

APRIL 15, 2021

DRAFT ALTERNATIVES WORKSHOP

BREAKOUT ROOM NOTES & ZOOM CHAT TRANSCRIPTS

Note: This attachment includes the notes from the April 15, 2021 Draft Alternatives Workshop breakout room discussions. The breakout room notetakers had the option of transcribing notes on Jamboard and/or a Google Note Sheet. Some notetakers chose to transcribe notes using *both* tools, while some notetakers chose to transcribe notes on either Jamboard *or* the Google Note Sheet.

This attachment also includes the Zoom chat transcripts from the workshop which includes comments that were not captured during the meeting discussions.

April 15, 2021

Study Areas 1 Central, 1 South, 3, and 8

Notes

City of San Mateo Workshop Notetaker Sheet
April 15, 2021 – Study Areas 1, 3, and 8
(Brian Alexander/Somer Smith/Sandra Council)

ROOM A

Study Area 1 – El Camino Real Center

- Change purple L shape at Madison to just residential

Study Area 3 – Rail Corridor Area

- Mixed Use for Borel Square
- Change Palm Avenue to mixed use

ROOM B

Study Area 3 – Rail Corridor Area

- Mixed use for Borel Square instead of residential
- Hillsdale mall in alt C should be mixed use High-looks weird to be light blue next to 2 dark blues (see map)
- 25th ave has small lot sizes, so should remain low density
- Concern with infrastructure/traffic

Study Area 8 – Parkside Center Area

- Area southeast of hwy interchange has sketchy cell service, may impact office use
- Due to traffic congestion/flow Alt A is important to prioritize

ROOM C

Study Area 3 – Rail Corridor Area

- 25th Ave is historical- do not change-2 comments I
- High density affordable housing west side of ECR from 25th to Hillsdale
- Parking terrible on 25th
- Modify Borel but not too high
- Does not agree with those that want 25th to remain the same I
- No to 8 stories at Borel
- Yes to High mixed use at Hillsdale
- High mixed use for Hillsdale and Borell
- Need more pocket parks
- Medium height over high preferred throughout
- High mixed use at hillsdale

Study Area 8 – Parkside Center Area

- Keep Smart and Final
- Keep restaurant on waterfront-
- Needs park areas for this neighborhood
- High traffic concerns
- 4-7stories for Fiesta is too high
- Residential near interchange is dangerous from traffic perspective
- Pedestrian walkway aligned with 92 on north side to link caltrain to 101-2 comments

Study Area 1 El Camino Real Center

- none

ROOM D

Study Area 3 – Rail Corridor Area

- Please add offices west adjacent Borel for redevelopment since they are older(part of study ?)
- Keep 25th Ave as is --gem to City
- Like Borel to be more mixed use high
- Support mixed use high at Hillsdale station
- Like Alt C for Hillsdale
- Don't like Alt C for Hillsdale
- Residential high at Hillsdale is good since it is close to transit

Study Area 8 – Parkside Center Area

- Like option B residential
- Would mix use require neighborhood commercial/ground floor retail?
- Concern about no transit in this area
- Have medium B residential at office near Marriott and fashion island locations-see map

Study 1 El Camino Real Central

- Put office complex west of Borel back into the study area-they are older and could be redeveloped
- High density along ECR
- Medium density along ECR

Study 1 El Camino Real South

- More housing at 38th area
- Keep neighborhood commercial at 36th
- Mixed use on ECR near 36

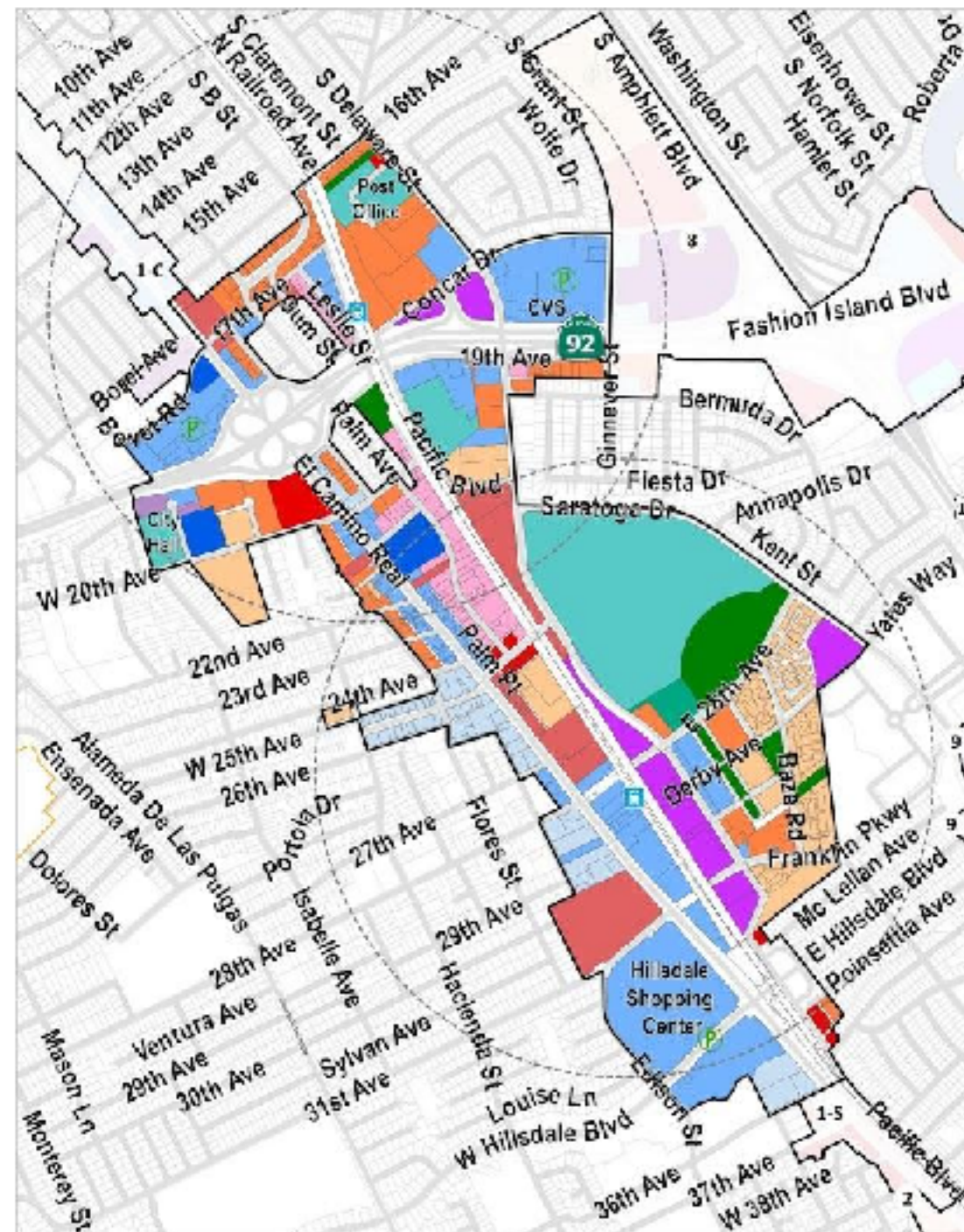
City of San Mateo Workshop Notetaker Sheet: Jamboard (April 15, 2021)

Group A (Brian Alexander/Somer Smith/Sandra Council)

