards and guidelines, and to support local historic preservation objectives. Incorporate zoning tools such as Historic Preservation Overlay Zones (HPOZs) and conservation districts.

**Action CD-A3.4 Historic Design Standards.** Create objective design standards for development within commercial and residential historic districts and adjacent properties, to maintain the historic character of these resources. Revise the Downtown and Historic District Design Standards to give consideration to new development within a historic preservation context.

**Action CD-A3.5 Demolition Alternatives.** Require an applicant to submit alternatives to full demolition on how to preserve a historic building as part of any planning application and implement methods of preservation unless health and safety requirements cannot be met.

**Action CD-A3.6 Encourage and assist owners of historically significant buildings** in finding ways to adapt and rehabilitate these buildings, including participation in state and federal tax relief programs.

**Action CD-A3.7 Streamline,** to the maximum extent feasible, any future processes for design review of historic structures to eliminate unnecessary delay and uncertainty for the applicant and to encourage historic preservation.

**Action CD-A3.8 Preservation Incentives.** Create incentives to preserve historic and cultural resources such as reducing parking requirements, allowing a flexible use, or establishing a transfer of development rights program.

**Action CD-A3.9 Create incentives to encourage salvage and reuse** of discarded historic building materials.

Laurie and Randy Hietter



August 11, 2022

Mr. Zachary Dahl, Deputy Director  
General Plan Subcommittee  
Community Development Department  
City of San Mateo  
330 West 20<sup>th</sup> Avenue  
San Mateo, California 94403

VIA EMAIL

Dear Mr. Dahl and General Plan Subcommittee Members:

Thank you for the opportunity to provide comments regarding the proposed 5. *Community Design and Historic Resources Element* of the 2040 General Plan. The San Mateo Heritage Alliance (SMHA) submitted suggested revised policies yesterday. It is especially important to include the initial discussion of Principles. We support the SMHA revisions to the City's document.

The comments below reference the Policies and Actions in the City's Goals, Policies, and Actions to emphasize certain points.

## NATURAL LANDSCAPES AND THE URBAN FOREST

### **Policy CD-P2.3     New Development Requirements.**

Add protection of tree roots to the policy to protect the health of the trees during construction. Damage to roots can be fatal to trees.

"Require the protection of trees and their roots during construction activity; ..."

## HISTORIC RESOURCES

Please replace these goals, policies, and actions with those presented by the San Mateo Heritage Alliance (submitted August 10, 2022).

### **Policies**

**Policy CD-P3.1 Historic Preservation.** This should be a policy to identify and preserve resources. The City must follow the law, not just "where feasible."

**Policy CD-P3.2 Historic Districts.** Insert "Identify and" at the beginning of the policy. The City is currently not conducting adequate review or protection of historic district must follow the direction of the State Historic Preservation office, which states:

Local government surveys should consider the presence of potential historic districts which may be eligible for national, state or local designation or may warrant special consideration in local planning such as the development of design guidelines, historical preservation overlay zones (HPOZs), conservation zones, or review by a historic preservation commission prior to granting permits for demolitions or other actions which could alter or destroy district contributors.

State Historic Preservation Office website [https://ohp.parks.ca.gov/?page\\_id=23317](https://ohp.parks.ca.gov/?page_id=23317)

**Policy CD-P3.7 Demolition Alternatives.** This policy is too narrowly defined to be only National Register-eligible resources. This policy should apply to all pre-war structures to preserve the integrity of our neighborhoods, minimize waste diverted to a landfill, and foster sustainable development.

### **Actions**

**Action CD-A3.1 Historic Building Survey.** This action should address historic districts as well as buildings and sites. "Establish and maintain an inventory of architecturally, culturally, and historically significant structures, ~~and sites,~~ and districts.

**Action CD-A3.2 Historic Preservation Ordinance.** Update and maintain the City's Historic Preservation Ordinance to be consistent with State and Federal standards and guidelines, and to support local historic preservation objectives.

**Action CD-A3.4 Historic Design Standards.** Create objective design standards for development within historic districts ~~or~~ and adjacent to historic structures and/or culturally important sites to maintain the historic character of these resources.

In my letter to Zachary Dahl of February 8, 2022 regarding the General Plan Notice of Preparation, I requested that the City hold a General Plan EIR workshop to address the scope, methodology, and potential mitigation measures for the historic resources sections of the General Plan and EIR. You have not yet responded to this request so I am reiterating the request here.

Thank you for your attention to these comments.

Sincerely,

*Laurie Hietter*

*Randy Hietter*

Laurie and Randy Hietter

**From:** Janna Kolodii [REDACTED]  
**Sent:** Tuesday, August 23, 2022 2:37 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** Noise from the rail road

Hello,  
it seems like the issue of the train signal/noise will never be resolved. Can you revisit this problem and think better about what can be done to minimize the torture? There are a lot of people who are affected, elderly and children included who lack sleep and rest because of the noise. My heart goes to the people who live in close proximity to the rails and I would be mentally broken from having this nuisance 24/7 (except for a few hours at night).  
I hope you will include the conversation (at least) in your plan and will try to improve our lives.

Thank you,

--

Janna Kolodii  
[REDACTED]



Name: Janna Kolodii

Email: [REDACTED]

Message: Infrastructure is important for each city and San Mateo is not an exception. I have recently moved to SM from the South Bay and noticed right away how in bad shape the city was, especially North San Mateo. Yes, it's an unprivileged people's area and you can see it once you cross the 4th Ave. Roads are crumbling, and sidewalks pose immediate hazards. Trash is everywhere and is not being regulated. (Owners and landlords must follow the rules and keep their properties and around them neat). I believe San Mateo can do better and care about their citizens, and the conditions they live in. Just drive/walk along Grant street and you will see the neglect (by the city). It screams "Oh, it will do for them, they are used to these conditions". Please change your attitude and make the area as nice as other streets. Thank you

---

Date: August 23, 2022

Time: 9:30 pm

Page URL: <https://strivesanmateo.org/participate-online/>

User Agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko)

Chrome/104.0.0.0 Safari/537.36

Remote IP: 73.202.225.10

Powered by: Elementor

**From:** Khanh Russo <krusso@sff.org>

**Sent:** Friday, August 26, 2022 11:48 AM

**To:** Zachary Dahl <zdahl@cityofsanmateo.org>; General Plan <generalplan@cityofsanmateo.org>

**Cc:** Aysha Pamukcu <apamukcu@sff.org>; Evita Chávez <echavez@sff.org>; [REDACTED]

**Subject:** Equity Focused Input for Housing Elements

Dear City of San Mateo:

Thank you for the opportunity to provide input on the city of San Mateo's housing element. The Partnership for the Bay's Future ("PBF") is a public-private-nonprofit partnership working to create a more livable Bay Area in which diverse people of all walks of life can afford to live and thrive. To do so, we address the challenges of housing and protecting tenants through the support of equitable policy change as well as investing in the production and preservation of affordable housing.

In consultation with government leaders, housing policy experts, and communities, we have compiled a list of equitable housing priorities that we hope San Mateo will consider incorporating into the new housing element. We are including the following resources for your review and consideration:

- a slide deck covering each priority policy idea, with template language for your jurisdiction to consider,
- examples of places where the policy has been adopted, and
- additional links and resources.

We believe that your current efforts already include some of the listed policies, which we applaud. In addition to the attached equitable policy resources, we are offering technical assistance from Baird + Driskell Community Planning if your jurisdiction is interested in exploring or developing some of these policies even further. If you have any questions, please contact me ([krusso@sff.org](mailto:krusso@sff.org)) and our colleagues at Baird + Driskell (Kristy Wang, [wang@bdplanning.com](mailto:wang@bdplanning.com), and Joshua Abrams, [abrams@bdplanning.com](mailto:abrams@bdplanning.com)). We will follow up with you shortly to see if we can provide further support.

Thank you again for the opportunity to provide input into San Mateo's housing element. We appreciate all your efforts to address the housing needs of Bay Area and California residents.

Sincerely,

Khanh Russo  
Vice President of Policy and Innovation  
San Francisco Foundation

---



## Khanh Russo

Vice President of Policy and Innovation

One Embarcadero Center, Suite 1400 | San Francisco, CA 94111

T: (415) 733-8570 |

[krusso@sff.org](mailto:krusso@sff.org) | [www.sff.org](http://www.sff.org)



Pronouns: He, Him, His

Please follow the **Partnership for the Bay's Future** on [Twitter](#)  [Facebook](#)  [LinkedIn](#) .

August 24, 2022



Submitted by email to: [Planning@sanramon.ca.gov](mailto:Planning@sanramon.ca.gov)

**RE: San Ramon's 6<sup>th</sup> Cycle Housing Element Update**

Dear City of San Ramon:

Thank you for the opportunity to provide input on the city of San Ramon's housing element. Your work supporting your community to meet its housing needs is critical in addressing the current housing affordability crisis. We understand that at this moment in the housing element process, your jurisdiction is waiting for comments from HCD. As such, we request that you incorporate additional equitable housing policies into your draft housing element during your next revision. We offer the attached equitable policy resources as well as potential technical assistance from Baird + Driskell Community Planning ("B+D") if your jurisdiction is interested in this level of support.

The Partnership for the Bay's Future ("PBF") is a public-private-nonprofit partnership working to create a more livable Bay Area in which diverse people of all walks of life can afford to live and thrive. To do so, we address the challenges of housing and protecting tenants through the support of equitable policy change as well as investing in the production and preservation of affordable housing.

In consultation with government leaders, housing policy experts, and communities, we have compiled a list of equitable housing priorities that we request San Ramon incorporate into the new housing element. In some cases, these are policies that housing element law requires jurisdictions to address as a potential action or recommendation in their housing elements, but in other cases, these are suggested policies that we are raising up as PBF's equitable planning priorities. We are including the following resources for your review and consideration:

- a slide deck covering each priority policy idea, with template language for your jurisdiction to consider,
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- additional links and resources.

We believe that San Ramon's current efforts already include some of the listed policies, which we applaud. We also believe that all Bay Area communities can take more steps to make their housing elements more equitable. The attached summaries can be used as resources for staff as they communicate with both decision makers and the public, and we are happy to provide further assistance to incorporate these policies into your housing element as well as help draft talking points that can be tailored for local implementation.

We believe the following policies can play an important role in meeting the requirements of this housing element and supporting thriving communities, and we request that San Ramon include them in the next housing element draft:

1. Favorable Zoning and Land Use
  - Make multifamily infill easier to develop
  - Allow, require or encourage multifamily housing in more places
  - Allow or encourage missing middle housing in single-family neighborhoods
  - Provide incentives for affordable housing development
  - Provide incentives for affordable ADUs and "missing middle" housing
2. Accelerating Production Timeframes
  - Streamline development approvals and environmental review process for multifamily housing
  - Streamline permitting process for multifamily housing
3. Reducing Construction and Development Costs
  - Ensure local requirements are not making development more expensive without requisite benefits
  - Actively support the use of modular and factory-built construction methods
4. Providing Financial Subsidies: Generate new or dedicate existing revenue for affordable housing
5. Advocating for Rent Control and Just Cause for Eviction Policies
  - Adopt or update rent stabilization policies
  - Adopt or update just cause eviction policies
6. Advocating for Community Land Trusts (CLTs): Support the formation and operation of community land trusts
7. Advocating for Inclusionary Zoning and Impact Fees: Create or review/update inclusionary housing (including in-lieu fees) and commercial linkage fee requirements
8. Inventory of Sites: Ensure that land is equitably zoned for multifamily housing, especially in high-opportunity areas

If you have any questions, please contact me ([krusso@sff.org](mailto:krusso@sff.org)) and our colleagues at Baird + Driskell (Kristy Wang, [wang@bdplanning.com](mailto:wang@bdplanning.com), and Joshua Abrams, [abrams@bdplanning.com](mailto:abrams@bdplanning.com)). We will follow up with you shortly to see if we can provide further support, including technical assistance from the B+D team to further explore some of these policies.

Thank you again for the opportunity to provide input into San Ramon's housing element. We appreciate your efforts to address the housing needs of Bay Area and California residents.

Sincerely,

A handwritten signature in dark ink, appearing to read 'K Russo', with a stylized flourish at the end.

Khanh Russo  
Vice President of Policy and Innovation  
San Francisco Foundation



August 24, 2022



Submitted by email to: [Planning@sanramon.ca.gov](mailto:Planning@sanramon.ca.gov)

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8. Inventory of Sites: Ensure that land is equitably zoned for multifamily housing, especially in high-opportunity areas

If you have any questions, please contact me ([krusso@sff.org](mailto:krusso@sff.org)) and our colleagues at Baird + Driskell (Kristy Wang, [wang@bdplanning.com](mailto:wang@bdplanning.com), and Joshua Abrams, [abrams@bdplanning.com](mailto:abrams@bdplanning.com)). We will follow up with you shortly to see if we can provide further support, including technical assistance from the B+D team to further explore some of these policies.

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Sincerely,

A handwritten signature in dark ink, appearing to read 'K Russo', with a stylized flourish at the end.

Khanh Russo  
Vice President of Policy and Innovation  
San Francisco Foundation

# PBF's Priorities for 6<sup>th</sup> Cycle Housing Elements

August 2022

PARTNERSHIP FOR

THE  
BAY'S  
FUTURE



# Priority Policies and Actions

## 1. **Favorable Zoning and Land Use**

- Make multifamily infill easier to develop
- Allow, require or encourage multifamily housing in more places
- Allow or encourage missing middle housing in single-family neighborhoods
- Provide incentives for affordable housing development
- Provide incentives for affordable ADUs and "missing middle" housing

## 2. **Accelerating Production Timeframes**

- Streamline development approvals and environmental review process for multifamily housing
- Streamline permitting process for multifamily housing

## 3. **Reducing Construction and Development Costs**

- Ensure local requirements are not making development more expensive without requisite benefits
- Actively support the use of modular and factory-built construction methods

## 4. **Providing Financial Subsidies: Generate new or dedicate existing revenue for affordable housing**

## 5. **Advocating for Rent Control and Just Cause for Eviction Policies**

- Adopt or update rent stabilization policies
- Adopt or update just cause eviction policies

## 6. **Advocating for Community Land Trusts (CLTs):** Support the formation and operation of community land trusts (CLTs)

## 7. **Advocating for Inclusionary Zoning and Impact Fees:** Create or review/update inclusionary housing (including in-lieu fees) and commercial linkage fee requirements

## 8. **Inventory of Sites:** Ensure that land is equitably zoned for multifamily housing, especially in high-opportunity areas

# Make multifamily infill easier to develop

Explore the following policies and programs:

- **Revise development codes:** Review multifamily development standards to allow greater density, including floor area ratio, height limits, minimum lot or unit sizes, setbacks, lot coverage and/or allowable dwelling units per acre.
- **Reduced parking requirements:** Adopt policies that reduce parking minimums, establish parking maximums and encourage other practices that reduce cost and the amount of space dedicated to cars.
- **Eliminate design standards:** Eliminate or replace subjective development and design standards with objective standards that simplify zoning clearance and improve approval certainty and timing.
- **Form-based codes:** Establish form-based codes that can be paired  
3 with by-right approvals.



## EXAMPLES

San Francisco, Berkeley and San Diego have eliminated minimum parking requirements in new housing development. San Francisco also has parking maximums.

Redwood City's Downtown Precise Plan links adherence to development standards with a streamlined approvals process.



