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**Subject:** General Plan Comments - General Plan Subcommittee Meeting - December 19, 2018 -  
Senior Center

Monday, December 19, 2018 - General Plan Subcommittee

Meeting. These are some General Plan comments:

We need a high-speed rail crossing from the Mid-peninsula to the East Bay. We need BART and CalTrain to create one metropolitan transit system for the bay area.

1. Circulation - Reduce cut-through traffic on local streets, residential collectors and residential arterial streets for pedestrian safety.
2. Circulation - Large heavy trucks need to take the State Highways from 101 to 92 to El Camino Real to Downtown and back to 92 to 101 or 280 for safety. The new on- off ramps have been a great improvement at 92 and El Camino Real.
3. Maintain the historical charm of Downtown San Mateo and ensure new proposed projects blend in size, scale, and architectural style. Ensure high quality materials are used in proposed projects.
4. Preservation of residential neighborhood character and historic properties with compatible zoning and design guidelines.
5. Increase the percent of inclusionary affordable housing on larger residential developments. Spread affordable housing equitably around San Mateo to all neighborhoods.
6. Please do not target the 100 percent affordable housing projects to the Central and North Central Neighborhoods through spot zoning.

7. No rent control or rent stabilization in San Mateo - because it doesn't create any affordable housing. In the future, there will be very little incentive to improve properties if rents are stabilized forever. It will reduce the property values of apartment buildings in San Mateo and neighborhoods will decline. Rent control and rent stabilization policies will create tension between the renters and property owners.
8. Safety - Developer contributions and traffic impact fees are needed for future traffic calming in residential neighborhoods that are impacted by cut-through traffic and need to be installed before their new project breaks ground. Bay Meadows - Ryland I - Wilson Meany and San Mateo Glendale Village is an example.
9. Caltrain service needs to be expanded in the PM hours and on the weekends to encourage higher Caltrain ridership to reduce traffic congestion.
10. Encourage businesses to pay for transportation to get office workers home if CalTrain service is not available.
11. Safety - Reduce speed limits on 3rd/4th Avenue to 25 mph, and on local and collector streets to 15 - 20 mph in residential neighborhoods for safer streets.
12. Maintain the quality of life and preservation of residential neighborhoods by requesting commercial trucks to park in commercial areas. Clean up the blight of large commercial trucks on residential streets.
13. Safety - Add lighting to the center lane for the pedestrians and bicyclists on the 3rd Avenue Overpass.
14. Safety - San Mateo has very high traffic accident numbers and we need more transparency to the traffic accident numbers at residential intersections and in the Downtown. The accident numbers are very high in the Central and North Central Neighborhoods and the Downtown. Cumulative accident numbers at intersections can be updated in real time and placed on the City of San Mateo website. If there are fatalities at specific intersections, that could also be noted with a black triangle. Hexagon and the Police prepared an accident analysis from 2000 to 2016. Actual accident numbers at 14 of the study intersections were higher than state averages at similar intersections. This accident analysis can be updated to 2018. (405 E. 4th Avenue Project - Appendix H - Draft Transportation Impact Analysis - Appendix E - Accident Analysis Table 4 - Page 27).
15. Noise element - 3 neighborhoods - Central, Arbor Rose, and Sunnybrae Neighborhoods need a much higher sound wall than 8 feet for environmental protection from the current noise and diesel particulate impacts from the 101

Freeway and the future 101 Managed Lane Project.

16. Preserve and protect San Mateo with Measure P. 7,000 residents have signed the city-wide petition to protect the height, density, and affordable housing in San Mateo in the future. State Density bonus has been used by developers to increase density and affordable housing. San Mateo has consistently built its fair share of affordable housing compared to other cities since 1991 through Measure P.

17. The General Plan review has been very fast paced for the Community and the General Plan SubCommittee through the holiday season. What is the reason for the rush?

Laurie Watanuki