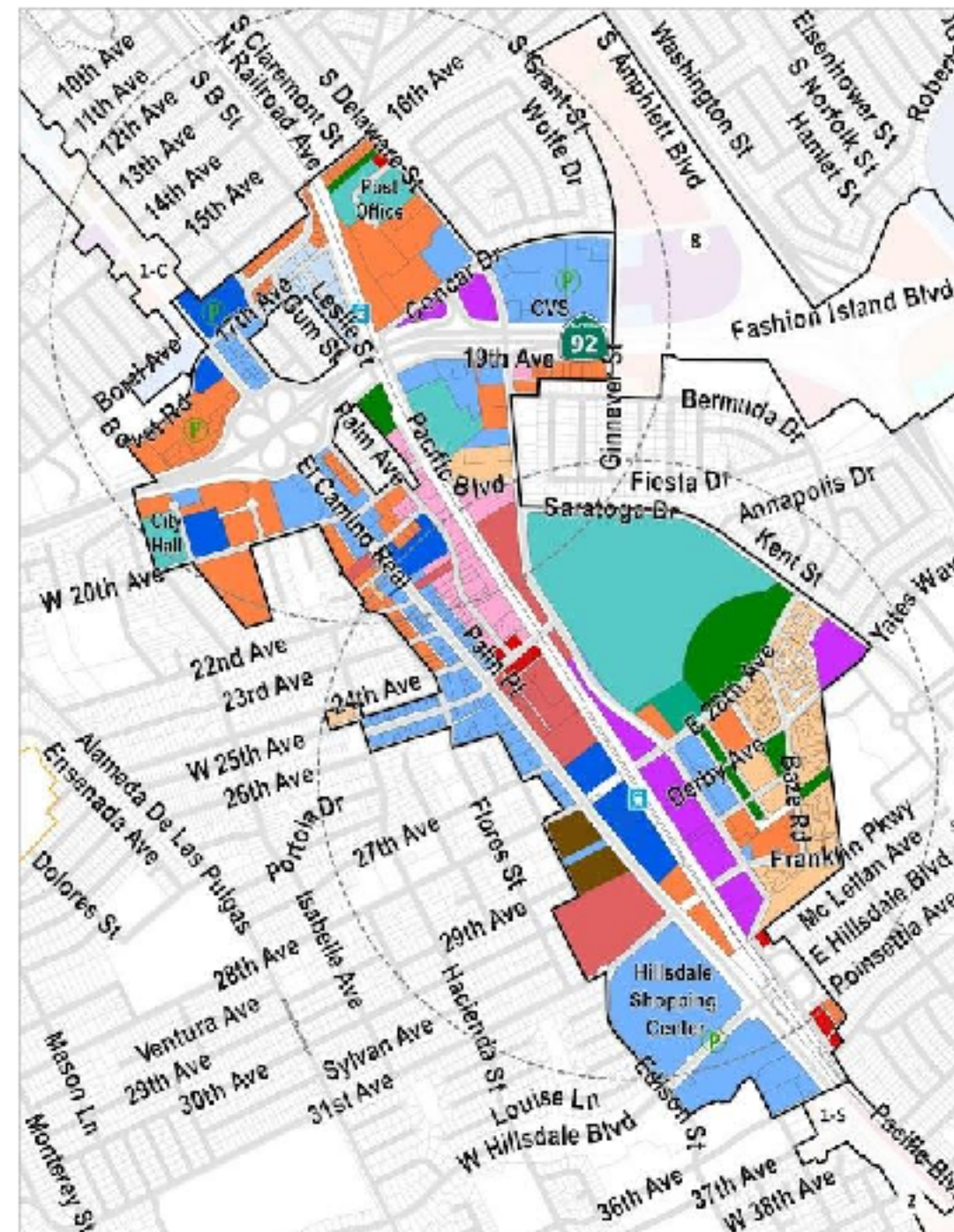
Study Area 3 - Rail Corridor Area

High mixed
use at both
locations

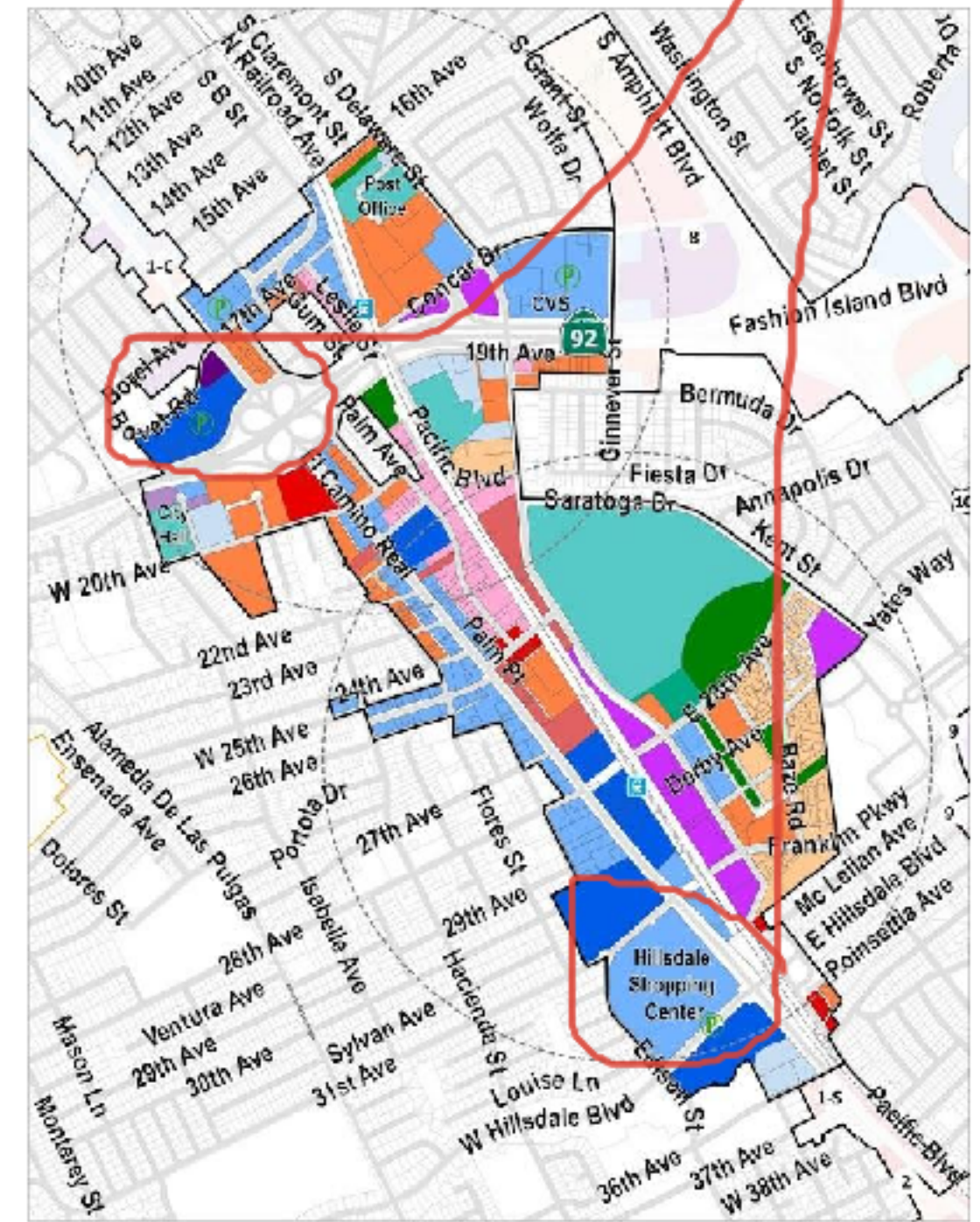
Alternative A



Alternative B



Alternative C



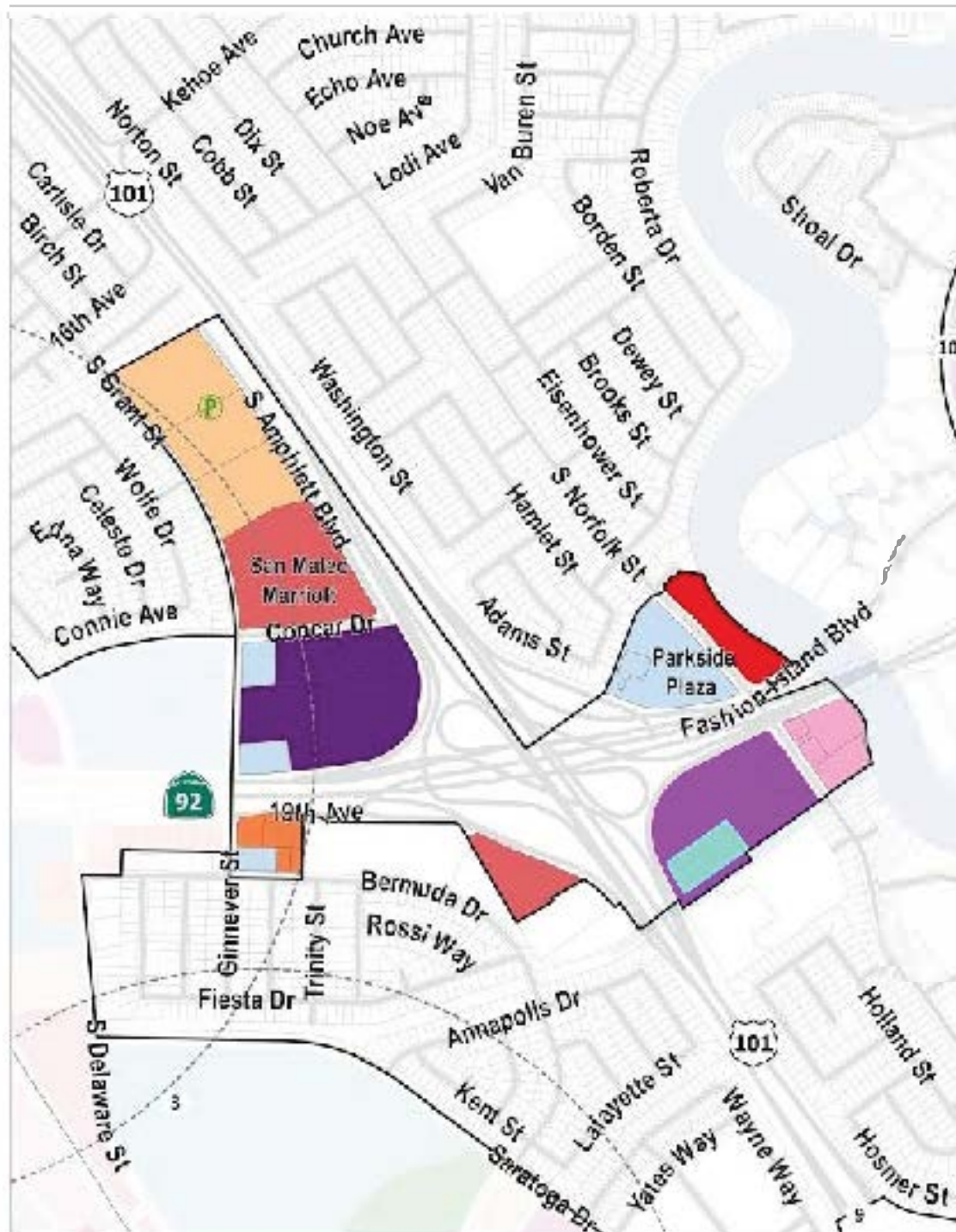
City of San Mateo Workshop Notetaker Sheet: Jamboard (April 15, 2021)