# Allow, require or encourage multifamily housing in more places

Explore the following policies and programs:

In mixed-use zones where commercial uses outcompete residential uses, cities could:

- **Change zoning standards:** Offer greater FAR, height and other zoning standards for residential developments in mixed use zones.
- **Encourage mixed-use:** Require applicants to build housing when applying to build commercial developments in mixed use zones

Cities can also ensure their regulations don't preclude the development of microunits, single room occupancy (SRO) buildings.



## EXAMPLES

Redwood City's Mixed-Use Neighborhood District allows greater height and FAR for residential-only and mixed-use buildings than for commercial-only buildings.

In 2019, San Jose revised its planning regulations to allow for co-living housing types.

# Allow or encourage missing middle housing in single-family neighborhoods

Explore the following policies and programs:

- **Rezoning:** Rezone in single-family neighborhoods to allow additional ADUs, duplexes, triplexes and other small-scale multifamily ("missing middle") housing
- **New standards and guidelines:** Establish design and development standards and guidelines that support missing middle housing types
- **SB 9 ordinances:** Develop local SB 9 implementing ordinances that encourage and support the creation of small-scale multifamily housing rather than merely comply with state requirements.



## EXAMPLES

Portland has established a strong missing middle policy, including their Better Housing by Design work, focused on design guidelines and related zoning code changes in multi-family zones, and the Residential Infill Project development standards focused on single family neighborhoods.

Eugene, Oregon approved Middle Housing Code Amendments to comply with state law. The amendments include smaller minimum lot sizes, lot size reductions for affordable units, parking reductions for housing built near transit, and other changes.

# Provide incentives for affordable housing development

Explore the following policies and programs:

- **Overlay zones:** Establish an affordable housing overlay zone to encourage the production of below-market-rate affordable housing with targeted incentives or relaxed requirements that go beyond state density bonus law
- **Incentives for developers:** Offer zoning concessions and fee exemptions as incentives to developers of multifamily housing projects which meet [JURISDICTION]'s housing needs, in exchange for an agreement that more than [#%] of the total number of units constructed will be affordable to lower-income households



## EXAMPLES

[Menlo Park's Affordable Housing Overlay Zone](#)

[Foster City's Affordable Housing Overlay Zone](#)

[Oakley's Affordable Housing Overlay Zone](#)

[Sunnyvale's waiver of parking requirements](#)

[Half Moon Bay's waiver of development standards](#)

# Provide incentives for deed-restricted affordable ADUs and "missing middle" housing

Explore the following policies and programs:

- **Lot splits:** Allow nonprofits and community land trusts (CLTs) to sell deed restricted affordable ADUs separately from the main house.
- **Increase ADUs per lot:** Allow nonprofits/CLTs to build two detached, deed restricted, affordable ADUs per property.
- **Community partnerships:** Develop zoning standards that provide additional flexibility to nonprofits/CLTs that want to build ADUs, including 2-story ADUs.
- **Upzoning partnerships:** Allow nonprofits/CLTs to convert single family homes into deed restricted, affordable duplexes, triplexes or quads (more permissive than SB 9)
- **Density bonuses:** Develop rules that extend the density bonus to 100 percent affordable projects smaller than 5 units.



## EXAMPLES

San Diego allows an [extra ADU](#) on a site that has reached the maximum ADU limit if the extra one is deed-restricted affordable.

Piedmont has flexibility built into their ADU ordinance where [larger ADUs are permitted](#) if they are deed restricted affordable for low-income households.

Pasadena incentivizes the creation of ADUs affordable to Section 8 voucher holders with incomes below 80% of AMI. The city offers [comprehensive assistance](#) (with financing, designing, permitting, and constructing) and low-interest construction loans.

[LA ADU Accelerator](#) matches homeowners with older renters, providing landlord support and reliable rent in return for affordability.

[LA Mas's Backyard Homes Project](#)

# Streamline development approvals and environmental review process for multifamily housing

Explore the following policies and programs:

In locations that have not yet met their housing targets, [SB 35](#) pairs a streamlined approval process with objective design standards for infill projects that provide a certain level of affordability and comply with existing residential and mixed-use zoning and other requirements.

Localities could take it further by:

- Establishing [by-right zoning](#) and local systems/dedicated staff for more types of housing beyond SB 35-eligible projects
- Establishing by-right zoning in certain areas or neighborhoods



## EXAMPLES

[Redwood City's Downtown Precise Plan](#)

allows for the ministerial approval of certain multifamily infill projects.



# Streamline permitting process for multifamily housing

Explore the following policies and programs:

- **Improve application processes:** Review application review and approvals process to identify improvements (convene stakeholders, hire an outside firm).
- **Pre-application checks:** Establish pre-application checks to ensure that applications are complete before submission.
- **One-stop-shops:** Establish one-stop-shop permitting process and/or a single point of contact for coordinating permitting across city approval functions (e.g., planning, public works, building) from entitlement application to certificate of occupancy.
- **Special expedited permits:** Establish priority permit processing or reduced plan check times for specific categories of housing (ADU/JADUs, multifamily housing, affordable housing, etc.)



## EXAMPLES

San Diego has an [expedited permitting process](#) for affordable, infill and sustainable buildings.

Seattle has a [expedited approvals program](#) for new construction projects that meet certain sustainability requirements.

San Francisco's [Mayoral Executive Directives](#) on ADUs and setting timelines for approvals have sped up permitting processes by providing a rationale to create a sense of urgency and focus city staff.

San Jose had "[ADU Tuesdays](#)" at the city's permit counter in order to streamline ADU permit processing.

# Ensure local requirements do not make development more costly without requisite benefits

Explore the following policies and programs:

- **Flexible standards:** Provide additional flexibility on development standards, including parking standards, for affordable housing
- **Reduce construction costs:** Review current local construction requirements and building standards for excessive and costly terms



## EXAMPLES

Half Moon Bay's zoning code allows for flexibility in the application of development standards for affordable housing projects.

# Actively support the use of modular and factory-built construction methods

Explore the following policies and programs:

- **Expedited permits:** Establish a clear and expedited approval and permitting process for modular and manufactured homes.
- **Pre-fab trainings:** Conduct or require a training for building officials and relevant staff to ensure they are aware of current state processes and requirements and how they intersect with local authority/responsibilities.

# Generate new revenue and/or dedicate existing revenue towards affordable housing

Explore the following policies and programs:

- **Explore new or increased taxes:** Generate new dedicated revenue for affordable housing. This could include:
  - Sales tax increases
  - General obligation bonds
  - Transient occupancy taxes
  - Parcel taxes
  - Head taxes
  - Business license (landlord) taxes
  - Real estate transfer taxes
  - Vacant property and vacancy taxes
- **Prioritize existing revenue:** Establish priorities or set-aside existing local general funds for affordable housing.



## EXAMPLES

In 2016, Santa Clara County voters and Alameda County voters approved general obligation bonds for affordable housing through Measure A (\$950 million in Santa Clara County) and Measure A1 (\$580 million in Alameda County).

In 2018, Oakland voters approved a vacant property tax that generates revenue for homeless services.

By resolution, San Mateo County's Board of Supervisors established funding priorities – including affordable housing uses – for 2016's Measure K half-cent sales tax extension.

In 2012, San Francisco established its Housing Trust Fund through a set-aside in the General Fund.

# Adopt or update rent stabilization policies

Explore the following policies and programs:

Under [California's Tenant Protection Act of 2019](#) (AB 1482):

- Rent cannot be increased more than 5% + your local CPI (Consumer Price Index) OR 10% annually – whichever of these is lower.

Localities could take it further by:

- Adopting a local ordinance with a smaller allowable annual rent increase
- Adopting a local ordinance that does not sunset in 2030

Localities could also dedicate funding and resources toward education and enforcement.



## EXAMPLES

Several Bay Area jurisdictions have [rent stabilization policies](#) that go beyond state law (such as smaller allowed rent increases), including:

- San Francisco
- San Jose
- Oakland
- Berkeley
- East Palo Alto
- Mountain View
- Richmond

# Adopt or update just cause eviction policies

Explore the following policies and programs:

California's Tenant Protection Act of 2019 (AB 1482) limits the reasons for which tenants can be evicted. This law does not cover all buildings or all tenants. It expires on Jan. 1, 2030.

Localities could take it further by:

- Applying protections on day 1 of a tenancy (instead of day 365)
- Requiring landlords to have a permit in hand before evicting tenants using the "substantial remodel" provision
- Passing a local ordinance that is permanent
- Expanding just cause eviction policies to cover new construction, single-family homes and condominiums

Localities could also dedicate funding and resources toward education and enforcement.



## EXAMPLES

Berkeley, East Palo Alto and Oakland are some Bay Area jurisdictions that have existing permanent Just Cause evictions ordinances.

Most rental units in Oakland and Richmond are subject to their just cause eviction ordinances.



# Support the formation and operation of community land trusts (CLTs)

Explore the following policies and programs:

- **Eligibility:** Ensure CLTs are eligible for local housing funding.
- **Opportunity to Purchase:** Establish a right of first offer/refusal that gives nonprofits/CLTs enhanced ability to buy property
- **CLT Incubation:** Establish an initiative to support the incubation or creation of a new community land trust. Provide financial support to CLTs in the early stages of organizational development.
- **CLT Pipeline Development:** Study the feasibility of requiring new inclusionary ownership units to be stewarded by a CLT.
- **Extra Flexibility:** Give CLTs extra flexibility to develop/steward ADUs, allowing CLTs to sell ADUs to low-income buyers and giving CLTs more flexibility with development standards (multiple ADUs, 2-story ADUs, etc.). See *affordable ADU slide*



## EXAMPLES

In 2018, New York City funded a [citywide CLT initiative](#) to support the incubation/expansion of 10 CLTs

Cities like [Irvine](#) and [Chicago](#) have city sponsored/chartered CLTs that manage the affordable ownership stock.

# Create or review/update inclusionary housing and commercial linkage fee requirements

Explore the following policies and programs:

- **Establish New Inclusionary Requirements:** Require the provision of affordable housing by the private sector through an [inclusionary requirement](#) for market-rate housing (including in-lieu fee options) and a commercial linkage fee paid by new commercial development.
- **Regularly Update Inclusionary Requirements:** Conduct an [inclusionary housing feasibility](#) study in [20XX] and develop policy recommendations on inclusionary zoning in [20XX].



## EXAMPLES

[Inclusionary housing requirements](#) have been widely, but not universally, adopted by jurisdictions across the Bay Area.

[San Mateo](#) (city) and [Boulder, CO](#) are two examples of small to midsize cities that have set up strong inclusionary programs that deliver affordable units and maintain affordability over time.

# Ensure that land is equitably zoned for multifamily housing, especially in high-opportunity areas

Explore the following policies and programs:

- **Zoning:** Rezone sites for [multi-unit housing in high resource areas](#).
- **Public Land:** Set-aside publicly owned land in high opportunity areas for housing development.
- **Affordable Housing Siting Policy:** Develop an affordable housing siting policy to provide affordable housing equitably across a jurisdiction.
- **Tax Credit Competitiveness:** Conduct an analysis of a jurisdiction's geography for [tax credit amenity scoring](#).
  - Zone more land for multi-family in amenity-rich areas, and do land assembly/acquisition in places that score highly for tax credits
  - Address gaps in communities that do not score highly for tax credit amenities, especially if they are high resource areas



## EXAMPLES

Los Angeles's 6th Cycle housing element includes an objective to "[increase the utilization of public land](#) for affordable housing with particular emphasis in high resource and gentrifying areas."

Seattle has a [development siting policy](#) that seeks to provide housing opportunities for the lowest-income and the most vulnerable populations across the city, including amenity-rich neighborhoods.

San Jose has begun a process to develop an [affordable housing siting process](#) to ensure the city meets its fair housing and affordable housing goals, including providing affordable housing in higher-opportunity neighborhoods.

# Other equitable housing policies for further exploration

Explore the following policies and programs:

- **Anti-tenant harassment policies (Oakland and Concord)**
- **Preservation policies including acquisition/rehab models**
- **Transit Oriented Communities (TOC) policies**

# baysfuture.org



**From:** Raayan Zarandian Mohtashemi [REDACTED]  
**Sent:** Tuesday, August 30, 2022 2:47 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Cc:** Clerk <clerk@cityofsanmateo.org>  
**Subject:** August 30th Subcommittee Meeting Comments

Dear General Plan Subcommittee,  
Attached are my comments regarding the draft circulation element, along with one comment regarding the draft land use element. I have reviewed the draft circulation element, and proposed revised language and additional policies and actions throughout the document. Thank you for your review.

Raayan Mohtashemi  
Team Lead, Move San Mateo (Silicon Valley Bicycle Coalition San Mateo Local Team)



Dear General Plan Subcommittee,

Below is my preliminary review of the circulation element (with one comment regarding the land use element). One broad comment I would make is that while it is good to recognize the importance of multimodal streets, we should, in the general plan, clarify that active transportation modes are to be prioritized.

When reviewing the circulation plan, I encourage you to ask: does the policy/program focus on one or more of the following?

1. Increasing active transportation (walking, biking, other micromobility) mode share
2. Increasing transit mode share
3. Reducing driving
4. Making biking or walking safer
5. Making transit faster/more convenient

Further, some elements that should be included in the plan, in my opinion:

6. El Camino Road diet, and/or El Camino HOV/bus-only lanes/BRT improvements
7. Higher standards for bicycle boulevards (not just pavement markings and signage)
8. Cost of parking better reflecting the negative impacts that cars have on safety and livability of cities
9. A reexamination of the capital program's alignment with the general plan goals, policies, and actions, and alignment with the state climate action plan for transportation infrastructure and other climate goals
10. Fully funding the re-evaluated capital program
11. Connecting divided neighborhoods
  - a. Put a cap on Highway 101, to replace the freeway with a mixed-use neighborhood with abundant housing and open space.
  - b. Grade separations, El Camino Real Improvements, and Hwy 92 Improvements
12. Move away from LOS analysis to determine "feasibility" of certain active transportation improvements
13. Invest more staff time/bandwidth and funds in active transportation and transit improvements as opposed to roadway improvements

Below, please see my specific proposed revision to the goals, policies, and actions listed in the draft circulation element. I have bolded/highlighted where I am proposing a revision, and I have listed each draft statement as it appears in the draft plan for comparison.

Thank you,  
Raayan Mohtashemi

## Goal C-1: Multimodal Transportation

Design and implement a multimodal transportation system that is sustainable, safe, and accessible for all users and that connects the community utilizing all modes of transportation.

**Revised language:** “Design and implement a multimodal transportation system that **prioritizes transit and active transportation modes**, is sustainable, safe, and accessible for all users, and connects the community.”

