

From: Maxine Turner
Sent: Thursday, October 4, 2018 4:40 PM
To: Julia Klein <jklein@cityofsanmateo.org>
Subject: General Plan Subcommittee

Hello Julia - Please ensure that the full committee gets a copy of this email. I thought this first meeting got off to a good start & thank the committee for listening so well.

I submit a few comments regarding the Committee logistics and suggestions to be added to the briefing book.

COMMITTEE ORGANIZATION:

Let me clarify that I understand the need to limit public input to 2 minutes. My more important point was that it is imperative to have opportunities for dialogue & follow-up amongst the committee and attendees to add or correct information from previous speakers and the committee.

Recommendations:

- 1) Reevaluate the schedule for number of meetings and whether the 2 hour limit to meetings is conducive to full discussion of issues. Perhaps organize more informal 'round table' discussion groups with opposing viewpoints at each table to debrief after each committee meeting.
- 2) Improve meeting logistics. The microphone set up did not work for public input & interfered with ability to present. It was uncomfortable to not know whom to look at when presenting and inconvenient not to have a place to put your notes while holding the microphone. The layout of chairs for the public did not allow for visibility with the committee or staff.

BRIEFING BOOK BIAS: Text in italics is content from Briefing Book.

Introduction: *San Mateo's vibrant Downtown, desirable neighborhoods, diversity of employment options, high quality public services, and recent developments such as Hillsdale/Bay Meadows and Station Park Green, make it an ever-popular place to live and work. San Mateans take pride in the community and are dedicated to maintaining and improving the city and its many distinct and diverse individual neighborhoods.]*

Add words "authentic and historic" to description of San Mateo's vibrant downtown....

Housing Affordability: *Even with the high housing costs, the city population has increased by almost 5,000 people between 2013 and 2018, a trend that is expected to continue. By 2040, San Mateo's population is projected to grow by another 28,000 people, which would require about 10,000 new housing units just to meet this population increase.*

We will never make any progress if we just keep repeating, instead of challenging, the population assumptions made by real estate interests and regional agencies. To have any reasonable balance between job supply and housing demand, we need to look at both sides of the jobs/housing balance equation.

Public Transit: *The regional transit agencies are working on ways to improve service and increase ridership. The Caltrain electrification project now underway is expected to reduce travel time, as well as improve air quality. SamTrans is considering options for rapid bus service along El Camino Real between Daly City and Palo Alto, including through San Mateo.*

We need honest, specific data to determine whether the potential improvements to existing transit options can accommodate the projected population growth. Specifics, not vague wishes - how many new trains and increased capacity will actually result from the Caltrain electrification process?

Pedestrian and Bicycle Network: *Biking is popular in San Mateo, and a good bike network supports sustainability, active living, and public health. San Mateo's existing bike system connects residential neighborhoods and major roadways.*

I question whether the existing street network for bikes can be considered a good network, especially taking safety, as well as convenience, into consideration. Major improvements must be taken to increase bicycle and pedestrian use.

Parks & Cultural Resources: *Resources included on or eligible for the National Register of Historic Places include the*

Ernest Coxhead House, the De Sabla Teahouse and Garden, the Hotel Saint Matthew, the San Mateo Main Post Office, and the National Bank of San Mateo.

Add the Downtown Historic District which includes parts of B Street and 3rd Avenue, the Glazenwood residential neighborhood and the 19th Avenue Park Eichler neighborhood.

San Mateo 10 years ago was a much more diverse, affordable and less congested city than it is now. This GP update needs to honestly evaluate who has benefited from the recent, unrestrained explosion of jobs and who has borne the negative impacts. And to honestly question (not just accept) if the 'talking points' of jobs-housing balance, high density TOD, & Caltrain electrification are truly solutions to the affordable housing crisis.