Group C (Brian Alexander/Somer Smith/Sandra Council)

Study Area 8 - Parkside Center Area

medium
residential

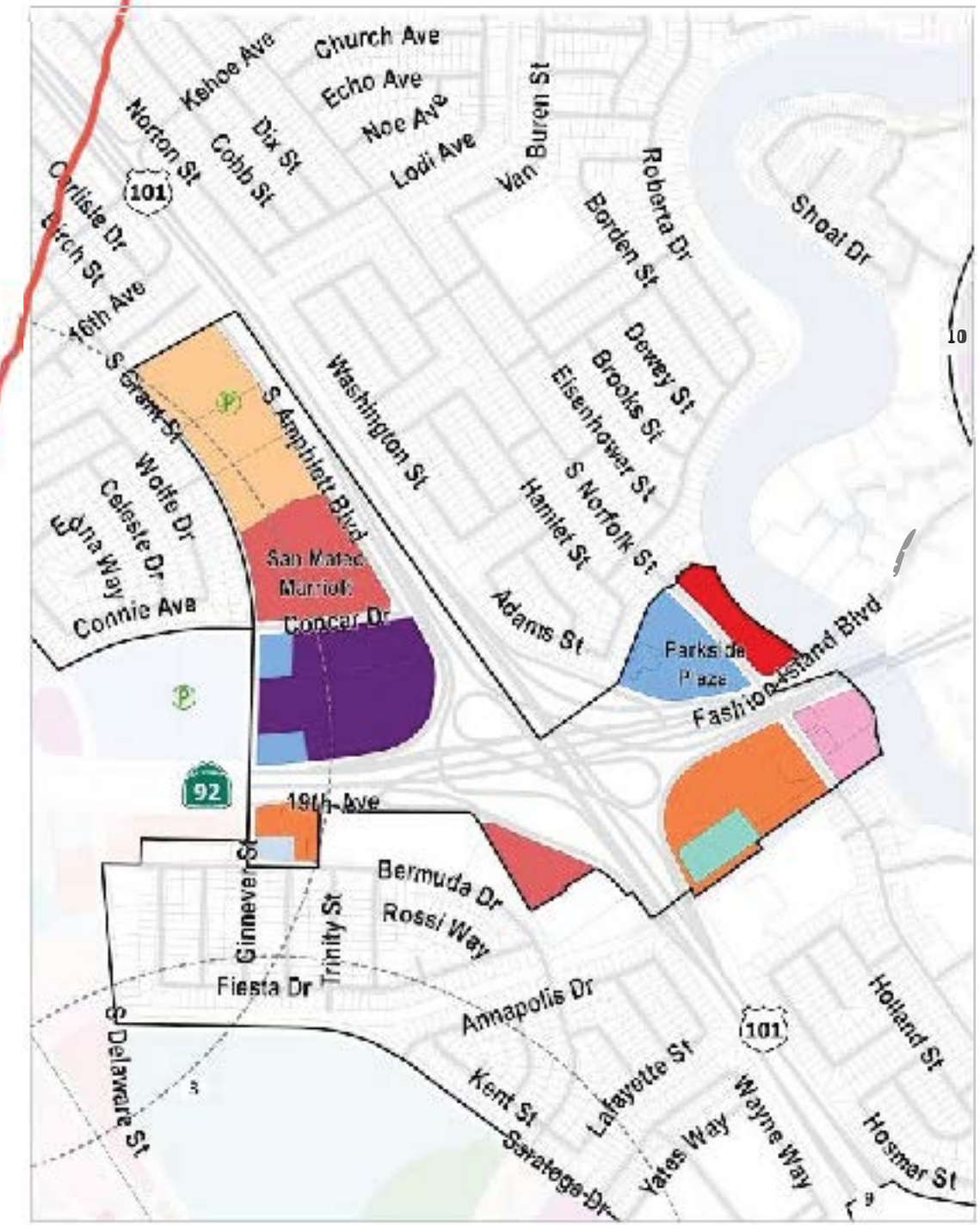
Alternative A



Alternative B



Alternative C



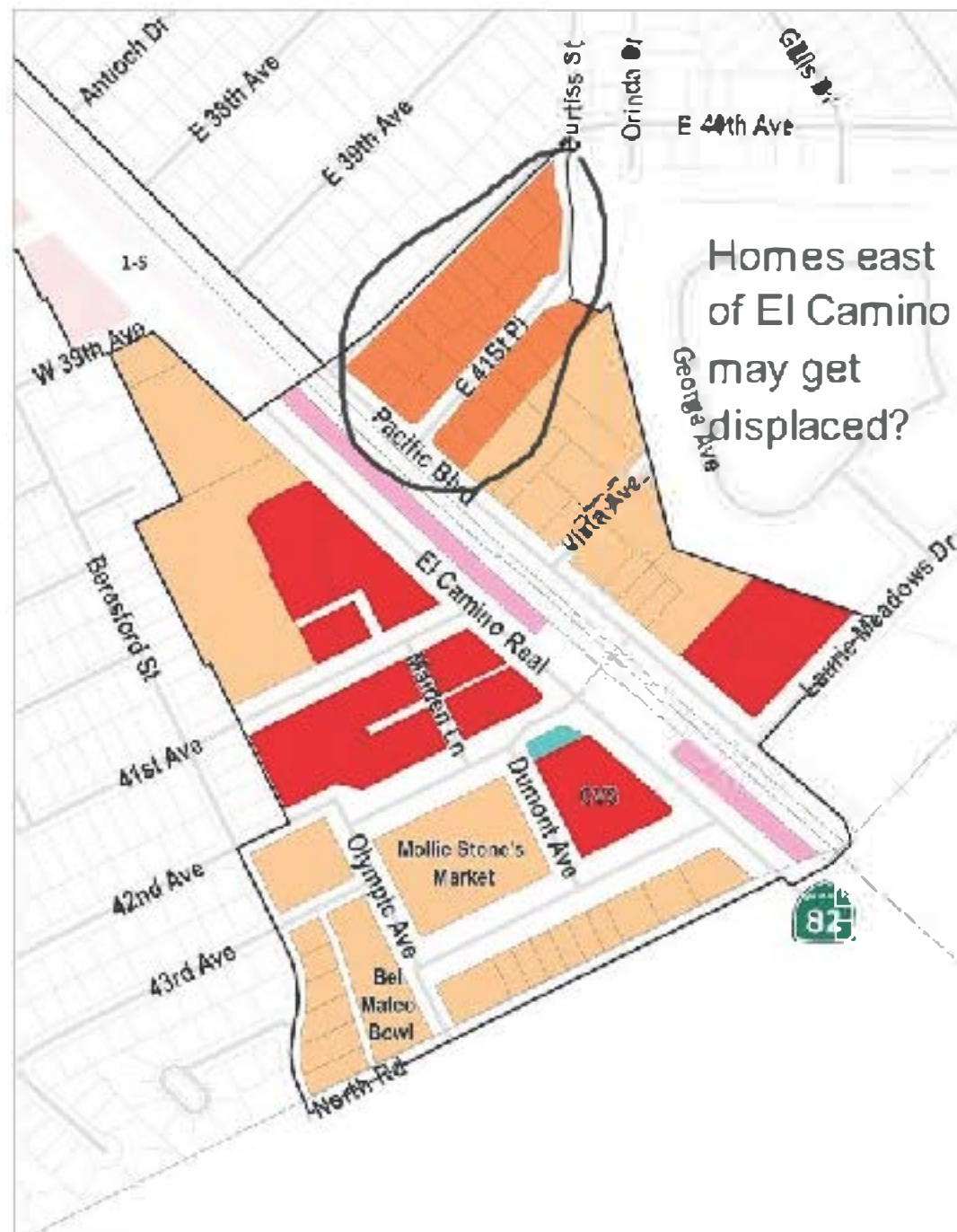
April 15, 2021
Study Areas 2, 6, 9, 10
Notes