### Policies:

1. C-P1.1 - Sustainable Transportation: Reduce GHG emissions from transportation by increasing mode shares for sustainable travel modes such as walking, bicycling, and transit.
  - a. **Revised language:** “**Reduce VMT and** GHG emissions from transportation by increasing mode shares for sustainable travel modes such as **active transportation and transit modes**.”
2. C-P1.2 - Complete Streets: Apply complete streets design standards to future projects both in the public right-of-way and on private property. Complete streets are streets designed to facilitate safe, comfortable, and efficient travel for all users regardless of age or ability or whether they are walking, bicycling, taking transit, or driving.
  - a. **Revised language:** “Apply complete streets design standards to future projects both in the public right-of-way and on private property. Complete streets are streets designed to facilitate safe, comfortable, and efficient travel for all users regardless of age or ability or whether they are walking, bicycling, taking transit, or driving. **Complete streets standards should clarify that active transportation and transit mobility should be prioritized over driving convenience**.”
3. C-P1.3 - Vision Zero: Work towards eliminating traffic fatalities and serious injuries. Use a safe systems approach for transportation planning, street design, operations, emergency response, and maintenance that proactively identifies opportunities to improve safety where conflicts between users exist.
4. C-P1.4 - Prioritize Pedestrian and Bicycle Mobility Needs: Prioritize pedestrian and bicycle mobility, connectivity, and safety when designing roadway and intersection improvements.
  - a. **Revised language:** Prioritize **Active Transportation and Transit** Mobility Needs (Active transportation and transit first policy): “Prioritize **active transportation and transit** mobility, connectivity, and safety when designing roadway and intersection improvements.”
5. C-P1.5 - El Camino Real: Prioritize high-capacity travel along El Camino Real
  - a. **Revised language:** “Prioritize high-capacity travel **and safety for active transportation and transit modes** along El Camino Real”
6. C-P1.6 - Transit-Oriented Development: Increase access to transit and sustainable transportation options by encouraging high density mixed-use transit-oriented development near the City’s Caltrain stations and transit corridors

- a. **Revised language:** “Increase access to transit and **active** transportation options by encouraging high density **housing-heavy** mixed-use transit-oriented development near the City’s Caltrain stations and transit corridors.”
7. C-P1.7 - Equitable Multimodal Network: Prioritize new amenities, programs and multimodal projects, developed based on community input and data analysis, in San Mateo’s disadvantaged neighborhoods
8. C-P1.8 - New Development Fair Share: Require new developments to pay a transportation impact fee to mitigate cumulative transportation impacts
9. C-P1.9 - Dedication of Right-of-Way for Transportation Improvements: Require dedication of needed right-of-way for transportation improvements identified in adopted City plans, including pedestrian facilities, bikeways, and trails.
10. C-P1.10 - Inclusive Outreach: Involve the community in the City’s efforts to design and implement a multimodal transportation system that is sustainable, safe, and accessible for all users. Use outreach and engagement methods that encourage broad representation and are culturally sensitive, particularly for historically underserved communities.

## Actions

1. C-A1.1 - Complete Streets Plan: Complete and implement the Complete Streets Plan to improve the City’s circulation network to accommodate the needs of street users of all ages and abilities.
  - a. **Revised language:** “Complete and implement the Complete Streets Plan to improve the City’s circulation network to accommodate the needs of street users of all ages and abilities **and prioritize active transportation and transit modes.**”
2. C-A1.2 - Vision Zero Plan: Complete and regularly update a Plan that uses a safe systems approach to work towards Vision Zero and identifies specific citywide changes to policies, practices, funding, and other action items that will reduce speeding, collisions, and collision severity.
3. C-A1.3 - El Camino Real Plan: Collaborate with Caltrans, SamTrans, and other partners to prepare and implement a plan to accommodate higher capacity and frequency travel along El Camino Real, exploring Bus Rapid Transit and other modes of alternative transportation.
  - a. **Revised language:** “Collaborate with Caltrans, SamTrans, and other partners to prepare and implement a plan to accommodate **safer, higher capacity, and higher** frequency travel along El Camino Real, **such as Bus Rapid Transit, bicycle facilities, and other modes of alternative transportation.**”
4. C-A1.4 - Safe Routes for Seniors: Develop a “safe routes for seniors” program to promote active transportation connections for seniors in collaboration with seniors’ organizations. Prioritize improvements for seniors in disadvantaged communities.
5. C-A1.5 - Data Driven Approach to Project Design and Prioritization: Inform the prioritization of improvement projects through the consistent collection and analysis of modal activity data which reveals where the highest concentration of pedestrian, bicycle, and transit trips occur.

6. C-A1.6 - Safety Education: Pursue safety education to increase awareness for all street users
7. C-A1.7 - Transportation Funding: Regularly update adopted City master plans to secure reliable funding for transportation infrastructure projects identified in these plans.
  - a. **Revised language:** Regularly update adopted City master plans to secure reliable, **dedicated** funding for transportation infrastructure projects identified in these plans.
8. C-A1.8 - Transportation Fees: Adopt and maintain fees and fiscal policies to fund circulation improvements and programs equitably and achieve operational goals.
9. C-A1.9 - Performance and Monitoring: Monitor the City's mode split progress on reducing VMT and reducing GHG emissions from VMT, as data is available.
10. **Proposed action:** Review projects in the city's capital improvement plan based on their alignment with the State Climate Action Plan for Transportation Infrastructure and other climate goals. Modify projects and/or project list based on recommendations from this review.
11. **Proposed action:** Establish a realistic, ambitious, time-based goal to fully complete all infrastructure projects outlined in the city's revised capital improvement program and improvements outlined in other plans. Identify increases in staffing levels needed in order to meet that goal.

## Goal C-2: Transportation Demand Management

Use transportation demand management (TDM) to reduce the number and length of single-occupancy vehicle trips and encourage sustainable travel behaviors through policy, zoning strategies, and targeted context-appropriate programs and incentives.

### Policies

1. C-P2.1 - TDM Requirements: Require new or existing developments that meet specific size, capacity, and/or context conditions to implement TDM strategies.

### Actions

1. C-A2.1 - Implement TDM Ordinance: Develop and implement a citywide TDM ordinance for new developments with tiered trip reduction and VMT reduction targets and monitoring that are consistent with the targets in their relevant area plans. Consider parking requirement reductions for projects that include TDM measures.
  - a. **Revised language:** "Develop and implement a citywide TDM ordinance for new developments with tiered trip reduction and VMT reduction targets and monitoring that are consistent with the targets in their relevant area plans. **Reduce parking requirements** for projects that include TDM measures.

2. C-A2.2 - TDM Education and Outreach: Pursue education for developers and employees about programs and strategies to reduce VMT, parking demand, and the resulting benefits.
3. C-A2.3 - Leverage TDM Partnership Opportunities: Work with regional partners to identify and fund TDM strategies that can be implemented at new and existing developments.
4. C-A2.4 - Facilitate TDM Services: Facilitate the provision of TDM services to employees and residents through development agreements, TMAs, and coordination with regional partners.
5. C-A2.5 - Travel to Schools: Reduce private automobile school trips and support student health by collaborating with private and public partners to increase the number of students walking or bicycling to school through expanded implementation of Safe Routes to School. Prioritize school travel safety improvements in disadvantaged communities.
  - a. **Revised language:** "Reduce private automobile school trips and support student health by collaborating with private and public partners to increase the number of students **getting to school with active transportation or transit** through expanded implementation of Safe Routes to School. Prioritize school travel safety improvements in disadvantaged communities."
6. Action C-A2.6 - New Development Shuttle Services: As an option to fulfill TDM requirements, encourage new developments to provide shuttle services to and from activity centers such as the College of San Mateo, Caltrain stations, Downtown, or the Hillsdale Shopping Center. Shuttle service should accommodate the needs and schedules of all riders, including service workers.
  - a. **Revised language:** New Development Shuttle Services **and/or Transit Supplement:** "As an option to fulfill TDM requirements, encourage new developments to provide shuttle services to and from activity centers such as the College of San Mateo, Caltrain stations, Downtown, or the Hillsdale Shopping Center. Shuttle service should accommodate the needs and schedules of all riders, including service workers. **Alternatively, encourage new developments to fund SamTrans transit service in an equal or greater amount as to the cost of running shuttle service.**"
7. C-A2.7 - Unbundled Parking: Encourage residential developments to unbundle the costs of providing dedicated parking spaces. Encourage additional parking capacity created by unbundling to be reallocated as shared or public parking spaces.
  - a. **Require** all residential developments to unbundle the costs of providing dedicated parking spaces. Encourage additional parking capacity created by unbundling to be reallocated as shared or public parking spaces in areas with high parking demand."
8. **Proposed Action:** Parking cashout and post-tax transit/active transportation benefits: **"Require all new developments that do not unbundle parking to offer a parking cash-out program and to provide a post-tax transit or active transportation equal in value to the cost of providing vehicle parking."**

## Goal C-3: Pedestrians

Build and maintain a safe, connected, and equitable pedestrian network that provides access to community destinations such as employment centers, transit, schools, shopping and recreation.

### Policies

1. C-P3.1 - Pedestrian Network: Create and maintain a safe, walkable environment in San Mateo to increase the number of people who choose to walk. Maintain an updated recommended pedestrian network for implementation.
2. C-P3.2 - Pedestrian Enhancements with New Development: Require new development projects to provide sidewalks and pedestrian ramps and to repair or replace damaged sidewalks, in addition to right-of-way improvements identified in adopted City master plans. Encourage new developments to include pedestrian-oriented design to facilitate pedestrian path of travel.
3. C-P3.3 - Right-of-Way Improvements: Require new developments to construct or contribute to improvements that enhance the pedestrian experience including human-scale lighting, streetscaping, and accessible sidewalks.
4. C-P3.4 - Utility Undergrounding: Require new private development to underground utilities adjacent to the site.
5. **Proposed policy:** Guarantee safe access to recreational spaces, including but not limited to open spaces and car-free streets, for all modes of transportation.

### Actions

1. C-A3.1 - Implement Pedestrian Improvements: Implement goals, programs, and projects in the City's adopted plans that improve the comfort, safety, and connectivity of the pedestrian network.
2. C-A3.2 - Utility Underground Requirements: Amend the San Mateo Municipal Code to require new private development to underground utilities on and adjacent to the site and to install and maintain signs, streetlights, and street landscaping adjacent to sidewalks.
3. C-A3.3 - Pedestrian Trails and Routes Awareness: Increase awareness of existing trails and routes by working with outside agencies and developers to promote these amenities to residents. Continue collaborating with the County on development of the trail network.
4. C-A3.4 - Access for Users of All Ages and Abilities: Implement the ADA Transition Plan and maintain accessible streets and sidewalks. Use industry standards for guidance when implementing design standards.
5. C-A3.5 - Pedestrian Connectivity: Incorporate design for pedestrian connectivity across intersections in transportation projects to provide safe interaction with other modes.
6. C-A3.6 - Safe Routes to School: Fund and implement continuous Safe Routes to School engagement with San Mateo elementary, middle, and high schools, and provide support to increase number of students walking to school.
  - a. **Revised language:** "Fund and implement continuous Safe Routes to School engagement with San Mateo elementary, middle, and high schools, and provide



support to increase the number of students using active transportation or transit to get to school.”

7. C-A3.7 - Downtown Pedestrian Mall: Complete design and fund improvements to fully transition B Street between 1st Street and 3rd Street into a pedestrian mall.
  - a. **Revised language:** “Complete design and fund improvements to fully transition B Street between 1st Avenue and 3rd Avenue into a pedestrian mall. Extend the pedestrian mall to B Street between Baldwin Avenue and 1st Avenue.
8. **Proposed action:** Require the safety and quality of sidewalks fronting all properties to be assessed at point of sale. Require the existing or new owner to repair the sidewalk if minimum safety/quality conditions are not met. Provide exemptions for low income individuals from this requirement. Prioritize sidewalk repair program funding for historically marginalized/equity priority communities and/or for low income individuals.
9. **Proposed action:** Implement bulbouts and daylighting at all intersections to reduce crossing distances and improve line of sight, taking into account conflicts with bicycle facilities.
10. **Proposed action:** Implement lead pedestrian intervals and automatic actuation pedestrian signals at all signalized intersections.

## Goal C-4: Bicycles and Micromobility

Build and maintain a safe, connected, and equitable bicycle and micromobility network that provides access to community destinations such as employment centers, transit, schools, shopping, and recreation.

**Revised language:** “Build and maintain a safe, connected, and equitable bicycle and micromobility network that provides access to community destinations such as employment centers, transit, schools, shopping, and recreation. Ensure that every street ensures a minimum level of safety and falls below a maximum level of traffic stress for bicyclists and other micromobility users, depending on roadway characteristics.”

## Policies

1. C-P4.1 - Bicycle Network: Create and maintain a bike-friendly environment in San Mateo and increase the number of people who choose to bike.
2. C-P4.2 - Bicycle Master Plan: Maintain an updated recommended bicycle network for implementation in the adopted Bicycle Master Plan and related City plans.
3. C-P4.3 - First- and Last-Mile Connections: Encourage and facilitate provision of bicycle safety and connectivity.
4. C-P4.4 - Bicycle Related Technology: Explore ways to use technology to improve bicycle safety and connectivity.
5. C-P4.5 Bicycle Improvements: Require new developments to construct or contribute to improvements that enhance the cyclist experience including bike lanes.
6. C-P4.6 - Coordination with other City Projects: Maximize opportunities to implement bicycle facilities through other City of San Mateo projects.

7. C-P4.7 - Interjurisdiction Coordination: Continue to coordinate with adjacent jurisdictions and regional partners in the development of connected bicycle and pedestrian facilities and regional trails as identified in adopted City plans.
8. **Proposed policy:** Ensure that every street maintains a basic level of safety and falls below a maximum level of traffic stress for bicyclists and other micromobility users, depending on roadway characteristics.
9. **Proposed policy:** Switch parking and bike lanes so that bike lanes are closest to the curb, and parking provides a buffer between the vehicle travel lane and the bike lane.

## Actions

1. C-A4.1 - Bicycle Master Plan Implementation: Implement the Bicycle Master Plan's recommended programs and projects to create and maintain a fully connected, safe, and logical bikeway network and coordinate with the countywide system. Update the Bicycle Master Plan and related adopted City plans to reflect future bicycle and micromobility facility needs to support the City's circulation network. Provide an adequate supply of short- and long-term bicycle parking to support increased ridership.
  - a. **Revised language:** "Implement the Bicycle Master Plan's recommended programs and projects to create and maintain a fully connected, safe, and logical bikeway network and coordinate with the countywide system. Update the Bicycle Master Plan and related adopted City plans to reflect future bicycle and micromobility facility needs to support the City's circulation network. Provide an adequate supply of short- and long-term bicycle parking, including publicly accessible secure and covered bicycle parking, to support increased ridership."
2. C-A4.2 - Paving Coordination: Coordinate and fund the implementation of bicycle facilities identified in the Bicycle Master Plan with the City's paving program.
3. C-A4.3 - Connectivity Across Freeway Barriers: Conduct feasibility studies and design alternatives for overcrossings at US 101 and SR 92 to facilitate connectivity across major barriers.
4. C-A4.4 - Bay Trail: Identify State and County programs to continue pursuing safe pedestrian and bicycle access to and extension of the San Francisco Bay Trail through coordination with neighboring jurisdictions.
5. C-A4.5 - Crystal Springs: Pursue safe pedestrian and bicycle access to San Francisco Water District lands via Crystal Springs Road through coordination with the Town of Hillsborough and with State and County assistance.
6. C-A4.6 - Bicycle Detection Devices: Install innovative signal modifications on existing and planned bikeways to detect bicyclists and micromobility users' presence at intersections and facilitate their safe movement through the intersection.
7. C-A4.7 - Increased Bicycle Capacity on Caltrain and SamTrans: Coordinate with Caltrain and SamTrans to support increased bicycle capacity on transit vehicles and to provide an adequate supply of secure covered bicycle and micromobility parking at Caltrain stations, transit centers, and major bus stops.
8. **Proposed action:** Identify and implement dedicated funding sources for bicycle master plan implementation

9. **Proposed action:** Reconnecting communities: Unite the North Central and Shoreview communities by capping hwy 101 from Peninsula Avenue to Highway 92 interchange, creating a new neighborhood and safe east-west multimodal connections.
10. **Proposed action:** Adopt minimum traffic calming standards for all streets including but not limited to modal filters and speed cushions.
11. **Proposed action:** Create a modal filter program to restrict cut-through traffic on residential streets.
12. **Proposed action:** More aggressively pursue a shared micromobility operator, and work with the County and region to attract a multi-jurisdictional operator already operating in major cities in the region.
13. **Proposed action:** Prioritize quick-build projects to more quickly implement infrastructure plans.

