

**From:** Laurence Kinsella  
**Sent:** Tuesday, September 18, 2018 10:27 PM  
**To:** Julia Klein <jklein@cityofsanmateo.org>  
**Subject:** General Plan comments

Dear Ms. Klein,

Some general and specific comments on the upcoming General Plan update:

That there be no more up zoning in the General Plan until the infrastructure is adequate and in place to handle it, including better (required) coordination of development with the school districts.

That in the City revisit fees, especially with the purpose to updating its fee structure as it pertains to parking in-lieu fees. All city fees (affordable housing etc.) should be updated as part of this process. The City of San Carlos recently did a study on parking in-lieu fees on the Peninsula that might offer some guidance.

That the City of San Mateo be mandated to do some regular counts as to Caltrain use by the TOD developments that it has approved and will approve in the future. All I see is Hexagon work that does not include Caltrain usage related to any of the past or new TOD development.

That, prior to or as a mandate for any GP update, Hexagon do a city wide projected traffic study based on any proposed up zoning and/or increase density in the city, including commercial.

That any proposed zero lot line commercial development have more stringent setback guidelines than is presently required, with light and air considerations that reflect some of the same concerns as those required in residential requirements.

That the neighborhoods, on the east side of El Camino, that are impacted by the City's TOD up zoning of the past 10 years or more now, receive some added benefit from the City to compensate in some fashion for the added parking problems, traffic congestion, noise and air pollution, higher crime rates, the soon to be Caltrain grade separations etc. and the overall general decrease in their quality of life and property values, that have been a direct consequence of the City's approving higher density on the east side of El Camino in San Mateo. Simple traffic calming measure don't amount to much of a help, and after the fact, regular bond measures to pay for the added demands of new development is particularly difficult for those on fixed incomes. Maybe other simple things like increased street sweeping taking on a higher priority on the east side of El Camino could be implemented. More services to the Eastside.

That there be a bigger setback from the freeways on any new development in the City of San Mateo, particularly on those along the 101/92 corridor. There are some state laws that require setbacks from freeways for residential development, due to air quality, but I don't see the City ever taking them into account. This may apply to the proposed Concar/Passages development, where Ross and Rite Aid are now located.

Thank you for asking for public comment.

Best,

Laurence Kinsella