City of San Mateo Workshop Notetaker Sheet: Jamboard (April 15, 2021)

Group C (Linda Ly/Nicky Vu)

Study Area 2 - Bel Mateo/Mollie Stone

Alternative A



Alternative B



Alternative C

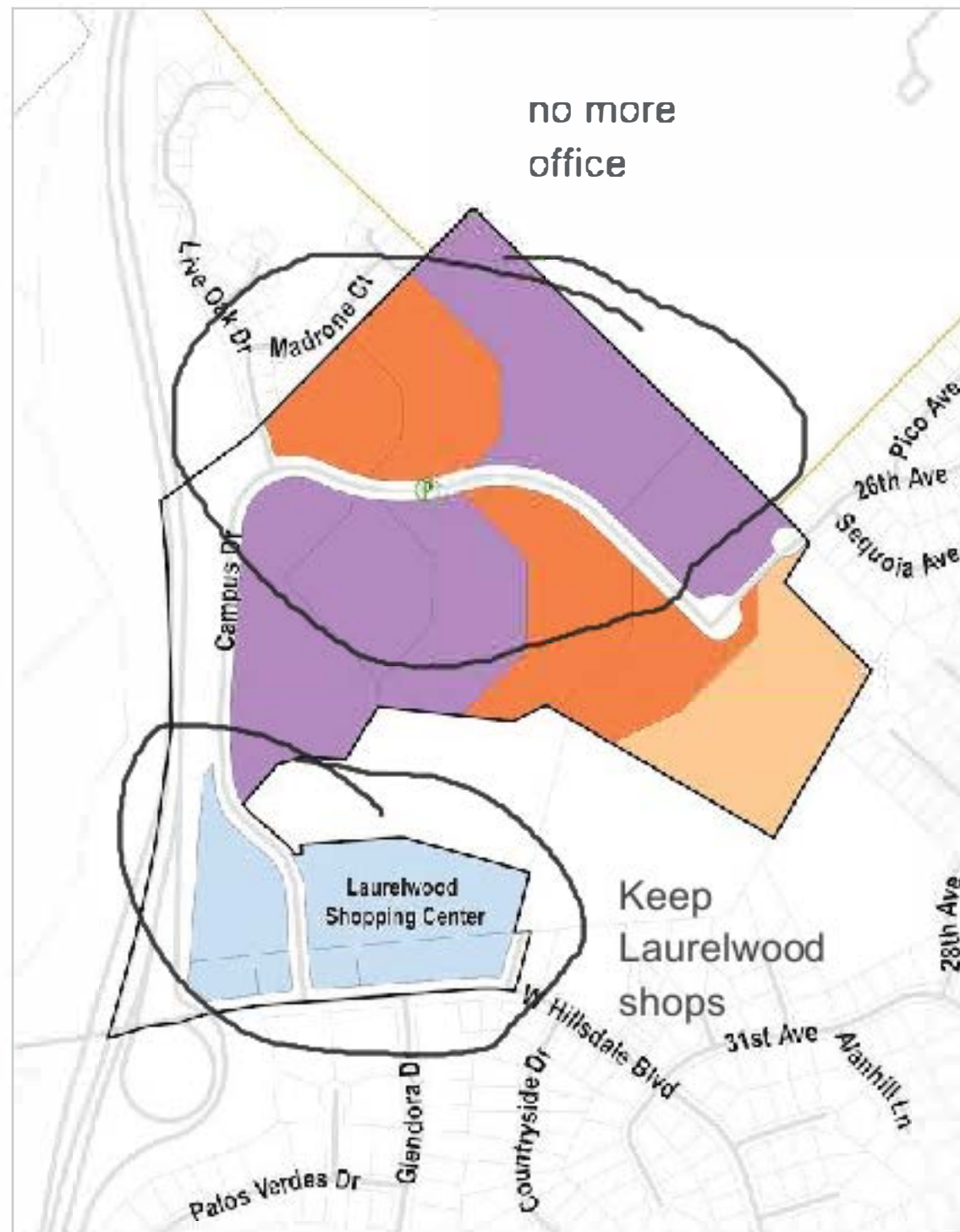


City of San Mateo Workshop Notetaker Sheet: Jamboard (April 15, 2021)

Group C (Linda Ly/Nicky Vu)