## Goal C-5: Transit and Mobility Services

Make transit a viable transportation option for the community by supporting frequent, reliable, cost-efficient, and connected service.

**Revised language:** “Make transit a viable and prioritized transportation option for the community by supporting frequent, reliable, cost-efficient, and connected service.”

### Policies:

1. C-P5.1 - Increase Transit Ridership: Work with SamTrans and Caltrain to increase transit ridership.
2. C-P5.2 - Caltrain: Support Caltrain as a critical transit service in the City and Peninsula
3. C-P5.3 - California High Speed Rail: Support and facilitate local and regional efforts to implement High Speed Rail. Work to provide multimodal connections between San Mateo and planned High Speed Rail stations.
4. C-P5.4 - Safety at At-Grade Rail Crossings: Eliminate existing at-grade rail crossings to improve safety and local multimodal circulation.
5. C-P5.5 - Transit Safety: Prioritize improvements to increase safety, access, comfort, and educate the public about the benefits of transit use at transit centers and bus stops in disadvantaged communities, along commercial corridors, and in dense, mixed-use neighborhoods.
6. C-P5.6 - Transit Access in New Developments: Require new development projects to incorporate design elements that facilitate or improve access to public transit.
7. **Proposed Policy:** Prioritize transit and active transportation mode travel at intersections and on congested roadways.

### Actions

1. C-A5.1 - Grade Separation Study: Conduct a grade separation feasibility study for all at-grade rail crossings in San Mateo. Identify funding to complete these grade crossing improvements.

2. C-A5.2 - Transit Experience Improvements: Prioritize installing new transit shelters and benches or other seating and an energy-efficient street lighting program at transit stops in disadvantaged communities and areas that improve transit access, safety and experience.
3. C-A5.3 - Transit Ridership: Coordinate with SamTrans, Caltrain, and Joint Powers Board (JPB) to support implementation of transit improvements, including the following:
  - a. Transit priority treatments, such as signal priority, on high frequency transit corridors
  - b. Extended hours to provide service for shift workers
  - c. Bus rapid transit (BRT) in San Mateo
  - d. Caltrain modernization, electrification, transit experience improvements, and increased service frequency
  - e. Support implementation of Caltrain's business plan, including increased service to San Mateo's three stations.
  - f. Improve Caltrain station access by ensuring sidewalks and bikeways near each station are designed to provide safe and convenient access to and from transit
  - g. Support regional transit integration and expansion efforts to improve seamless access to BART, High Speed Rail, and other regional transit systems
4. C-A5.4 - Shuttle Programs: Continue to support public shuttle programs connecting to Caltrain stations. Work to expand public awareness and access to shuttles and expand shuttle service. Support the implementation of publicly accessible private shuttles.
5. **Proposed action:** Microtransit: Evaluate cost-benefit ratio of cost to ridership demand for microtransit service in lower density portions or equity priority communities in the City.

## Goal C-6: Roadway Improvements

Achieve a transportation system that accommodates future growth, reduces vehicle miles traveled (VMT) per capita, and maintains efficient operations for all modes.

**Revised language:** "Achieve a transportation system that improves user safety, reduces vehicle miles traveled (VMT) per capita, and maintains efficient operations for all modes, with safety and reduced vehicle speeds prioritized over efficient operations."

### Policies

1. C-P6.1 - Roadway Operations: Maintain acceptable roadway operations for all intersections and all modes within the City.
  - a. **Revised language:** "Maintain acceptable roadway operations for all intersections and all modes within the City without adding additional automobile capacity, including turn pockets, to the roadway, in alignment with state climate goals." (One more lane won't fix it)

2. C-P6.2 - Circulation Improvement Plan: Maintain a transportation network that will accommodate future growth, reduce VMT per capita, and equitably implement complete streets.
3. C-P6.3 - Local Transportation Analysis: Require site-specific transportation impact analysis following the City's adopted Transportation Impact Analysis (TIA) Policy for development projects where there may be an adverse condition or effect on the roadway system.
4. C-P6.4 - Neighborhood Traffic: Implement traffic calming measures on residential streets to reduce the volume of passthrough traffic and vehicular speeds.
  - a. **Revised language:** Implement traffic calming measures on residential streets to reduce the volume of passthrough traffic and vehicular speeds. **Such traffic calming measures should include, but not be limited to, modal filters, turn restrictions, traffic diverters, and speed cushions.**
5. C-P6.5 - Truck Routes: Maintain and update the truck route network to utilize roadways that are adequately designed for truck usage and minimize potential conflicts with other transportation modes.
6. C-P6.6 - Capital Improvement Program: Prioritize improvements that increase person throughput in project prioritization in order to reduce VMT.
  - a. **Revised language:** "Prioritize improvements that increase person throughput **without adding automobile capacity to the system** in project prioritization in order to reduce VMT, **in alignment with state climate goals.**"
7. C-P6.7 - Traffic Signal Installation: A warrant analysis may be used to determine the need for signalization and shall include consideration of both existing and projected traffic and pedestrian volumes, traffic delays and interruptions, collision history, and proximity of sensitive land uses, such as schools. A development project may be required to fund signalization and maintenance of off-site unsignalized intersections if warranted as determined by the appropriate transportation analysis.
8. Policy C-P6.8 - Emergency Signal Preemption - Require new and upgraded signals to include pre-emption for emergency vehicles to maintain and enhance emergency response times.
9. **Proposed policy:** **Take actions to physically reduce the speeds of vehicles on most streets in the City to below 25 mph.**
10. **Proposed policy:** **Realign capital improvement program with the state climate action plan for transportation infrastructure**
11. **Proposed policy:** **Incentivize the adoption of speed governors.**

## Actions

1. C-A6.1 - Multimodal Level of Service Standard - Evaluate and adopt an operational metric for all roadway users that accounts for the safe, equitable, and efficient roadway access.
2. C-A6.2 - Prioritization and Timing of Roadway Improvements: Revise the Capital Improvement Program (CIP) prioritization system to include additional criteria such as: potential to reduce vehicle miles traveled (VMT) per capita; proximity to high-injury

locations identified in the Local Roads Safety Plan; eligibility and availability of grant or other funding source; benefit or harm to disadvantaged communities; and correlation with the distribution and pace of development, reflecting the degree of need for mitigation.

3. C-A6.3 - Congestion Management: Work with neighboring agencies and regional partners, such as the City/County Association of Governments of San Mateo County (C/CAG) to implement traffic management strategies and technologies, such as signal coordination, to manage local traffic congestion.
4. **Proposed action:** Implement speed governors on the entire non-emergency city fleet so that all vehicles in the fleet operate at safer, slower speeds.
5. **Proposed action:** Provide a tax break/rebate to owners of vehicles registered to residents or employees in San Mateo that use speed governors to incentivize the adoption of speed governors.

## Goal C-7: Parking Management

Use parking, enforcement and curb management strategies to effectively administer parking supply and maximize utilization of public assets.

### Policies

1. C-P7.1 - Parking Management: Manage parking through appropriate pricing, enforcement, and other strategies to support economic growth and vitality, transportation equity, and environmental sustainability. Ensure that the available parking supply is utilized at levels that meet ongoing needs without inducing additional demand or hindering future development.
2. C-P7.2 - Shared parking: Encourage new and existing developments, especially those in mixed-use districts, to share parking between uses to maximize the existing parking supply, minimize the amount of new parking construction, and encourage “park once” behavior in commercial areas.
  - a. **Revised language:** “Require new and existing developments, especially those in mixed-use districts, to share parking between uses to maximize the existing parking supply, minimize the amount of new parking construction, and encourage “park once” behavior in commercial areas.”
3. C-P7.3 - Public Parking: Maximize opportunities to expand the availability of existing parking by supporting the use of public/shared parking at private developments, discouraging reserved parking at new developments, providing incentives for developments to include shared/public parking, and allowing developers to fund public parking in-lieu of meeting parking demand/requirements on site.
4. C-P7.4 - Bicycle Parking: Require the provision of bicycle parking as part of new private developments.
5. C-P7.5 Curbside Management: Manage the supply and utilization of the curb to maintain an optimal balance between mobility, storage, placemaking, and loading uses allowing



for flexibility for adaptive re-use, safety improvements, and activation of curb space whenever possible.

6. C-P7.6 - Loading Areas in New Developments: Require adequate off-street loading in new development. Consider shared loading where feasible.

## Actions

1. C-A7.1 Parking Maximums: Amend the zoning ordinance to replace parking minimums with parking maximums to allow developers and the City the flexibility to provide parking at levels that encourage desired development and are appropriate to the conditions of the development and its context.
2. C-A7.2 - Parking Management Strategies: Deploy enhanced parking management strategies, parking enforcement, and evaluate dynamic parking pricing strategies that fluctuate based on peak parking and/or district level parking demands.
  - a. **Revised language:** “Deploy enhanced parking management strategies, parking enforcement, and **implement** dynamic parking pricing strategies that fluctuate based on peak parking and/or district level parking demands.”
3. C-A7.3 - Curbside Management Strategies: Evaluate and implement curb management strategies such as incentivizing or discouraging certain types of trips, mode choices, and behaviors in favor of broader mobility goals.
4. C-A7.4 - Emerging Technology for Curbside Management: Evaluate and implement performance monitoring and evaluation systems, such as digitization of curbside assets, to dynamically manage evolving curbside demands.
5. C-A7.5 - Truck Loading: Evaluate and implement ways to reduce conflicts between truck loading and pedestrian, bicycle, and transit networks.
6. C-A7.6 - Public Bicycle Parking: Install safe, useful, and convenient short and long-term bicycle parking facilities in the public right-of-way or near key destinations, City facilities, and transit facilities.
  - a. **Revised language:** “Install safe, useful, and convenient short and long-term bicycle parking facilities in the public right-of-way or near key destinations, City facilities, and transit facilities. **Also install secure, covered, bicycle parking near key destinations, City facilities, and transit facilities.**”
7. C-A7.7 - Mechanical Parking Lift: Adopt and maintain an updated mechanical parking lift code or policy

## Goal C-8: Future Mobility and Technology

Build a values-driven regulatory, management, and partnership framework that flexibly encourages emerging transportation technologies in service of City and community goals.

#### Policies:

1. C-P8.1 - Emerging Technologies: Monitor, evaluate, test, and implement new technologies that expand options for safe and efficient trip making.
2. C-P8.2 - Equitable Mobility Options: Prioritize the needs and perspectives of residents of disadvantaged communities, those who speak limited English, and low-income, senior, and disabled travelers in the design, deployment, and management of new mobility services and technologies.
3. C-P8.3 - Mobility Data: Leverage mobility data to support new policies, investments, and programmatic actions in service of City goals.

#### Actions:

1. C-A8.1 - Umbrella Regulations for Modern Mobility: Develop comprehensive regulations and infrastructure standards that are not exclusive to specific service providers and that support a spectrum of digital information, micromobility services, and connected and autonomous vehicles.
2. C-A8.2 - Strategic Partnerships and Pilots: Create strategic partnerships and pilots with the mobility industry and community organizations that increase mobility options for San Mateans.
3. C-A8.3 - Future-Ready Infrastructure: Establish public realm policies and tools that reflect San Mateo's goals and priorities in the design and management of streets, curbs, sidewalks, and parking facilities to account for emerging mobility trends and changes in demand over time.
4. C-A8.4 - Equitable Mobility Technology: Develop an equitable mobility policy and data sharing requirements for vendors to ensure equitable deployment of emerging mobility options with consideration of residents who may be digitally challenged.
5. C-A8.5 - Intelligent Transportation Systems: Evaluate and deploy Intelligent Transportation Systems (ITS) measures to efficiently manage traffic operations and incident response, enhance transit service efficiency, and better detect and prioritize the travel and safety of people walking and biking.

#### One point about land use:

Action LU-A8.5 - North Central Plan: Prepare a plan for North Central that addresses the community's health and safety needs and improves circulation patterns in the neighborhood based on community direction. Balance safety improvements with preserving the existing parking supply.

Proposed revision: "Prepare a plan for North Central that addresses the community's health and safety needs and improves circulation patterns in the neighborhood based on community direction. **Improve safety while optimizing existing parking supply.**"

**From:** Strive San Mateo <email@strivesanmateo.org>  
**Sent:** Tuesday, August 30, 2022 8:32 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** New message on Strive San Mateo

**Name:** Sean Lacson

**Email:** [REDACTED]

**Message:** Hello, I am a member of Move San Mateo, a sub branch of Silicon Valley Bicycle Coalition. I am also a member of Peninsula For All. My comments are my own.

I recently attended the General Plan Subcommittee Meeting #12 held on 8/30 at 6pm. One of the subcommittee member's comments was about policy Policy C-P5.1. They asked why it was necessary to have this goal in the General Plan, as the city cannot do much to increase ridership.

I argue that there are ways the city can create policies in the general plan to help increase ridership and reduce single occupancy vehicle trips. One way is to create a policy within goal LU-3 to actively find ways to rezone single family zones in underserved neighborhoods to mixed use zoning. Underserved communities are often food/service deserts because the nature of single family zoning excludes retail and services businesses from operating in those areas. By creating diverse zoning in food deserts, the city can encourage active transportation over vehicle use, and work with transit agencies to expand bus routes into these neighborhoods.

Additionally, the city can use Policy LU-P14.1 Inter-Agency Cooperation as an example for increasing transit ridership. The city should create a policy to find ways for Caltrans and Samtrans to cooperate with other transit agencies to coordinate schedules and create synergistic transit routes. One example would be for Caltrans and BART to cooperate more on seamless transfers between stops at the Millbrae station. Seamless transfers create a positive and realistic alternative to vehicle trips. Another would be for SamTrans and AC Transit to bring back the Hayward-Hillsdale bus line, but with more frequent trips to encourage service workers and shoppers alike to use the bus over vehicles for trips across the San Mateo bridge.

Thank you for your time and consideration.

Best,  
Sean Lacson

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**Date:** August 31, 2022

**Time:** 3:31 am

**Page URL:** <https://strivesanmateo.org/participate-online/>

**User Agent:** Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko)

**Chrome/104.0.5112.102 Safari/537.36**

**Remote IP:** 24.7.20.159

**Powered by:** Elementor

**From:** Levaggi, Scott [REDACTED]  
**Sent:** Friday, September 2, 2022 9:59 AM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** Downtown SM

Team

Closing down B street is step in right direction. Now we need to make it look desirable.

I suggest

1. Get rid of plastic road blocks and get professional. That can be raised or lowered below ground if needed to have emergency vehicles drive down



2.

The City needs to build "CONSISTENT" permanent structures that would still allow for emergency vehicles to drive down middle of b street if needed.

You need to make consistent and classy. Not fold down table and chairs. Make it enjoyable to walk the street. Even string Lights from one side of the Street to the other (attach to buildings) to create ambiance.



