Comments

- Pop if jobs correlate more economically/balanced
- a reach, but maybe not too much
- account for more future growth - @ least 1 more floor

Alternative A
- Compact area but @1em tracks with NW
- possibly too much - worth list for developers
- max 4 stories
- A.H. is good
- max height of one (Street @ ground)
- viewable heights @ home @ least match existing
- 1 more floor @ Worth
- when B (but also C) - @ Central

Alternative B
- Compact with steps but (broadly)
- possibly too much - worth list for developers
- max 4 stories
- max height
- max mixed use (Street @ ground)
- viewable heights @ home @ least match existing
- 1 more floor @ Worth

Alternative C
- Consider is becoming commercial
- some comments
- max height
STUDY AREA 2 NOTES
Make sure to keep a grocery store in the area. Don’t create a food desert.

Make sure cement needs to be replaced with other grocery stores. Also applies to other alternatives.

If you are displacing Samahan food bank, help them relocate to an appropriate location near public transportation.

Keep commercial area/parking next to El Segundo Calfornia high school parking.

Parking space size from Denny’s building. Size: 40 ft x 50 ft

Alternative A: a little higher density.

Alternative B: closer to density with the park.

Alternative C: close to density with the park.

Don’t change zoning with PDC, PDC, PDC block, California 11-m tube future.
Alternative B or C should be different in the
area immediately north of the bay. Add Caltrain.

- All wind-use high at wind.
- Consider multi-story buildings in Bay Meadows.
- Draft includes workforce housing.

General Comments
- Opt Alternative should include wind-use
  on Park Ave (consider additional wind use areas).
- Consider bike/ped circulation from adjacent areas
  (north玩意/shorter route).
- More analysis of historic resources as part of alternatives.
- Too much intensification of residential on access of study areas.
- Consider impacts on density housing.
- Clearly define height limits & land-use high
  volumes in RA District to be included.

Alternative A

25th Ave = Neighborhood Commercial - study displacement of small business
Red Xing of Caltrain & Hayward Park - Str Green residents

Alternative B

Alternative C
Comments

Alternative A

- Consider "force field" zoning code for downtown area. 
- Allow parking facilities being used by residents nearby. 
- Convert existing lots into small lots. 
- Increase density to 40 units per acre. 
- Increase density to 40 units per share (in the area) - match construction costs.

Alternative B

- Consider "force field" zoning code for downtown area. 
- Allow parking facilities being used by residents nearby. 
- Convert existing lots into small lots. 
- Increase density to 40 units per share (in the area) - match construction costs.

Alternative C

- Consider "force field" zoning code for downtown area. 
- Allow parking facilities being used by residents nearby. 
- Convert existing lots into small lots. 
- Increase density to 40 units per share (in the area) - match construction costs.
STUDY AREA 5 & 7 NOTES
Comments

Alternative A

- The current housing stock in the area is not adequate in size or type, i.e., typical townhouses and single-family homes are not enough.
- Improved walkability is needed for better connectivity.
- Inadequate parking spaces in Area C is an additional concern.
- Is development close to anything? Should it be closer to something else?
- Medical offices should be required for all alternative A.

Alternative B

- The area is supportive of higher density living, but higher density living in the area can impact the environment.
- The current infrastructure is adapted to meet the needs of the environment.
- The area is on the edge of the city, which is a good thing.

Alternative C

- Study area #1 is to be replaced with a higher density.
- Support of higher density living (if any) in the area.
- Commercial improvements in the area.
STUDY AREA 10 NOTES

DRAFT ALTERNATIVES OPEN HOUSE | MARCH 3, 2020

Comments

Alternative A

- Supports mixed use of commercial/industrial, but not office
- Would like the parking to be more dense, they need a really smaller (more people)
- More elongated form and less intensive
- Not sure the people densities

Alternative B

- Supports less density
- More walkability

Alternative C

- If you are going to build so much, where are the support services (cheers, libraries)
This alternative aims to create walkable communities throughout San Mateo by prioritizing pedestrian corridors, pedestrian improvements to challenging intersections, and implementing traffic calming and safety improvements near highway onramps. This alternative envisions a two-block pedestrian-only street downtown. All the alternatives assume pedestrian and bicycle improvements consistent with existing City planning documents.
Alternative B: Circulation

This alternative aims to increase and improve transit access to and from major connections in San Mateo by adding transit connections from Study Areas 3, 6, and 10 to the Hillsdale Caltrain station, prioritizing dedicated HOV and bus lanes, and adding BRT improvements to El Camino Real. All the alternatives assume pedestrian and bicycle improvements consistent with existing City planning documents.