Study Area 6 - Campus Drive Area

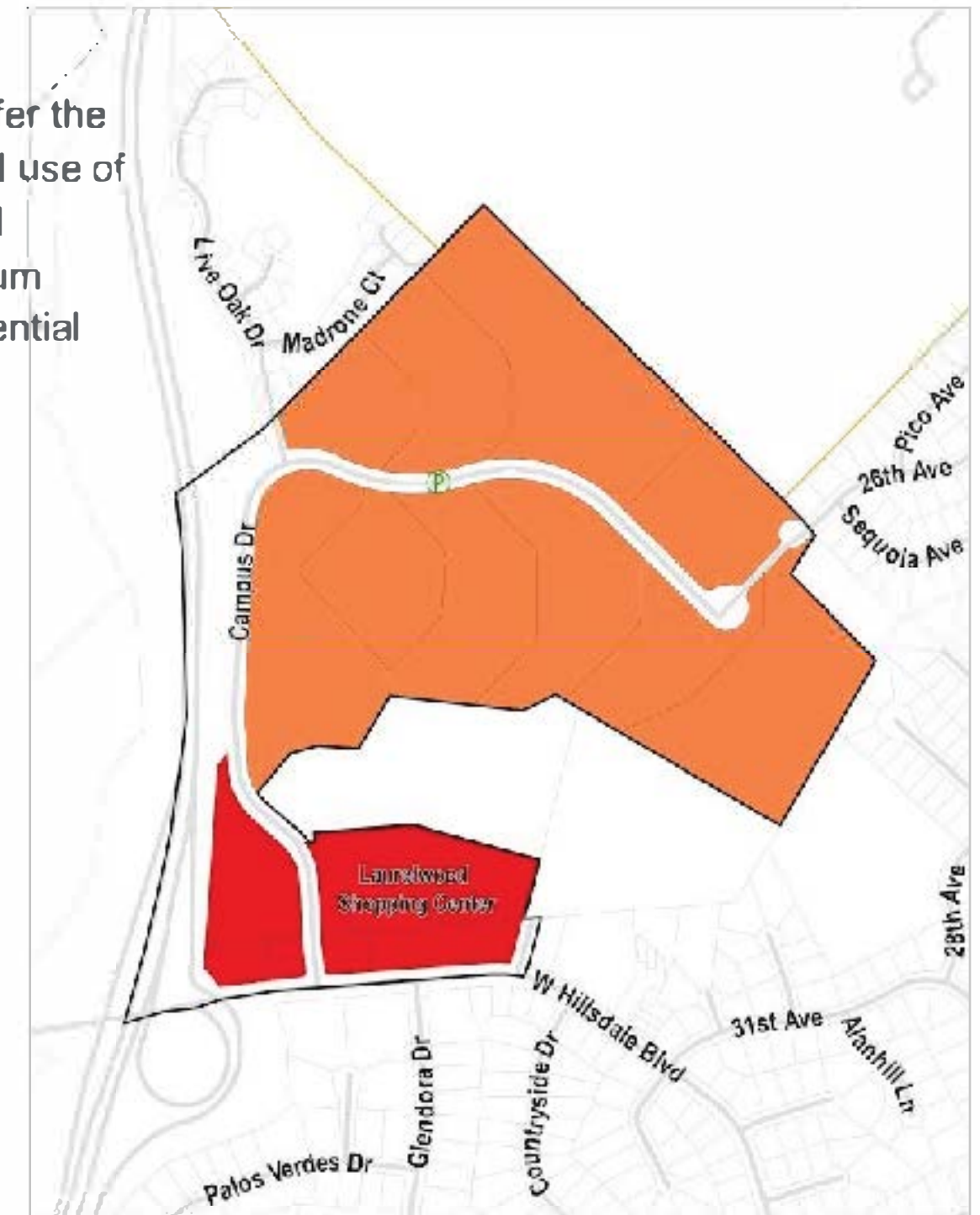
Alternative A



Alternative B



Alternative C

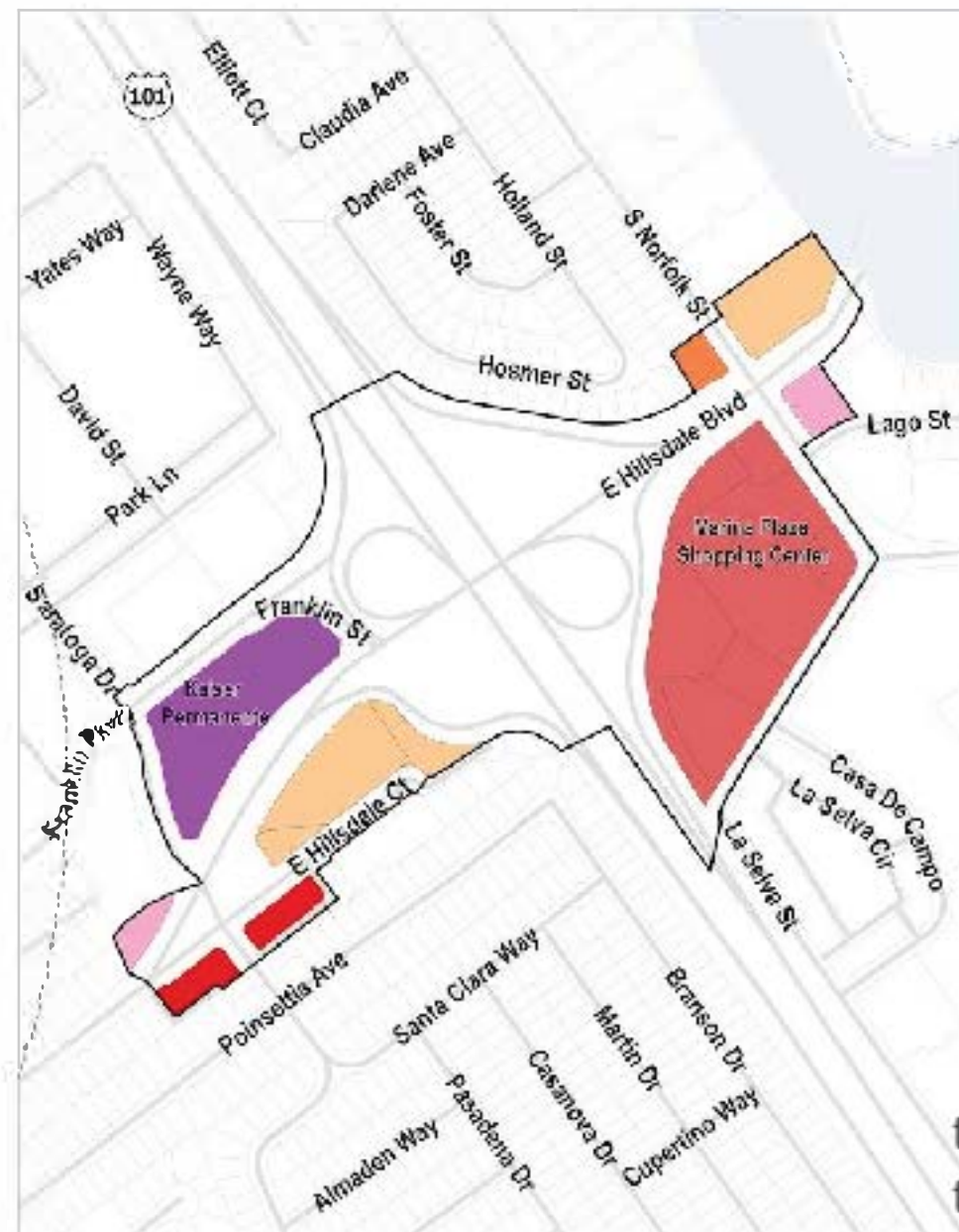


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Group C (Linda Ly/Nicky Vu)