Pass cost on to landlords as you are giving them increased footage that they did not have before....  
Finally level the street and make it presentable...



Thanks for listening

Scott Levaggi

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**From:** Ken A red [REDACTED]  
**Sent:** Monday, September 5, 2022 2:26 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Cc:** Gita Dev [REDACTED]; Gladwyn d'Souza [REDACTED]  
**Subject:** Fwd: Council Meeting Sept 6, 2022: Sierra Club Comments on Draft General Plan Goals, Policies, and Actions, July 2022

Sent from my iPad

Begin forwarded message:

**From:** Gita Dev <[REDACTED]>  
**Date:** September 5, 2022 at 1:29:22 PM PDT  
**To:** [citycouncil@cityofsanmateo.org](mailto:citycouncil@cityofsanmateo.org)  
**Cc:** Sierra Club Chair Conservation Comm Gladwyn d'Souza [REDACTED], Ken A red [REDACTED]  
**Subject:** Council Meeting Sept 6, 2022: Sierra Club Comments on Draft General Plan Goals, Policies, and Actions, July 2022

*Mayor Bonilla and Members of the City Council  
City of San Mateo  
Via email: [citycouncil@cityofsanmateo.org](mailto:citycouncil@cityofsanmateo.org)*

**Subject: Comments on Draft General Plan Goals, Policies, and Actions, July 2022**

Dear Mayor Bonilla and Members of the San Mateo City Council and Planning Commission,

The Sustainable Land Use Committee of the Loma Prieta Chapter of the Sierra Club (SLU) advocates on land use issues in San Mateo and Santa Clara Counties. Thank you for providing the opportunity for SLU to provide input on the Draft General Plan Goals, Policies, and Actions, July 2022.

The overall draft is a good start, but there is still opportunity for improvement. SLU has previously commented on the evolving General Plan (GP) in three major letters (May 13, 2021, February 16, 2022 and April 26, 2022). We ask that you review those letters as they all make significant comments on the GP. In this letter we will highlight the most important themes from our earlier letters, with comments on five chapters (2, 3, 4, 6 and 8). The attachment to this letter will comment specifically on the certain goals, policies and actions in the draft.

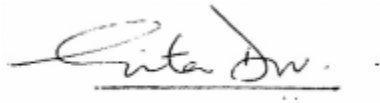
Major Themes:

1. The lack of housing, particularly affordable housing, is a major crisis and needs to be strongly addressed. Much higher housing density is needed, particularly within ½ mile of transit. See our Guideline for Downtown and Station Area plans (<https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u4142/D-SAP%20Guidelines%20Rev%2010-14-19.pdf>)
2. The changes envisioned by the GP need to use this opportunity to green the city. The GP needs to pursue Green Streets, more parks/open space, and more pedestrian and bike paths. See our Guidelines on Green Streets (<https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u4142/Green%20Streets%20Presentation%20-%201-20-21%20DC.pdf>)
3. The GP needs to more clearly advance concepts to make more neighbors compact and walkable. This includes the 15-minute neighborhood and Barcelona “superblocks” concepts.
4. Resilience and Sea Level Rise need to be fully planned for and should emphasize nature -based approaches for adaptation to rising sea levels and flooding.

In the following, we provide specific comments to the Goals, Policies and Actions.

We ask that you consider these comments as you refine and finalize the GP.

Respectfully Yours,



Gita Dev, FAIA, Co-Chair

*Sustainable Land Use Committee  
Sierra Club Loma Prieta Chapter*

Cc: James Eggers, Executive Director, Sierra Club Loma Prieta Chapter

Gladwyn d'Souza, Conservation Chair, Sierra Club Loma Prieta Chapter

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## **SIERRA CLUB specific Comments on Draft General Plan Goals, Policies, and Actions - July 2022**

Below are specific comments on Chapters 2, 3, 4, 6 and 8:

1. Suggested additions are in ***italics and bold***, suggested deletions are ~~strike through~~.
2. We also list those Policies that we feel are particularly important to include.

### **Chapter 2 Land Use**

1. Make Goal LU-1 much stronger and focused on addressing the housing crisis, Suggested rewording;

Plan carefully for orderly growth that, ***with a high degree of certainty, fully*** provides ample for the housing and job opportunities for all citizens, maximizes efficient use of infrastructure, limits adverse impacts to the environment and improves social, economic, and health equity.

2. Modify Policy LU-P1.3 to emphasize housing in mixed use development. Suggested rewording:

Policy LU-P1.3 Mixed-Use. Encourage mixed-use developments to include a strong residential component provide greater proximity between jobs and housing, promote pedestrian activity, and reduce traffic congestion. ***Any office space in Mixed Use should be for local uses, by people in San Mateo County and not for corporate offices.***

3. Policy LU-P2.3. Building Height and Density;

This item was left open for suggestions. Increased density is a way to help assure the needed housing gets built and will allow for more walkable communities with amenities nearby. Allowing more height is a way to create more open space for green streets, parks, etc.

Suggested wording: ***Utilize higher density (e.g., up to 50-200 units per acre) in areas near the train stations and along El Camino Real (ECR). Also allow increased height (6-10 stories) in the areas near train stations and along ECR.***

4. Policy LU-P2.4. Building Intensity;

This item was also left open for suggestions. But it is not clear what Building Intensity means. Perhaps the suggestion above on density and height addresses intensity.

5. Policy LU-P4.1 Downtown Land Uses.

This is an important Policy to retain as proposed below:

Allow and encourage a wide range of residential, office, medical, dining, entertainment, and retail uses downtown, at high intensities and densities, with strong connectivity to the San Mateo Caltrain station and other transit.

6. Action LU-A4.1 Downtown Area Plan.

This is an important Policy to retain as proposed below:

Update the Downtown Area Plan to support and strengthen the Downtown as a vibrant and active commercial, cultural and social district. The updated Downtown Area Plan shall align with the General Plan, integrate recommendations from other concurrent City efforts, focus growth and intensity in proximity to the Caltrain station, update parking standards and parking management strategies, allow for increased housing units and density, and support high quality pedestrian-oriented design and architecture.

7. Goal LU-6 is very important, as are the Policies and Actions below it. All should be retained as listed below.

Goal LU-6: Promote transit -oriented development around Hillsdale Caltrain station

Policy LU-P6.1 Rail Corridor Transit-Oriented Development Plan (Corridor Plan). Implement the Corridor Plan to allow, encourage, and provide guidance for the creation of world class transit-oriented development (TOD) within a half-mile radius of the Hillsdale Caltrain station area, while maintaining and improving the quality of life for those who already live and work in the area.

Policy LU-P6.2 Hillsdale Shopping Center. Allow redevelopment of the Hillsdale Shopping Center for a mix of uses, including commercial, retail, office, hotel, and residential uses. Require preparation of a Master Development Plan to ensure the site is developed comprehensively and provides appropriate transitions to the adjacent neighborhoods.

Action LU-A6.1 Hillsdale Station Area Plan. Update the Hillsdale Station Area Plan to foster higher density residential and mixed-use, transit-oriented development that connects to neighborhoods to the east and west, improves bicycle and pedestrian circulation and adds park and open space areas.

8. Modify Goal LU-13 to include seeking to reduce the costs and time to develop affordable housing. Suggested changes below:

Goal LU-13: Maintain Development Review and Building Permit processes that are comprehensive and efficient **and seek ways to responsibly reduce the costs and time to develop affordable housing.**

### Chapter 3: Circulation

1. Make Policy C-P1.2 to be broader and include Green Streets. Modified below:

Policy C-P1.2 Complete Streets. Apply complete streets design standards to future projects both in the public right-of-way and on private property. Complete streets are streets designed to facilitate safe, comfortable, and efficient travel for all users regardless of age or ability or whether they are walking, bicycling, taking transit, or driving. ***Complete streets should include a network of “slow and safe streets” with priority for the safety of pedestrians, bicycles and micromobility, where auto***

***traffic is slowed, and which includes green landscaping and shade trees as well as green street stormwater infrastructure to reduce runoff and pollution.***

2. Policy C-P1.4, Policy c-P1.6 and Action C-A2.7 are important to implement

Policy C-P1.4 Prioritize Pedestrian and Bicycle Mobility Needs. Prioritize pedestrian and bicycle mobility, connectivity, and safety when designing roadway and intersection improvements. ***Include “Vision-Zero” as a goal to reduce fatalities and accidents with pedestrians and bicyclists.***

Policy C-P1.6 Transit-Oriented Development. Increase access to transit and sustainable transportation options by encouraging high density mixed-use transit-oriented development near the City’s Caltrain stations and transit corridors.

Action C-A2.7 Unbundled Parking. Encourage residential developments to unbundle the costs of providing dedicated parking spaces. Encourage additional parking capacity created by unbundling to be reallocated as shared or public parking spaces.

3. Goals C-3, C-4, C-5 and C-8 as well as Action C-A3.1 are particularly important to implement.

Goal C-3: Build and maintain a safe, ***shaded (with street trees)***, connected, and equitable pedestrian network that provides access to community destinations such as employment centers, transit, schools, shopping and recreation.

Goal C-4: Build and maintain a safe, connected, and equitable bicycle and micromobility network that provides access to community destinations such as employment centers, transit, schools, shopping, and recreation.

Goal C-5: Make transit a viable transportation option for the community by supporting frequent, reliable, cost-efficient, and connected service.

Goal C-8: Build a values-driven regulatory, management, and partnership framework that flexibly encourages emerging transportation technologies in service of City and community goals.

Action C-A3.1: Implement Pedestrian Improvements. Implement goals, programs, and projects in the City’s adopted plans that improve the comfort, safety, and connectivity of the pedestrian network.

**Chapter 4: Housing- see end of this letter.**

**Chapter 6: Conservation, Open Space, Parks and Recreation**

1. Several Goals are particularly important implement: COS-1, COS-2, COS-3, COS-8, COS-9

COS-1: Protect and enhance the City's natural resource areas that provide plant and animal habitat and benefit human and ecological health and resilience.

COS-2: Ensure that current and future generations will enjoy the environmental, social, health, and economic benefits derived from access to our urban forest, parks and open spaces.

COS-3: Protect and improve San Mateo's creeks as valuable habitat, green infrastructure, and components of human and environmental health. ***Provide adequate creek setbacks given greater anticipated storm events as well as sea level rise.***

COS-8: Provide equitable and convenient access to parks, recreational programs, and facilities so that all residents experience the benefits of parks and open space on their physical and mental health.

COS-9: Provide the appropriate mix of parks and facilities that balances the needs of active and passive facilities, allows formal and informal uses, is accessible for all residents, and meets existing and future recreation needs.

2. Modify Policy COS-P3.5 and COS-P3.6 to strongly encourage the improvement of the creek habitats for San Mateo Creek and for Laurel Creek.

San Mateo Creek is in an area that is targeted for redevelopment in both the Downtown and Shoreview area. Laurel Creek is in the Hilldale redevelopment area. Both are now mostly concrete lined ditches. Any development will provide the opportunity to get the creeks back to a natural setting and provide the opportunity for plants, fish, insects and animals in the creek and restored riparian areas. This would provide new valuable open space and parks for people as well. And this will be an educational opportunity for children of San Mateo to see the creek environment in a natural setting. See suggested modifications below:

Policy COS-P3.5 Hydrologic Impacts. Ensure that improvements to creeks and other waterways do not cause adverse hydrologic impacts or significantly increase the volume or velocity of flow of the subject creek. ***The priority will be to use nature-based improvements to reduce hydrologic impacts.***

Policy COS-P3.6 New Creekside Development Requirements. Require that new creekside development protect and improve setbacks, banks, and waterways adjacent to the development project in order to increase flood protection and enhance riparian vegetation and water quality. ***This will be a particular focus for Laurel Creek near Hilldale Mall and San Mateo Creek in Shoreview and Downtown.***

3. Policy COS-P9.2 and COS-P9.3 are particularly important to implement. And allowing higher building height will make implementation more likely since more open space will be available.

Policy COS-P9.2 Acreage Standards. Acquire or accept for dedication two acres of neighborhood and community parks per 1,000 residents.

Policy COS-P9.3 Walkable Parks and Amenities. Provide accessible public park or other recreational opportunities that are within approximately 1/3 of a mile of residents without travel over significant barriers. Ideally, one or more of the following amenities should be available: multi-purpose turf



area, children's play area with pre-school and youth apparatus, seating areas, picnic areas, a multiuse court, and an opportunity for passive enjoyment of an aesthetic landscaped space.

## Chapter 8: Safety

1. Goal S-4 is particularly important implement as are Actions S-A4.5 and S-A4.6. These actions fit with the earlier comments to use the redevelopment around Laurel Creek and San Mateo Creek to restore natural features that will help protect against sea level rise.

Goal S-4: Develop regionally coordinated sea level rise adaptation measures and programs.

Action S-A4.5 Natural Infrastructure. Use or restore natural features and ecosystem processes where feasible and appropriate as a preferred approach to the placement of hard shoreline protection when implementing sea level rise adaptation strategies.

Action S-A4.6 Removal of Hard Infrastructure. Remove existing shoreline or creek bank protective devices when the structure(s) requiring protection are redeveloped, removed, or no longer require a protective device.

## Chapter 4: Housing: Our letter of April 26<sup>th</sup> 2022 commented on the draft Housing Element and so our comments are still as noted in that letter.

However, we would like to make some **additional suggestions here** on possible mechanisms that the city could utilize to better assure that more affordable housing will be built:

1. Do not upzone and give away any aspects of any revisions to the zoning code by right; but instead trade increased zoning density and benefits for significant community benefits - the topmost which should be affordable housing. This can be done by establishing a base density below what is generally desired while instituting a local density bonus scheme which encourages zoning increases, and benefits above State density bonus law in exchange for substantial community benefits. This was an effective approach in Millbrae during Millbrae's review of the BART Station Area Plan.

Upzoning by right without any off-setting limitations will only increase the cost of land for both for-profit and non-profit developers which will translate into even more expensive housing in residential-zoned areas.

2. Do not establish specific maximum density limits for any multi-family residential project, but instead let the density of each project be determined by objective design standards using a form-based code and vetting and approval of all community benefits proposed by the developer. This allows for a wider variety of unit types from micro-units and SROs to family and luxury units. It also allows for greater flexibility in determining the most valuable community benefits.

3. Require all new office building and R&D developers to present a plan to the city indicating how the developer will aid the city in supporting the amount of new housing construction needed to house any net increase in new employees. This could be in the form of **substantial** financial set asides for new

housing, or actually building enough new housing on or off-site, but the goal must be to strive for a reasonable jobs / housing balance within the city. It's important to link commercial development to the jobs/housing balance because, too often, cities accept in lieu fees or on or off-site new housing off-sets that are far too small to meet the anticipated need.

4. 4. Add Transfer of Development Rights to the toolkit: Climate change is accelerating the displacement of people due to sea level rise flooding, wildfires, water availability, and extreme heat. Consider using Transfer Of Development Rights similar to the Syufi Theater site, East of 101, in Redwood City to increase density in safer receiving locations like downtown and reclaim land from sending areas for creating restored ecosystem to buffer the force of flooding with landward migrating wetlands and to reduce the risk of wildfire with rehydrated landscapes. Though FEMA picks up all liability from continuing to flood and burn out residents, planning for impacts, can return positive economic benefits to the city from resilient development, safety, and reduced disaster mitigation.
5. 5Consider micro grids as a resilient Community Benefit: Climate change is increasing health impacts to vulnerable populations with smoke intensity, power safety shutdowns, and extreme heat and water cutbacks requiring alternative power and water. Consider encouraging housing that incorporates energy, waste, and water microgrids, that can provide resilient shared resources in the face of increasing health impacts and function within local distributed grids.

END

**From:** Catherine Marreiro [REDACTED] >  
**Sent:** Thursday, September 8, 2022 10:25 AM  
**To:** General Plan <generalplan@cityofsanmateo.org>; Zachary Dahl <zdahl@cityofsanmateo.org>  
**Cc:** adam.william.nugent@gmail.com; Amourence Lee <alee@cityofsanmateo.org>  
**Subject:** Letter to the Planning Commission for Sept. 13 General Plan goals discussion (amended)

Dear members of the planning commission and planning staff,

My apologies for a second letter, we realized we had mistakenly listed a couple of people on Claremont who actually are on Delaware.

The Land Use Alternatives maps were a tremendous undertaking and we appreciate staff's efforts in creating them. With hundreds of tiny squares on these maps, there may be some missing elements and this is where we would like to take the opportunity to address a potential concern with the designation for the block at 545 First Ave., the current site of Hassett Hardware.

This site, at the corner of Delaware Street, is where the commercial uses of downtown transition to the residential area of North Central San Mateo. The immediate residential uses are mainly single-story houses with a few two-story houses. There is also a three-story condominium building on the block. The Hassett site, along with the Andrews Building immediately to the north, is currently zoned commercial, with a 50-foot cap.

The Land Use Alternatives map designates the section of this block as both mixed-use medium 4-7 stories next to residential low 1-3 stories on the same block. On paper, the transition may make sense since the highest use for residential is 3 levels and lowest use for mixed-use is 4 levels. In reality, however, the current conditions are different. The potential jump up to 7 stories, and possibly up to 9 with state density bonuses from SB 35, means there is a very real possibility that there could be a 9-story commercial building immediately next to a single-story residence. While that is a worst-case scenario, we worry establishing such zoning could make the possibility real as the new property owner for the Hassett site has a history of commercial development. If the adjoining Andrews building is purchased by this developer, the potential for this rises.

As part of the goals section of the General Plan discussion, we ask that consideration be provided to current uses in residential areas and that zoning reflect the need to transition heights into these areas. We also ask that zoning on the same block be compatible.

We enjoy having Hassett here and appreciate its convenience and ability to provide jobs for neighborhood youth, and would love for it to stay. We could envision a new development with the current store returning on the ground floor and up to 3 levels of housing under the current 50-foot cap. We also could see a 3-4 level condominium building with limited parking to address this area's need for "missing middle" housing that transitions from commercial to residential areas. We also understand that a 5-level housing development could be built under the current cap. We are absolutely fine with these scenarios to varying degrees. As is typically the case with new development with a significant shift in land use, we would hope that there would be some accommodations when possible when it comes to setbacks, stepbacks and, when possible, retention of daylight planes.

We understand one of the main goals of the General Plan was to provide areas in which new housing could be built to address this area's growing need. We recognize this site's potential for new housing

and welcome it as high as 50 feet, if done well and with some accommodations, and would prefer it to be slightly lower to transition better to the existing North Central neighborhood, which includes the city's oldest house directly across the street and a number of unique and interesting single-family homes in a traditionally low-income area of the city.

However, we would also like to be treated the same as other areas of the city and other blocks, which had accommodations for transitions to neighborhoods. Nowhere else in the city is there the potential for a current single-story residential use immediately next to a potential 9-story commercial building in any of the Land Use Alternatives map.

To summarize, we would like a goal established that any new zoning remain compatible within the same block so that heights stay within 2-3 floors of the current average after any density bonuses, that future development transition into established neighborhoods, and that the height for any future development on the commercial portion of this block be limited to allow for these two requests.

We are submitting this request as part of the goals section of the General Plan discussion but can also submit it during the Land Use Alternatives section when the draft General Plan is discussed next year. If there is another time for us to submit this request, or any other action we must take, please let us know.

Thanks again for the effort in creating this plan, receiving our concerns, and making the necessary modifications.

Catherine and David Marreiro  
31 S. Claremont St.

Woodrow Andrews  
501 First Ave. (Owner of The Andrews Building)

Yan Li  
26 S. Delaware St.

Jessica Huang  
30 S. Delaware St.

Val Lucero  
34 S. Delaware St.

Jon Mays and Dayna Alpine  
38 S. Delaware St.

John Aikin  
45 S. Delaware St.

George and Olga Derby  
105 Delaware St.

Citania Tam  
619 First Ave.

Gary and Olivia Edwards  
615 First Ave.

Susan and Wayne Purdom  
61 North Claremont St.

-----Original Message-----

From: Rick Ballard [REDACTED]  
Sent: Tuesday, September 13, 2022 4:00 PM  
To: General Plan <generalplan@cityofsanmateo.org>  
Subject: General Plan feedback for September 13th meeting

Regarding the draft circulation goals and policies, I am strongly in favor of circulation measures which put us on a trajectory to reduce car use in San Mateo over time, improve public transit, and ensure safe and welcoming urban design for pedestrian and bicycles. Reducing car use is critical for climate, public safety, and public health; the electric transition is required but not sufficient for climate goals and does not address the public safety impact of cars.

Regarding policies around historic preservation, I encourage the commission to be mindful to employ balanced historic preservation requirements so as not to block much-needed housing and transit-oriented development. Some neighborhood character (specifically with regard to community density) may need to change in order to appropriately add housing throughout the city. Additionally, as the owner of a historic house myself which needs work including a foundation replacement, I find the current regulations around carefully protecting the facade and public character of the house appropriate and not burdensome; but adding new regulations should be done carefully so as not to prevent these kinds of important projects.

Regarding noise policies, while community noise levels are important to protect, I would encourage the commission to be mindful to structure policy requirements so as to avoid placing an undue burden of planning process on housing and transit development, and to avoid providing more avenues for a minority of community members to hold up development projects unfairly. But noise levels are an important part of community health and should be controlled appropriately.

Regarding the water supply policies PS-A2.1 and PS-A2.2, specific promotion of greywater initiatives might be warranted.

Thank you,  
- Rick Ballard  
North-Central San Mateo resident



**From:** Nancy Cussary [REDACTED]  
**Sent:** Tuesday, September 13, 2022 5:15 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** general plan comments

September 13, 2022

Hello,

I have concerns about this statement that appears several times in the general plan document: *"Use outreach and engagement methods that encourage broad representation and are culturally sensitive, particularly for historically underserved communities"*.

I think this language needs to be more robust, more resolute, more current, more inclusive. As the statement is currently, it almost seems like an afterthought. Outreach and engagement methods need to not only encourage broad representation, they need to include broad representation and hopefully be developed by a broad representation. Further, outreach and engagement methods should be more than just culturally sensitive, they should be culturally reflective, culturally representative.

Thank you for your Consideration.  
Respectfully,

Nancy Cussary  
Shoreview resident

**From:** Paul Dagnelie [REDACTED]  
**Sent:** Tuesday, September 13, 2022 3:23 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** General Plan

I would like to advocate the return of increased outdoor seating at restaurants in downtown San Mateo. A loss of parking spaces is a small price to pay for a more welcoming and friendly downtown space. Combined with investments in transit, and walk- and bikeability of areas around the downtown, the reduced parking spaces will not be missed, especially since there is almost always garage space open.

In addition, electric vehicle charging should be a priority. The lack of charging points in existing apartment buildings will be a blocker to adoption by renters, and homeowners using street parking are also challenged. These issues can be mitigated with ample facilities charging reasonable rates available in publicly accessible spaces. Even with improvements to mobility in San Mateo, cars will still be a fact of life for many residents for some time to come, and reducing the number of fossil fuel vehicles on the road is a priority.

Paul Dagnelie

September 6, 2022

Zachary Dahl  
Deputy Director  
City of San Mateo Community Development  
330 W. 20th Avenue  
San Mateo, CA 94403  
zdahl@cityofsanmateo.org

**RE: Housing Element Sites Inventory: 424 No. San Mateo Drive**

Dear Mr. Dahl,

As the property owner of 424 No. San Mateo Drive (APN 032-181-370) and business owner in San Mateo, I am writing to formally request that the City of San Mateo adjust the currently proposed land use Designation of Mixed-Use Medium to that of Mixed-Use High as identified in Study Area 5 of the recent City Council Preferred Scenarios.

This property and the others that make up the intersection of north San Mateo Drive and Poplar Avenue are ideally situated for the future growth the City wishes to see. Proximity to San Mateo's growing Downtown to South, easy access to 101 to the East, and connection to Burlingame to the North, have and will continue to make this site an ideal location.

My property is currently developed with a medical/office building with underground parking. This site, and those around it, have the potential to create more commercial space and much needed additional housing through this adjustment to the proposed land use designation. To provide further context, only a half block away, the Residential High designation has been identified for several blocks of North San Mateo Drive. The adjustment of the 424 No. San Mateo Drive parcel to Mixed-Use High would be in keeping with that same intent.

I thank you in advance for your time reviewing this matter and consideration of this request. I very much appreciate all the effort that has gone into the General Plan Update process thus far and look forward to the final steps of environmental review, adoption, and implementation.

Very sincerely,



Robert F. Binn  
424 No. San Mateo Drive, San Mateo CA, Suite 200  
San Mateo, CA 94401



**From:** Keith Weber [REDACTED]  
**Sent:** Thursday, September 15, 2022 3:13 PM  
**To:** Zachary Dahl <zdahl@cityofsanmateo.org>  
**Cc:** General Plan <generalplan@cityofsanmateo.org>; Margaret Williams <mwilliams@cityofsanmateo.org>  
**Subject:** Planning Commission Meeting 9/27/22

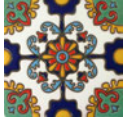
Hi Zach,

Attached please find a pdf of San Mateo Heritage Alliance's ***Recommended Alternative Historic Resources Element***, General Plan 2040. It has been revised since it was submitted to the GP Subcommittee.

Please forward to the Planning Commission and include it in the 9/27/22 Planning Commission agenda packet.

**San Mateo Heritage Alliance** was formed in 2022 in response to community concerns about losing irreplaceable historic resources and the resulting erosion of neighborhood character and sense of place that makes San Mateo the special community we call home. **San Mateo Heritage Alliance** believes that economic growth and resource protection are not mutually exclusive, but partners in a more prosperous future. We believe it is important to protect our heritage as it adds character and distinctiveness to our community and provides a sense of identity. We also believe the only way to ensure that San Mateo lives up to its General Plan 2040 vision of being a healthy, resilient, vibrant and diverse community, is to grow stronger by identifying, protecting and preserving its irreplaceable historic resources.

Thank you,  
Keith Weber for  
**San Mateo Heritage Alliance**



# **SAN MATEO HERITAGE ALLIANCE**

## **RECOMMENDED ALTERNATIVE HISTORIC RESOURCES ELEMENT GENERAL PLAN 2040**

### **HISTORIC RESOURCES**

The Historic Resources component of the General Plan confirms the City's commitment to the protection, enhancement, perpetuation, and use of historic resources as economic, cultural, and aesthetic benefits to the City of San Mateo.

### **PRESERVATION PRINCIPLES**

The goal of historic preservation is to keep properties and places of historic and cultural value in active use, accommodating appropriate improvements to sustain their viability while maintaining the key character-defining features which contribute to their significance as cultural resources. Preservation also seeks to keep cultural resources intact for the benefit of future generations. It is an integral component of other community initiatives in neighborhood livability, sustainability, economic development, and cultural appreciation.

### **GOALS**

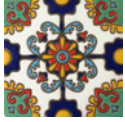
**GOAL CD-3.2** Use historic preservation principles as an equal component in the planning and development process. Fully integrate the consideration of historic, architectural and cultural resources as a major aspect of the City's planning, permitting and development activities.

**GOAL CD-3.1** Identify and preserve historic, architectural and cultural resources, including individual properties, districts and sites, to maintain San Mateo's sense of place and special identity, and to enrich our understanding of the city's history and continuity with the past.

**GOAL CD-3.3** Ensure compatibility between new development and existing historic, architectural and cultural resources.

### **DEFINITIONS**

Definitions and interpretations used herein shall be consistent with the California Environmental Quality Act (CEQA), the State Historical Building Code, the California Register of Historical Resources, the National Register of Historic Places, and the Secretary of the Interior's Standards.



# SAN MATEO HERITAGE ALLIANCE

## POLICIES

**Policy CD-A3.1 Historic Preservation.** Incorporate historic preservation as an integral part the general plan, specific plans, environmental processes, planning, permitting, and development activities.

**Policy CD-P3.2 Historic Preservation Surveys and Context Statements.** Identify and preserve historic buildings, districts and sites. Actively identify and protect concentrations of buildings which convey the flavor of local historical periods or provide an atmosphere of exceptional architectural interest or integrity when they meet national, state or local criteria.

**Policy CD-P3.3 Downtown Historic District.** Maintain the identified historic district along portions of 3rd Avenue and B Street, and continue to implement regulations to protect the overall historic and architectural character and integrity of the area.

**Policy CD-P3.4 Scale, Character and Compatibility.** Promote an architecturally sensitive approach to new construction in, and adjacent to identified and potentially eligible historic districts to ensure compatibility of new and old. Ensure design compatibility that maintains the historic character and integrity of the area.

**Policy CD-A3.5 Consider effects on historic resources.** The California Environmental Quality Act (CEQA) requires public agencies to consider the effects of actions on historic resources. Under CEQA, a historic resource is any resource that is listed in or determined to be eligible for listing in the California Register of Historical Resources. Any resource that is eligible for listing in the California Register is considered significant for the purposes of CEQA. The California Register of Historical Resources also includes resources listed in or eligible for listing in the National Register of Historic Places. Properties that are designated significant in an adopted local survey are also presumed to be eligible for the California Register, and are considered significant.

**Policy CD-P3.6 Demolition.** The City shall consider demolition of historic resources as a last resort, to be permitted only if rehabilitation of the resource is not feasible, demolition is necessary to protect the health, safety, and welfare of its residents, or the public benefits outweigh the loss of the historic resource.

## ACTIONS

**Action CD-A3.1 Historic Context.** Structures over 45 years old proposed for substantial alteration or demolition shall be evaluated for both individual significance and as contributors to an identified or potential historic district.

**Action CD-A3.2 Coordinate and align** the general plan, specific plans, zoning code, environmental processes, planning, permitting, and development activities to incorporate preservation as an integral component in accordance with the principles, goals and policies herein.





## SAN MATEO HERITAGE ALLIANCE

**Action CD-A3.3 Public Awareness.** Foster public awareness and appreciation of the City's historic, architectural, cultural and archaeological resources and educate the community about how to preserve and improve these resources. Increase public appreciation through neighborhood workshops, public presentations, interpretive signage, and walking tours.

**Action CD-A3.4 Historic Resources Survey.** The City shall establish and maintain an inventory of architecturally, culturally, and historically significant structures, districts and sites. Proactively update and maintain an up-to-date historic resources inventory. For areas that have not been surveyed, the City shall seek funding to prepare new historic context surveys to identify structures, districts and sights potentially eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or local register.