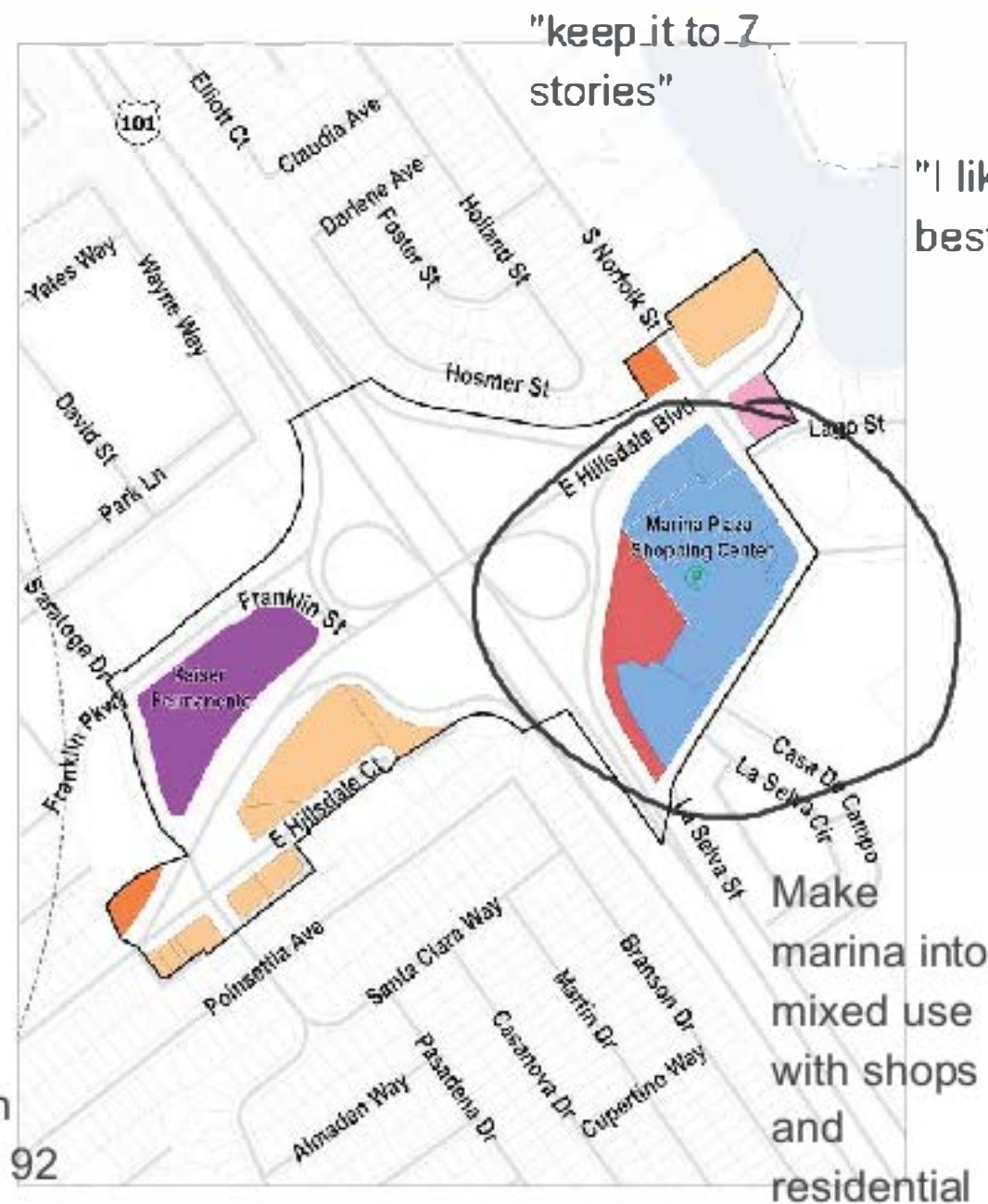
Study Area 9 - Hillside/Norfolk Area

Alternative A



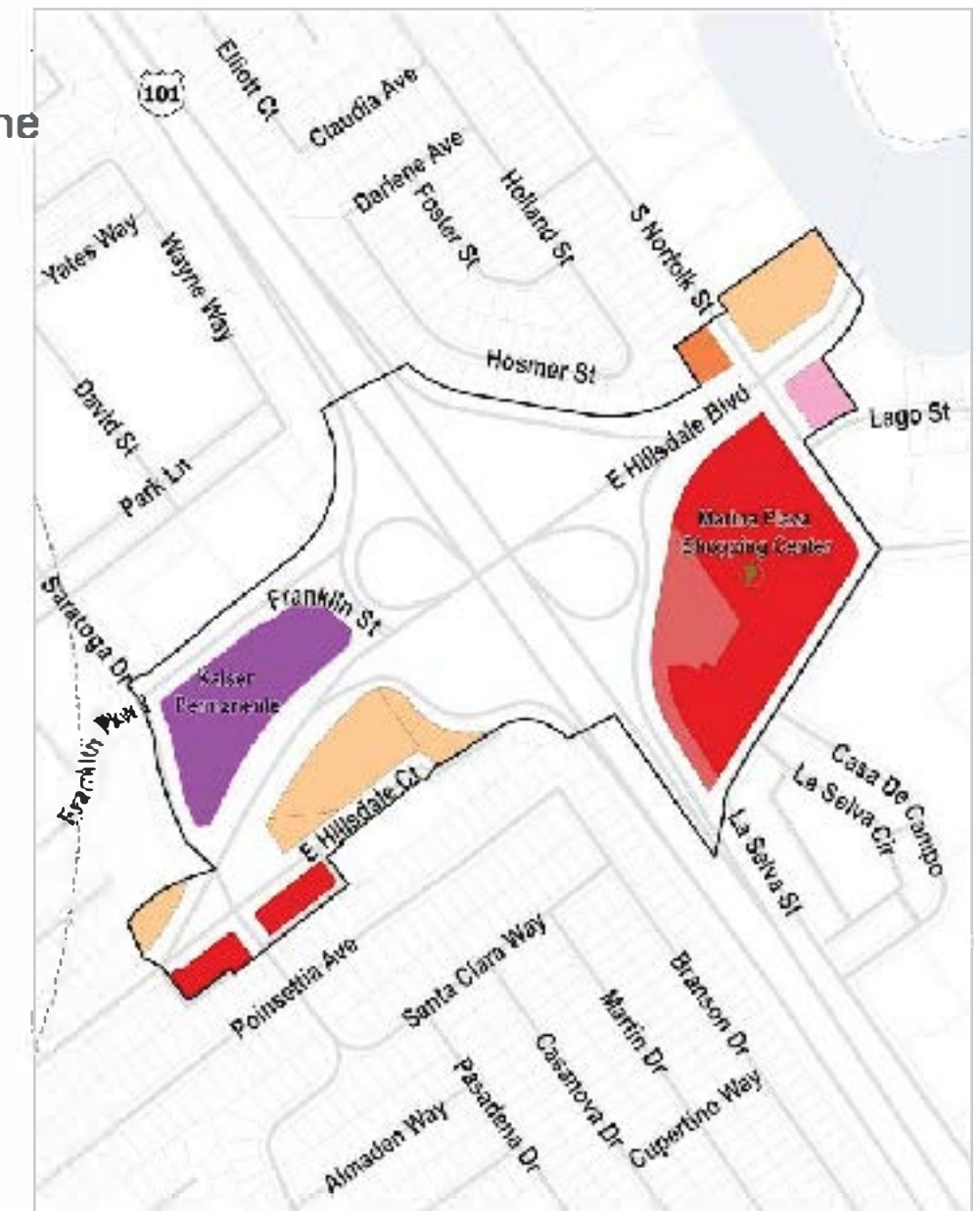
too much
traffic on 92

Alternative B



"I like C the
best"

Alternative C

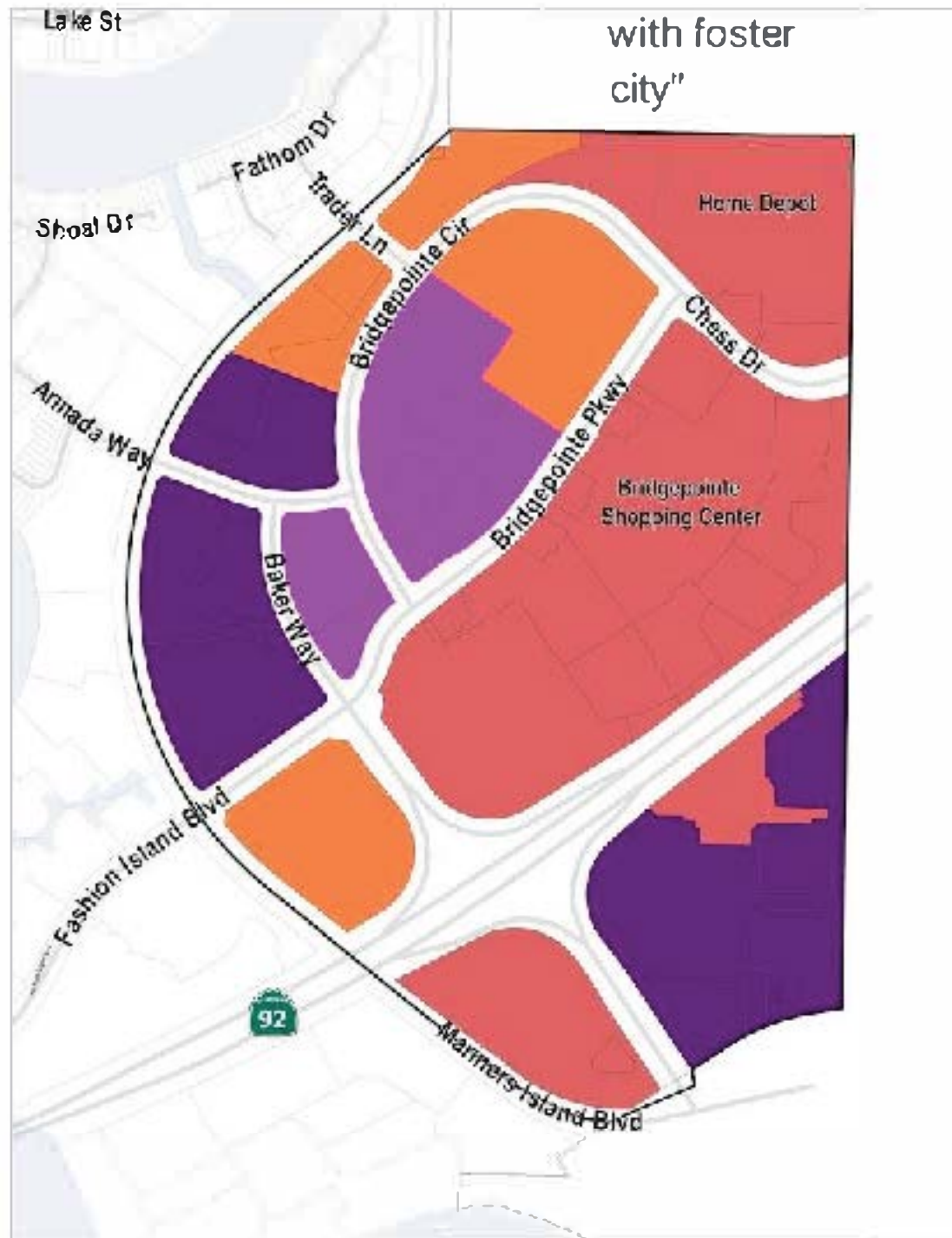


City of San Mateo Workshop Notetaker Sheet: Jamboard (April 15, 2021)

Group C (Linda Ly/Nicky Vu)

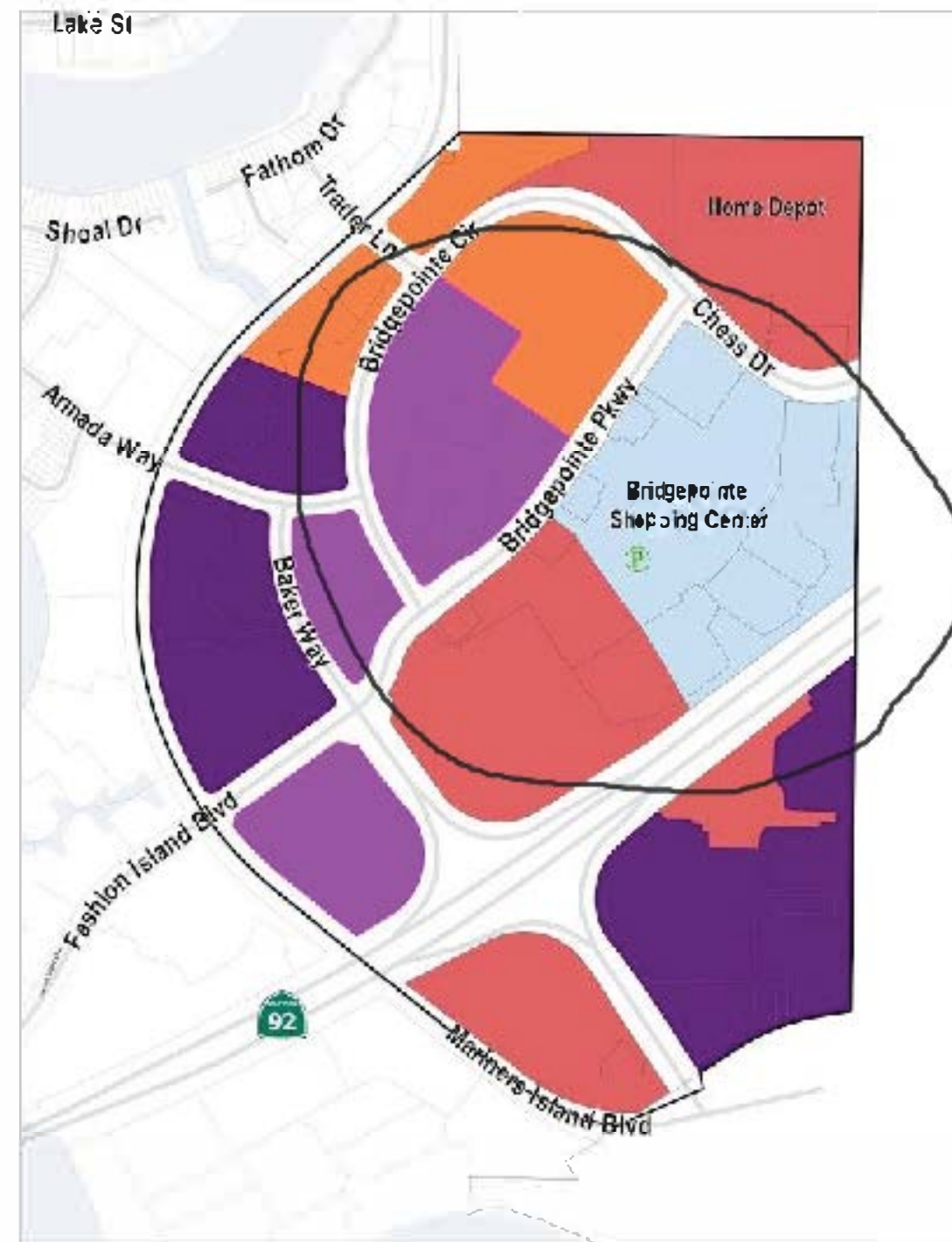
Study Area 10 - Bridgepointe Shopping Center Area