**Action CD-A3.5 Design Standards.** The City shall use the Secretary of the Interior's Standards as the basis for objective design standards for alterations to historic resources and new development within and adjacent to commercial and residential historic districts. Design standards shall ensure that proposed new construction projects have a contextual relationship with land uses and patterns, spatial organization, visual relationships, cultural and historic values, and relationships in height, massing, modulation, and materials

**Action CD-A3.6 Demolition Alternatives.** Require an applicant to submit alternatives to full demolition on how to preserve a historic building as part of any planning application and implement methods of preservation unless health and safety requirements cannot be met.

**From:** Bill Williams [REDACTED]  
**Sent:** Wednesday, September 14, 2022 12:29 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** General Plan

**The City of San Mateo has been paying fines for untreated storm runoff entering the Bay. The proposed storm storage system has not been completed. The new sewage plant has not been completed.**

**According to Baykeeper, recent red tides and fish kills were exacerbated by treated sewage discharges.**

**Are we setting the stage for an ecological disaster by planning for 55,000 new residents?**

**x Bill Williams, San Mateo**

**RE: STRIVE SAN MATEO**

**GENERAL PLAN 2040**

**The General Plan thus far does not address what I consider critical issues.**

**The City of San Mateo has been paying fines for untreated storm runoff. The proposed overflow system is under construction, but not completed. Will it be adequate if we experience “atmospheric rivers” due to climate change?**

**The sewage treatment plant is not complete. Who will pay the cost of transporting wastewater miles to the new plant when the General Plan approves high rise “towers of toilets” for 55,000 new residents?**

**Baykeeper stated recent “red tides” and fish kills were exacerbated by current treated sewage discharge volumes into San Francisco Bay. Are we going to experience an environmental disaster in our part of the Bay when the new plant may generate larger volumes from excessive growth?**

**It will not matter how many bike lanes we have if the city reeks of sewage.**

**X Bill Williams, San Mateo 9/15/22**

**From:** Catherine Marreiro [REDACTED]  
**Sent:** Monday, September 19, 2022 10:11 AM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Cc:** Zachary Dahl <zdahl@cityofsanmateo.org>; adam.william.nugent@gmail.com  
**Subject:** Updated Letter to the Planning Commission for Sept 27 planning commission meeting

Please find an updated letter to the one I sent on 9/8, which includes two new households among the signers. Please include this version in the agenda packet for the 9/27 planning commission meeting.

Dear members of the planning commission and planning staff,

The Land Use Alternatives maps were a tremendous undertaking and we appreciate staff's efforts in creating them. With hundreds of tiny squares on these maps, there may be some missing elements and this is where we would like to take the opportunity to address a potential concern with the designation for the block at 545 First Ave., the current site of Hassett Hardware.

This site, at the corner of Delaware Street, is where the commercial uses of downtown transition to the residential area of North Central San Mateo. The immediate residential uses are mainly single-story houses with a few two-story houses. There is also a three-story condominium building on the block. The Hassett site, along with the Andrews Building immediately to the north, is currently zoned commercial, with a 50-foot cap.

The Land Use Alternatives map designates the section of this block as both mixed-use medium 4-7 stories next to residential low 1-3 stories on the same block. On paper, the transition may make sense since the highest use for residential is 3 levels and lowest use for mixed-use is 4 levels. In reality, however, the current conditions are different. The potential jump up to 7 stories, and possibly up to 9 with state density bonuses from SB 35, means there is a very real possibility that there could be a 9-story commercial building immediately next to a single-story residence. While that is a worst-case scenario, we worry establishing such zoning could make the possibility real as the new property owner for the Hassett site has a history of commercial development. If the adjoining Andrews building is purchased by this developer, the potential for this rises.

As part of the goals section of the General Plan discussion, we ask that consideration be provided to current uses in residential areas and that zoning reflect the need to transition heights into these areas. We also ask that zoning on the same block be compatible.

We enjoy having Hassett here and appreciate its convenience and ability to provide jobs for neighborhood youth, and would love for it to stay. We could envision a new development with the current store returning on the ground floor and up to 3 levels of housing under the current 50-foot cap. We also could see a 3-4 level condominium building with limited parking to address this area's need for "missing middle" housing that transitions from commercial to residential areas. We also understand that a 5-level housing development could be built under the current cap. We are absolutely fine with these scenarios to varying degrees. As is typically the case with new development with a significant shift in land use, we would hope that there would be some accommodations when possible when it comes to setbacks, stepbacks and, when possible, retention of daylight planes.

We understand one of the main goals of the General Plan was to provide areas in which new housing could be built to address this area's growing need. We recognize this site's potential for new housing

and welcome it as high as 50 feet, if done well and with some accommodations, and would prefer it to be slightly lower to transition better to the existing North Central neighborhood, which includes the city's oldest house directly across the street and a number of unique and interesting single-family homes in a traditionally low-income area of the city.

However, we would also like to be treated the same as other areas of the city and other blocks, which had accommodations for transitions to neighborhoods. Nowhere else in the city is there the potential for a current single-story residential use immediately next to a potential 9-story commercial building in any of the Land Use Alternatives map.

To summarize, we would like a goal established that any new zoning remain compatible within the same block so that heights stay within 2-3 floors of the current average after any density bonuses, that future development transition into established neighborhoods, and that the height for any future development on the commercial portion of this block be limited to allow for these two requests.

We are submitting this request as part of the goals section of the General Plan discussion but can also submit it during the Land Use Alternatives section when the draft General Plan is discussed next year. If there is another time for us to submit this request, or any other action we must take, please let us know.

Thanks again for the effort in creating this plan, receiving our concerns, and making the necessary modifications.

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619 First Ave.

Gary and Olivia Edwards  
615 First Ave.

Susan and Wayne Purdom  
61 North Claremont St.

Daryl Khoo  
21 S Claremont St Unit 12

Nicole and Mark Engler  
55 North Claremont St

**September 23, 2022**

Via Electronic Mail

Zach Dahl, Community Development Director  
City of San Mateo  
330 West 20<sup>th</sup> Avenue  
San Mateo, CA 94403

Dear Mr. Dahl,

We are writing on behalf of the Bohannon Development Company and our joint venture partner, Northwood Investments Corporation, the owners of the Hillsdale Shopping Center.

We appreciate the opportunity to comment on the Draft “GOPAS” for the San Mateo 2040 General Plan Update. This document will provide important direction for the way that we craft a site-specific plan for the future redevelopment of the Hillsdale Shopping Center. As you know, our Reimagine Hillsdale outreach is currently underway and we have already received a lot of valuable community input.

We are very supportive of the GOPAS and think they will create a wonderful guiding framework for San Mateo for the next 20 years, as well as for the redevelopment of Hillsdale. We would particularly like to emphasize our support for the sustainable development principles the GOPAS promote, including mixed-use development near transit, innovative and progressive multi-modal transportation policies, and a commitment to implementing San Mateo’s Climate Action Plan.

We would also like to propose revisions to some of the Policies and Actions. Our comments are based in our belief in, and support for the following planning ideas:

- Encourage high-quality and diverse types of housing that create great places for San Mateans of all ages to live.
- Encourage commercial office growth at transit hubs and along El Camino Real.
- Certain types of uses are highly desirable to support livable neighborhoods, but need incentives for feasibility. These include support services, neighborhood commercial, and childcare. Ideas for specific incentives are included in the attached redline.
- The mobility goals, policies, and actions do not go far enough in promoting a safe, comfortable, and convenient walking and biking network. In all mobility decisions, and for all streets – especially along El Camino Real, and within a half-mile of



transit stations – the creation of a safe, comfortable, and convenient walking and biking experience should be prioritized.

- The language about residential building design should be clear about enabling transitions between lower-density and higher-density areas.
- The City should provide greater predictability and streamlined review for approvals of both horizontal and vertical development. Some specific suggestions are included in the following redline.

Below please find our proposed redlines to specific Policies and Actions:

**Policy LU-P1.3 Mixed-Use.** Encourage mixed-use developments to include a residential and commercial component provide greater proximity between jobs and housing, promote pedestrian activity, and reduce traffic congestion.

**Policy LU-P2.2 Community Benefits.** Develop a framework to Aallow density/intensity bonuses based on provision of community benefits such as affordable housing, increased open space, public plazas or recreational facilities, and/or off-site infrastructure improvements above minimum requirements.

**Policy LU-P3.2 Commercial Development.** Encourage development that is compatible with the desired character of the area and with adjacent residential areas, and provides an appropriate transition in terms of intensity of use, height, bulk and design. Encourage the location of commercial development near transit hubs. Require commercial development adjacent to residential areas to appropriately address traffic, truck loading, trash/recycling, noise, visual impacts, public safety, hazardous material storage, fire safety, air pollutant emissions and odors in a way that minimizes impacts on neighboring uses.

**Policy LU-P3.5 Support Service Uses.** Encourage businesses that provide a variety of support service uses such as restaurants, daycare facilities, medical clinics, gyms, pharmacies, and markets in locations that are appropriate to serve residential neighborhoods and commercial uses, prioritizing underserved areas of the city. Incentivize the incorporation of support services by allowing them to be excluded from FAR calculations and/or parking reductions for these uses when they occur in medium- to high-density or TOD land use areas.

**Action LU-A5.1 Multi-modal Improvements.** Collaborate with Caltrans and other partners to plan and design improvements to El Camino Real that will prioritize safe, convenient transit and alternative transportation. *[Comment] We believe there should be stronger language here about the need for El Camino Real to support*

*other modes -- like cyclists and walking -- through right of way redesign, the addition of street trees, and protected bike lanes.*

**Policy LU-P6.2 Hillsdale Shopping Center.** Allow redevelopment of the Hillsdale Shopping Center for a mix of uses, including commercial, retail, office, hotel, and residential uses. Update the Hillsdale Station Area Plan or Require preparation of a Master Development site-specific Plan to ensure the site is developed comprehensively and provides appropriate transitions to the adjacent neighborhoods. *[Comment] We propose the use of the term “site-specific plan” because there does not appear to be any procedure or definition for Master Development Plan, despite it being referred to here as a proper noun.*

**Action LU-A6.1 Hillsdale Station Area Plan.** Update the Hillsdale Station Area Plan to foster higher density residential, office, and mixed-use, transit-oriented development that connects to neighborhoods to the east and west, improves bicycle and pedestrian circulation and adds park and open space areas.

**[New proposed Action] Action LU-A10.9 Streamlining of Approvals for Sustainable Infrastructure.** Develop a streamlined City approval process for district approaches to sustainable infrastructure, including private utilities that may cross public rights of way.

**[New proposed Action] Action LU-A11.5 Transit-Oriented Jobs.** Prioritize jobs growth within San Mateo in Downtown and around Caltrain Stations.

**GOAL LU-13 ~~Maintain-Streamline~~** Development Review and Building Permit processes that are comprehensive and efficient.

**Policy LU-P13.1 Development Review Process.** Review development proposals and building permit applications in an efficient and timely manner while maintaining quality standards in accordance with City codes, policies, and regulations, and in compliance with State requirements. Implement a maximum number of days for each stage of City Review.  
*[Comment] Other policies / actions which would be helpful to streamline review:*  
*1. Create Objective Development Standards for residential, office, and mixed-use*  
*2. Develop checklists for project applications*  
*3. Offer inter-departmental pre-application meetings to coordinate requirements for projects*

**Action C-A1.8 Transportation Fees.** Adopt and maintain fees and fiscal policies to fund circulation improvements and programs equitably and achieve operational goals. Transportation fees generated by a project should be used to improve the transportation network (pedestrian, bike, transit, and vehicular) within the project site and/or greater neighborhood.

**Action C-A2.7 Unbundled Parking.** Allow all parking to be unbundled. Encourage residential developments to unbundle the costs of providing dedicated parking spaces. Encourage additional parking capacity created by unbundling to be reallocated as shared or public parking spaces.

**Policy C-P4.3 First- and Last-Mile Connections.** Encourage and facilitate provision of bicycle parking and shared mobility options at transit centers to provide first- and last mile connections and invest in creating safe, high-quality, separated bike paths and intersection safety improvements within a 1/2 mile of transit centers.

**Action C-A6.1 Multimodal Level of Service Standard.** Evaluate and adopt an operational metric for all roadway users that accounts for the safe, equitable, and efficient roadway access and prioritizes the safety and comfort of pedestrians and cyclists.

**Action C-A7.1 Parking Maximums.** Amend the zoning ordinance to replace parking minimums with parking maximums to allow developers and the City the flexibility to provide parking at levels that encourage desired development and are appropriate to the conditions of the development and its context. *[Comment] We support this idea, and would love to participate in public meetings regarding establishing these maximums.*

**Policy CD-P5.1 Building Mass and Scale.** Encourage new residential developments to be compatible with the scale of the surrounding neighboring and create appropriate transitions between low- medium-and high-density areas. *[Note it says “neighboring”; should this be changed to “neighborhood”?]*

**Policy CD-P6.3 Respect Existing Scale.** Encourage new mixed-use and commercial development to respect the scale of surrounding buildings by providing breaks or other methods of architectural modulation in the building face at spacings common to buildings in the area and by stepping back upper floors.

**Policy CD-P6.4 Orient Buildings Toward the Street.** Encourage commercial development to be located at the facing streets or plazas in retail areas to encourage pedestrian activity and an active streetscape.

Thank you,

A handwritten signature in blue ink, appearing to read 'D. Bohannon', with a stylized flourish at the end.

David D. Bohannon

## Laurie and Randy Hietter

September 27, 2022

Planning Commission  
City of San Mateo  
330 West 20<sup>th</sup> Street  
San Mateo, CA 94403

SUBJECT: Comments on General Plan Update – Draft Goals, Policies and Actions for the Land Use, Community Design and Historic Preservation, Safety, and Public Services Elements

Dear Commissioners:

Please accept the following specific comments on the General Plan Update – Draft Goals, Policies and Actions for the Land Use, Community Design and Historic Preservation, and Safety Elements

### LAND USE

I object to the selection of Alternative C. The City took the maximum growth scenario, and made it even bigger to create Alternative C. Many citizens have stated they do not want maximum growth in the City, yet the Commission and Council have gone way beyond RHNA requirements without adequate planning for water, traffic, transit, safety, and public services and facilities.

Please respect the height limits voted in through Measure Y. The citizens have a long history of wanting to maintain the look and feel (and historic nature) of San Mateo. The 8+ glass boxes proposed and/or approved for downtown are radically changing our city.

The YIMBY organizations seem to have an outsized voice in the comments regarding our community. Reinstate the practice of stating one's address or at least neighborhood. Zoom meetings allow piling on when paid activists can round up additional commenters.

San Mateo used to have an elegant downtown with a wide variety of retail and small businesses. We now have a monoculture of shabby, dirty streets, trash, banks, and fast food. Stop demolishing the blocks at a time, eliminating small and heritage businesses such as Endo Automotive, Trag's, Draeger's, Wing Fat, etc.

### HISTORIC RESOURCES

My first comment is that the policies as written are general and leave too much room for interpretation. The revised version of the Historic Goals, Plans, and Policies submitted by Keith Weber and the San Mateo Heritage Alliance should be used instead.

There are many historic homes and businesses located downtown. We know where the historic districts are located. Please either conduct the necessary historic surveys or at least establish Historic Preservation Overlay Zones (HPOZ) or Conservation Districts to protect our historic resources.

There are some particularly problematic statements in the City's draft policies as described below.