Alternative A



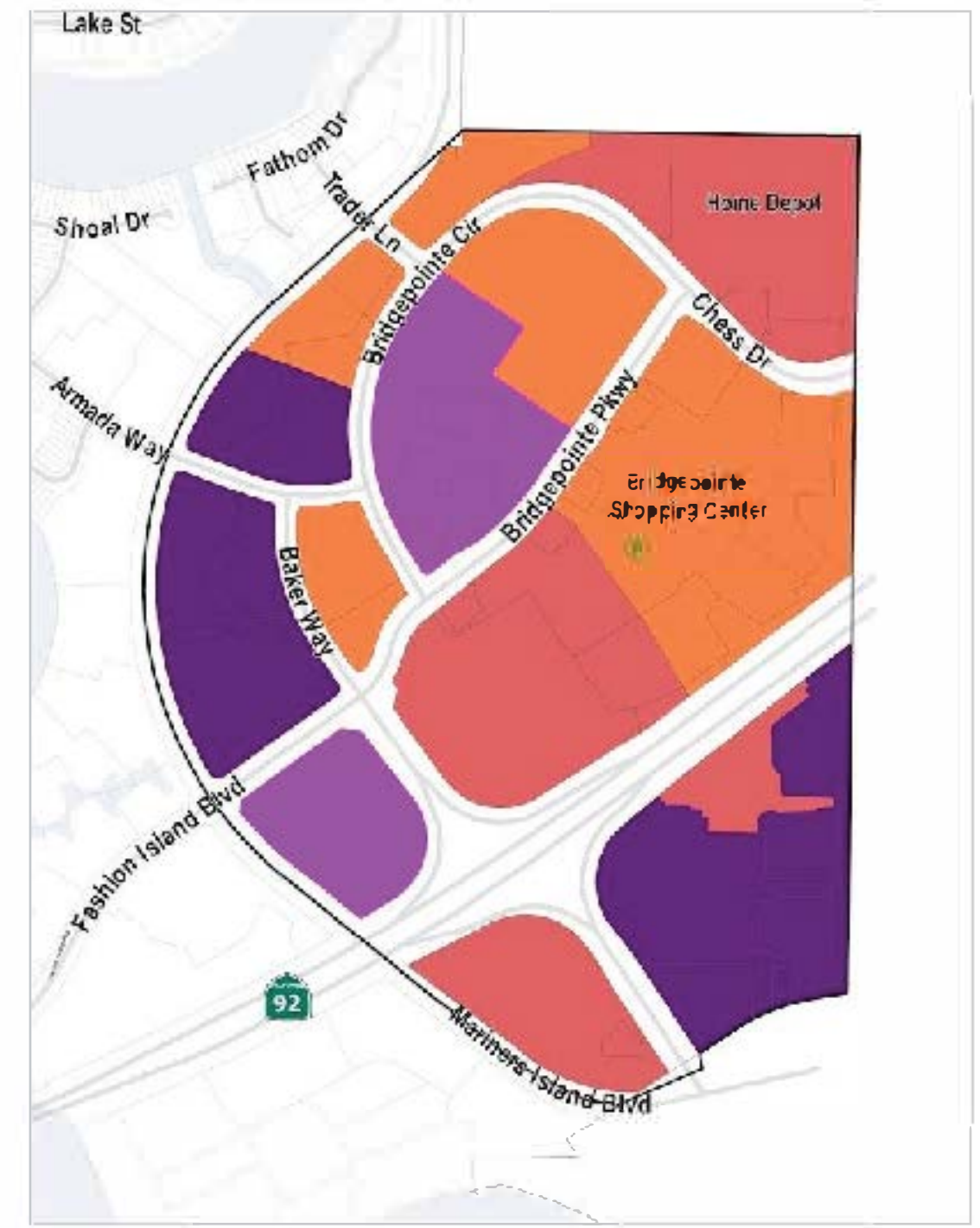
"im
concerned
about traffic
coordination
with foster
city"

Alternative B



I vote for alt
C

Alternative C



City of San Mateo Workshop Notetaker Sheet: Jamboard (April 15, 2021)

Group D (Linda Ly/Nicky Vu)

Study Area 2 - Bel Mateo/Mollie Stone

Alternative A

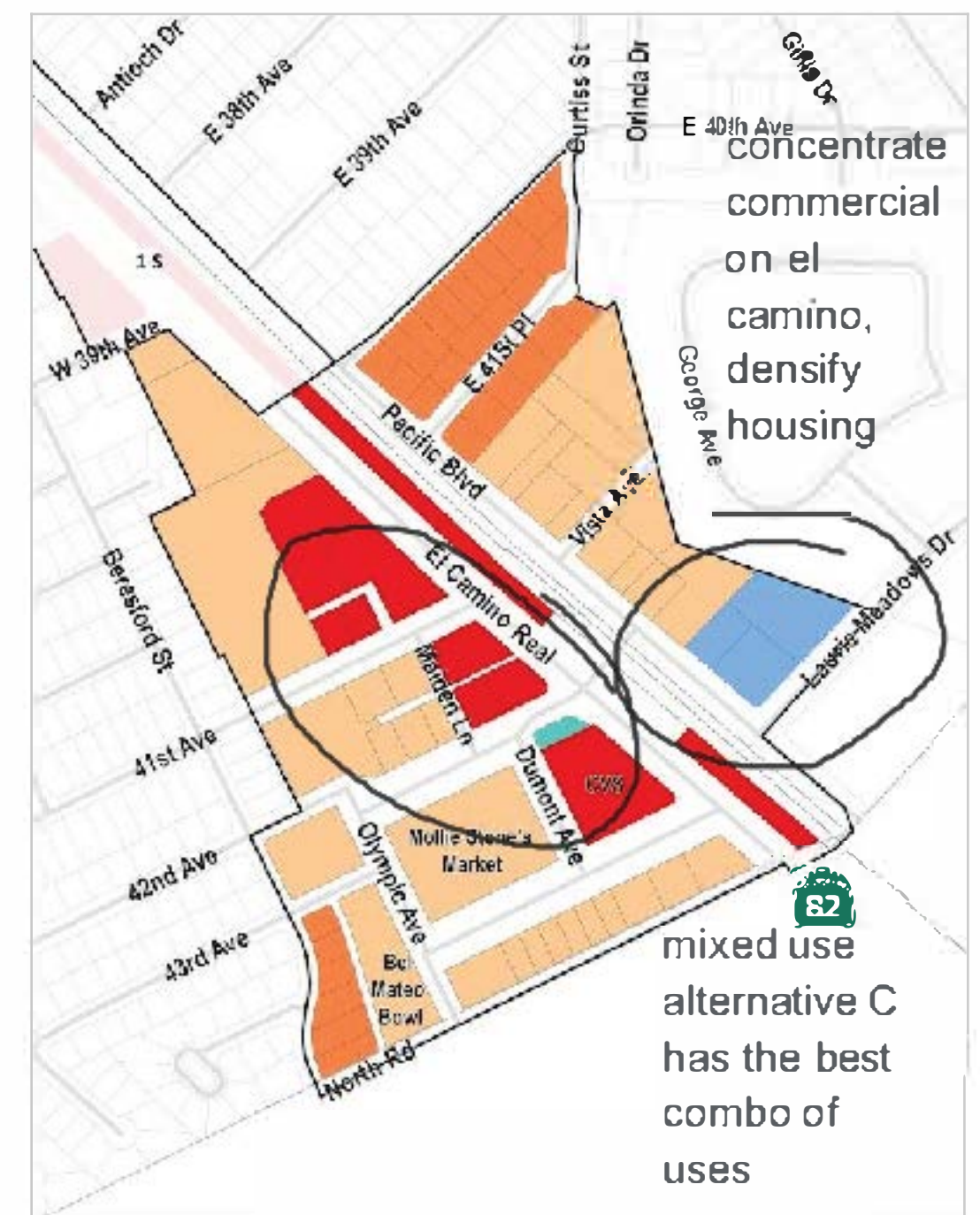


"how are
schools being
considered?
how will
students be
accommodated?"