### **Policy CD-P3.1**

Policy CD-P3.1 says to preserve historic buildings where feasible. Historic resources include buildings, districts, and landscapes. "Where feasible" is not defined and is inconsistent with Goal CD-3.

Replace "historic buildings" with "historic resources." "Where feasible" should be replaced with "unless preservation would cause health or safety impacts that cannot be mitigated."

Preserve historic ~~buildings~~ resources where ~~feasible~~ unless preservation would cause health or safety impacts that cannot be mitigated.

### **Policy CD-P3.7**

The requirement to analyze alternatives should be applied to all buildings older than 45 years. Demolition is:

- Not sustainable
- Wasteful
- Creates additional burdens on landfills, and
- Causes excessive dust, traffic and noise.

### **Action CD-A3.1**

Establish and maintain an inventory of architecturally, culturally, and historically significant structures, districts, and sites.

### **Action CD-A3.4**

Create objective design standards for development within historic districts or adjacent to historic structures, districts, and/or culturally important sites to maintain the historic character of these resources.

## **SAFETY**

### **Grade Separations**

Prioritize grade separations at First, Second, Third, Fourth, Fifth, and Ninth Avenues. The grade crossings are dangerous, will cause substantial traffic delays (and related emissions), and cause

a substantial noise impact, which will be experienced by the new occupants of the 8+ new downtown high-rise buildings.

### **Emergency Preparedness**

Establish or expand an emergency preparedness plan, including community education to ensure community safety in the event of an earthquake, fire, or extended power outages.

## **PUBLIC SERVICES AND FACILITIES ELEMENT**

### **Cleaning**

Prioritize cleaning and sanitation in our downtown and commercial areas. I visit many cities in California and other states and San Mateo has by far the dirtiest downtown I have ever seen. New York is cleaner. Recent cleaning helped but did not remove the gum and many other stains. This needs to be done weekly. City businesses should have some responsibility for the filth outside their restaurants (especially on Ellsworth Street).

### **Water**

The City has not shown that there has been adequate planning to support the growth that is proposed in the General Plan. Water conservation through efficiency has been ongoing for the last 20+ years. We simply do not have enough water to support this growth. The City must be held accountable to demonstrate the availability of water before issuing more permits.

The quality of life of existing citizens continues to be massively degraded due to growth without the requisite planning for water, circulation, public services and facilities.

Sincerely,

A handwritten signature in blue ink, appearing to read "Laurie Hietter".

Laurie Hietter

cc: Zach Dahl

**From:** I watanuki [REDACTED]  
**Sent:** Tuesday, September 27, 2022 11:39 AM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Cc:** [REDACTED] Michael Weinbauer [REDACTED] Maurine Killough  
[REDACTED]; Benjamin Portusach [REDACTED] Nash Michael  
[REDACTED] Keith Weber [REDACTED] Laurie Hietter  
[REDACTED]; Dianne Whitaker [REDACTED] Lisa Vande Voorde  
[REDACTED] Ruth Cradler [REDACTED]  
**Subject:** Re: Message to attendees of Virtual General Plan Workshop

Hi Zachary,

Thanks for the clarification on the proposed increases in densities and heights. Are these proposed density and height increases going to be part of the Land-use discussion on 9/27 - 7 pm at the Planning Commission meeting?

The proposed residential density and height ranges in the low, medium, and high categories are still very high on the south side of 4th and the north side of 5th Avenue in Study Area 4 - Alternative C. In the mid 1980's a developer did attempt to tear down 3 single family homes on 5th Avenue and 3 homes on 4th Avenue for a larger residential project and did not succeed. All the homes were restored back to their original Craftsmen single family home character. Our homes are great starter homes with backyards for young families with children and are part of the early history of East San Mateo next to our historic Downtown.

With these proposed increases in density and height, a residential developer could potentially tear down the entire block of 5th, Delaware, 4th, and Eldorado to build a medium density, 7 story mixed use building with 99 units/acre across from the small one story bungalows on 5th Avenue and Eldorado. These proposed increases in each category work against our best efforts towards the preservation of our existing housing stock.

Prometheus tore down 25 of our single family and duplex homes on 2-1/2 blocks on 3rd and 4th Avenues, to build more than 213 rental units with Density Bonus for The Metropolitan Apartment Complex.

#### COMMUNITY DESIGN AND HISTORIC PRESERVATION ELEMENT

The 1989 Building Survey included 9 historic homes (6 are grouped) in Central Neighborhood/East San Mateo from 4th to 10th Avenues, Amphlett to Railroad. These homes were built before 1910, and many of our homes are contributors. We would like to see our existing single family and duplex homes which are Craftsmen, Spanish Colonial Revival, Tutor Revival, Victorian, Queen Anne, cottages, and bungalows better protected. We would like to see concepts from the Historic Preservation Overlay Zones (HPOZ) or Conservation District used. The links to both are attached below. The Central Neighborhood/East San Mateo is part of the oldest neighborhood on the east side of San Mateo. Our homes were built around the same time as the Hayward Park Neighborhood.

The goals and policies of the San Mateo Historic Alliance need to be incorporated into the Community Design and Historic Preservation Element for the protection of our Historic Downtown and other residential neighborhoods on the east and west side of San Mateo.



There will be more comments for SERVICE COMMERCIAL land-use on S Amphlett and S Claremont.

#### PUBLIC SERVICES AND FACILITIES ELEMENT

More frequent Downtown and residential street sweeping and sidewalk cleanliness need to be addressed in the General Plan elements. We have a higher concentration of gas stations food marts and neighborhood convenience stores that sell liquor and beer, and fast food businesses on 3rd and 4th Avenues that generate more pedestrian litter. We could use more receptacles in high trash areas near the storm drains.

Residential 5th Avenue has over 80 Sycamore Heritage trees and the leaves do pile up around the storm drains on each block when the parked cars are not moved on street cleaning days. Smaller street sweeping signs can be added next to the RPPP signs on our residential streets that are more heavily impacted with leaves and litter.

Thanks.

Laurie Watanuki

PS. These links explain HPOZs and Conservation Districts.

#### **Conservation Districts**

<https://forum.savingplaces.org/viewdocument/protecting-older-neighborhoods-thro>  
<https://www.sanjoseca.gov/home/showpublisheddocument/24139/636689792753570000>

#### **Historic Preservation Overlay Zones (HPOZ)**

<https://planning.lacity.org/odocument/b40efee2-a905-4d8c-9ae5-2936d25a9e2c/HPOZ%20Brochure.pdf>  
<http://www.holmbywestwoodpoa.org/wp-content/uploads/2016/07/HPOZ-FAQs.pdf>

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From: Jerry Davis [REDACTED]  
Sent: Wednesday, September 28, 2022 7:26 AM  
To: [REDACTED]  
Cc: General Plan <generalplan@cityofsanmateo.org>; Michael Weinbauer [REDACTED]  
Maurine Killough [REDACTED]; Benjamin Portusach [REDACTED]; Nash  
Michael [REDACTED] Keith Weber [REDACTED] Laurie Hietter  
[REDACTED] Dianne Whitaker [REDACTED] Lisa Vande Voorde  
[REDACTED] Ruth Cradler [REDACTED]  
Subject: Re: Message to attendees of Virtual General Plan Workshop

I want to thank Laurie for this informative email. My home is on fifth and S. Eldorado St. These decisions are extremely important to me. My home that was built in 1912 and is a sanctuary for me. The area between fourth and fifth Streets needs to remain preserved for the benefit of all San Matens. I remember when I originally purchased my home in 2004 receiving a surprise note in my mailbox. It was a note from a previous owner who thanked me for not changing the character of the home. I felt heartened by their expression of thanks. I would hope that the city consider those emotions. Personally I would be devastated if a developer was able to use "eminent domain" to take over my property. I have heard of cases where this statute was used inappropriately for commercial gain. The spirit of this law was not intended to be used for personal gain. Building a necessary road, highway, or sums type of public transportation is for the public good. Commercial enterprises evicting people from their homes in order to increase a tax base is an unfair and vicious use of this statute. I am a retired senior and I say don't do it! I say don't allow it! Don't prepare for it! I believe, it's evil on its face.

Be wise in word and in deed

On Sep 27, 2022, at 2:39 PM, I watanuki [REDACTED] wrote:

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Laurie Watanuki

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<http://www.holmbywestwoodpoa.org/wp-content/uploads/2016/07/HPOZ-FAQs.pdf>

**From:** [REDACTED]  
**Sent:** Thursday, September 29, 2022 4:58 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** General Plan

Please be aware that over-building impacts classroom populations, hospital capacity, and medical provider availability. New schools have not been established within neighborhoods that have experienced the recent amount of multiple new buildings. These oversights negatively affect both teachers and students. In regard to hospital and/or medical services, long waits already exist for doctors' appointments. Additionally, having blood drawn in our hospital labs requires a significant amount of wait time before seeing a lab tech. The present population in San Mateo currently impacts these important needs in our lives. What provisions have been made to expand the amount of schools, teachers, doctors, and medical services?

Realize that the massive structure at the end of B Street has eroded the historical environment of downtown San Mateo. Know that it is heartbreaking to lose what was considered a very pleasant and historical town. Density of multiple new buildings in the downtown area has eroded the image of San Mateo as well as impacted the flow of sunlight now blocked by these buildings and structures. The ambiance of historic San Mateo has been lost by careless disregard resulting in "tunnel vision" to meet building quotas.

**From:** Catherine Marreiro [REDACTED]  
**Sent:** Monday, October 17, 2022 9:20 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>; Zachary Dahl <zdahl@cityofsanmateo.org>  
**Cc:** Amourence Lee <alee@cityofsanmateo.org>; Joe Goethals <jgoethals@cityofsanmateo.org>; [REDACTED]  
**Subject:** Letter to the City Council for the Nov. 7 General Plan goals discussion

Dear members of the City Council and planning staff,  
We appreciate the Planning Commission discussion Sept. 27 on land use goals for the general plan. Commissioner Adam Nugent's perspective that new zoning should be consistent on the same block especially when transitioning to residential uses makes sense, and we would appreciate it if you would also consider that need when outlining goals for the general plan. You can see in our original letter signed by 19 residents to the Planning Commission and planning staff that his perspective tracks with ours that the new zoning should be consistent on the same block. We also wanted to clarify that the zoning for the residential uses on the block would already be limited to three levels, so any new zoning for the mixed-use commercial should closely match that and be limited to the current 50-foot zoning cap.  
Thanks for your consideration of our request, and please read our original letter below.

Catherine and David Marreiro  
31 S. Claremont St.

Dear members of the Planning Commission and planning staff,

The Land Use Alternatives maps were a tremendous undertaking and we appreciate staff's efforts in creating them. With hundreds of tiny squares on these maps, there may be some missing elements and this is where we would like to take the opportunity to address a potential concern with the designation for the block at 545 First Ave., the current site of Hassett Hardware.

This site, at the corner of Delaware Street, is where the commercial uses of downtown transition to the residential area of North Central San Mateo. The immediate residential uses are mainly single-story houses with a few two-story houses. There is also a three-story condominium building on the block. The Hassett site, along with the Andrews Building immediately to the north, is currently zoned commercial, with a 50-foot cap.

The Land Use Alternatives map designates the section of this block as both mixed-use medium 4-7 stories next to residential low 1-3 stories on the same block. On paper, the transition may make sense since the highest use for residential is 3 levels and lowest use for mixed-use is 4 levels. In reality, however, the current conditions are different. The potential jump up to 7 stories, and possibly up to 9 with state density bonuses from SB 35, means there is a very real possibility that there could be a 9-story commercial building immediately next to a single-story residence. While that is a worst-case scenario, we worry establishing such zoning could make the possibility real as the new property owner for the Hassett site has a history of commercial development. If the adjoining Andrews building is purchased by this developer, the potential for this rises.

As part of the goals section of the General Plan discussion, we ask that consideration be provided to current uses in residential areas and that zoning reflect the need to transition heights into these areas.

We also ask that zoning on the same block be compatible.

We enjoy having Hassett here and appreciate its convenience and ability to provide jobs for neighborhood youth, and would love for it to stay. We could envision a new development with the current store returning on the ground floor and up to 3 levels of housing under the current 50-foot cap. We also could see a 3-4 level condominium building with limited parking to address this area's need for "missing middle" housing that transitions from commercial to residential areas. We also understand that a 5-level housing development could be built under the current cap. We are absolutely fine with these scenarios to varying degrees. As is typically the case with new development with a significant shift in land use, we would hope that there would be some accommodations when possible when it comes to setbacks, stepbacks and, when possible, retention of daylight planes.

We understand one of the main goals of the General Plan was to provide areas in which new housing could be built to address this area's growing need. We recognize this site's potential for new housing and welcome it as high as 50 feet, if done well and with some accommodations, and would prefer it to be slightly lower to transition better to the existing North Central neighborhood, which includes the city's oldest house directly across the street and a number of unique and interesting single-family homes in a traditionally low-income area of the city.

However, we would also like to be treated the same as other areas of the city and other blocks, which had accommodations for transitions to neighborhoods. Nowhere else in the city is there the potential for a current single-story residential use immediately next to a potential 9-story commercial building in any of the Land Use Alternatives map.

To summarize, we would like a goal established that any new zoning remain compatible within the same block so that heights stay within 2-3 floors of the current average after any density bonuses, that future development transition into established neighborhoods, and that the height for any future development on the commercial portion of this block be limited to allow for these two requests.

We are submitting this request as part of the goals section of the General Plan discussion but can also submit it during the Land Use Alternatives section when the draft General Plan is discussed next year. If there is another time for us to submit this request, or any other action we must take, please let us know.

Thanks again for the effort in creating this plan, receiving our concerns, and making the necessary modifications.

Catherine and David Marreiro  
31 S. Claremont St.

Woodrow Andrews  
501 First Ave. (Owner of The Andrews Building)

Yan Li  
26 S. Delaware St.

Jessica Huang  
30 S. Delaware St.

Val Lucero  
34 S. Delaware St.

Jon Mays and Dayna Alpine  
38 S. Delaware St.

John Aikin  
45 S. Delaware St.

George and Olga Derby  
105 S. Delaware St.

Citania Tam  
619 First Ave.

Gary and Olivia Edwards  
615 First Ave.

Susan and Wayne Purdom  
61 N. Claremont St.

Daryl Khoo  
21 S. Claremont St., Unit 12

Nicole and Mark Engler  
55 N. Claremont St.



**From:** Louie Carignan [REDACTED]  
**Sent:** Tuesday, October 18, 2022 12:23 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** General Plan From 1710 to 1804 Leslie St

Hi, my name is Louie Carignan. I represent 5 business owners that are located on Leslie St, in San Mateo, the 5<sup>th</sup> being myself. We were very involved in the general plan process before Covid, working with Julie Klien. Since covid we have not been able to be as involved as we like but would like to restart our efforts. To get right to the point, we are hoping to have our zoning evaluated and possible changed from commercial to mixed use. If you look up our street you will see we are surrounded by residential and or mixed use zoning. As the years have passed and more and more residential development has gone up around us, it has created a pocket that doesn't best serve the community. We are located right at the Hayward park train station, as well as being within walking distance to Parks, restaurants and shops. Please if you haven't already, take a quick look at our street. We believe it would be a shame if this was over looked during the general plan process. From 1710 to 1804 Leslie St are the 5 lots asking to be evaluated and possible be changed from commercial to mixed use. If you have any questions, please let me know.

Thank you for your time and consideration  
Louie Carignan