Alternative B



Alternative C



City of San Mateo Workshop Notetaker Sheet: Jamboard (April 15, 2021)

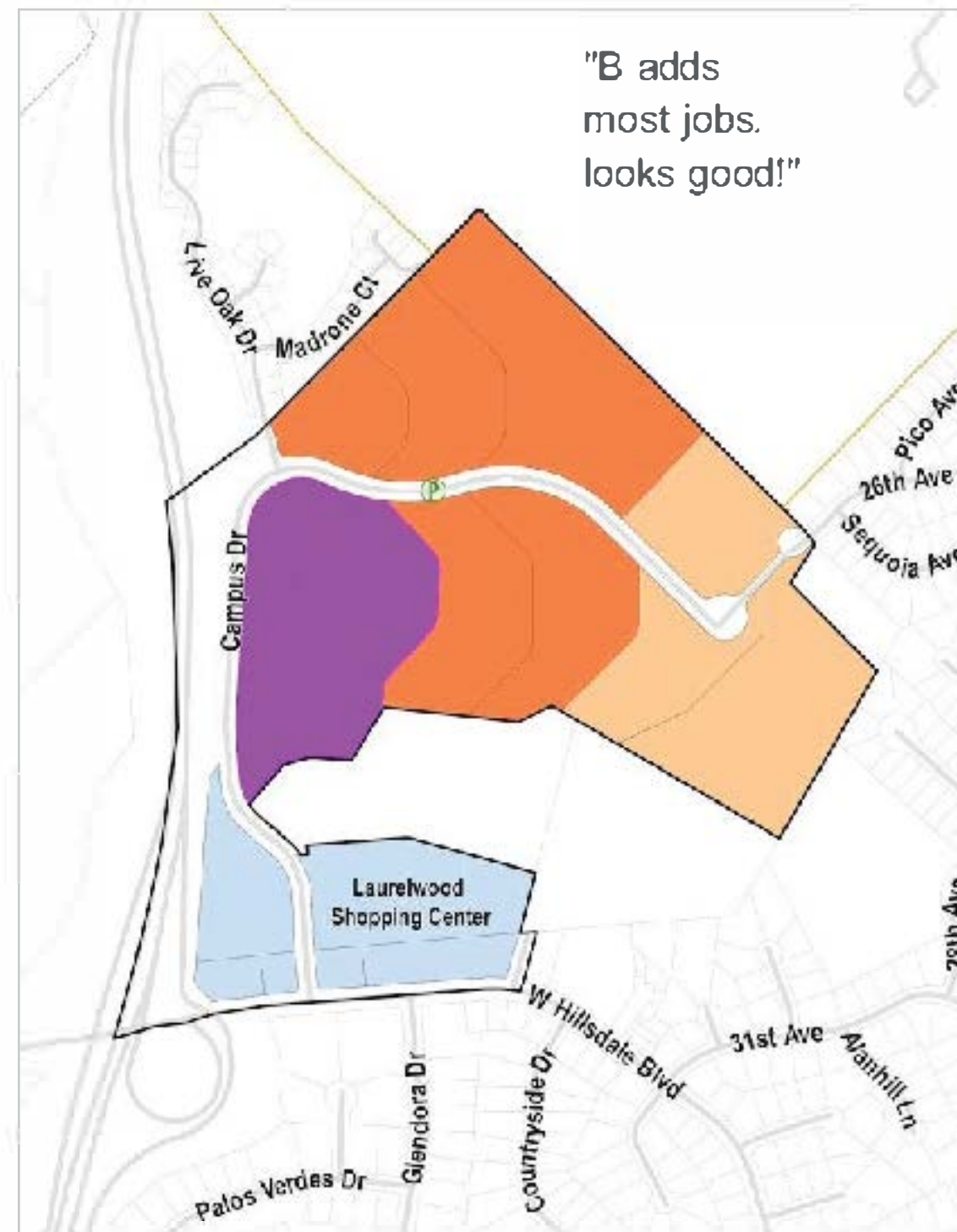
Group D (Linda Ly/Nicky Vu)

Study Area 6 - Campus Drive Area

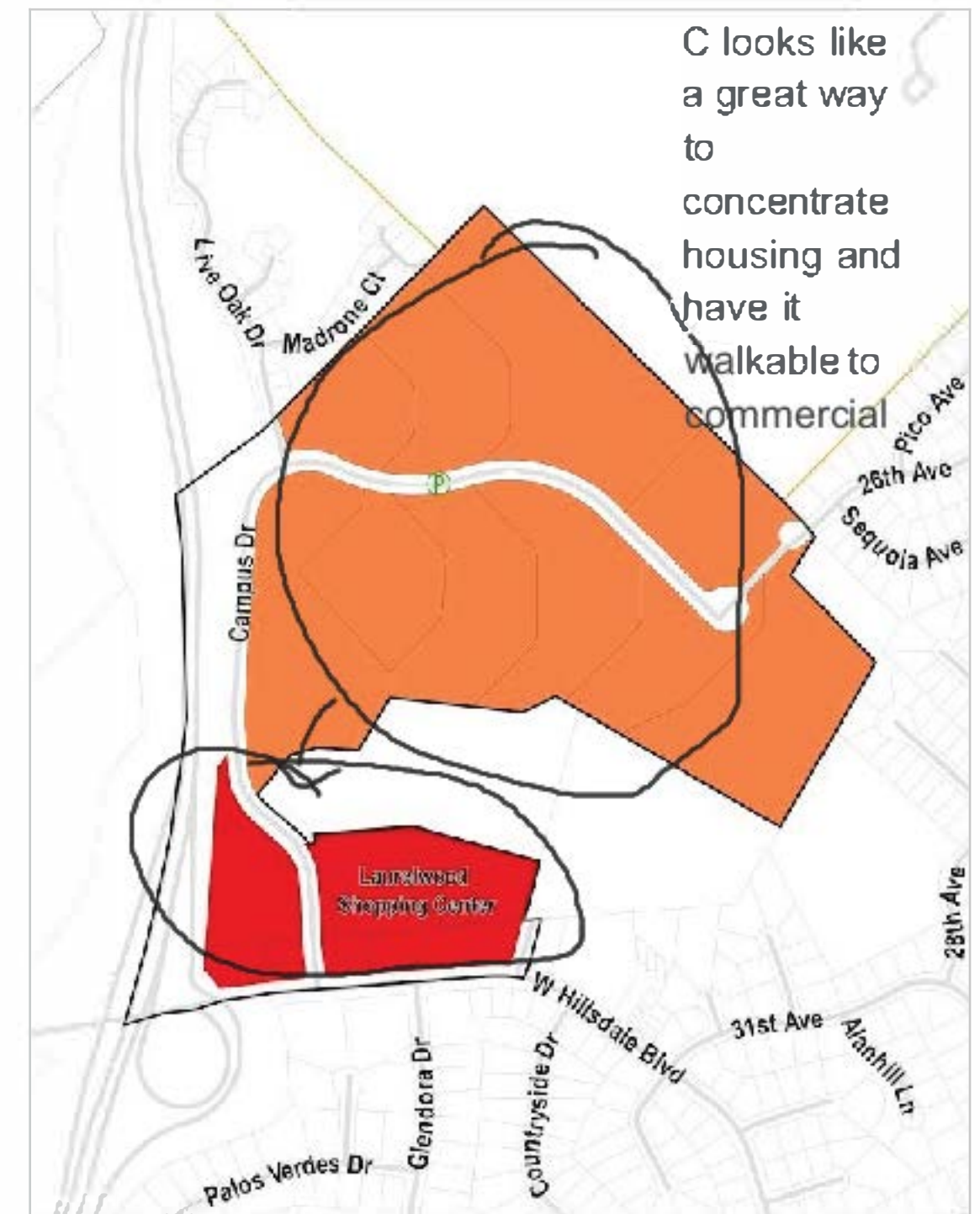
Alternative A



Alternative B



Alternative C

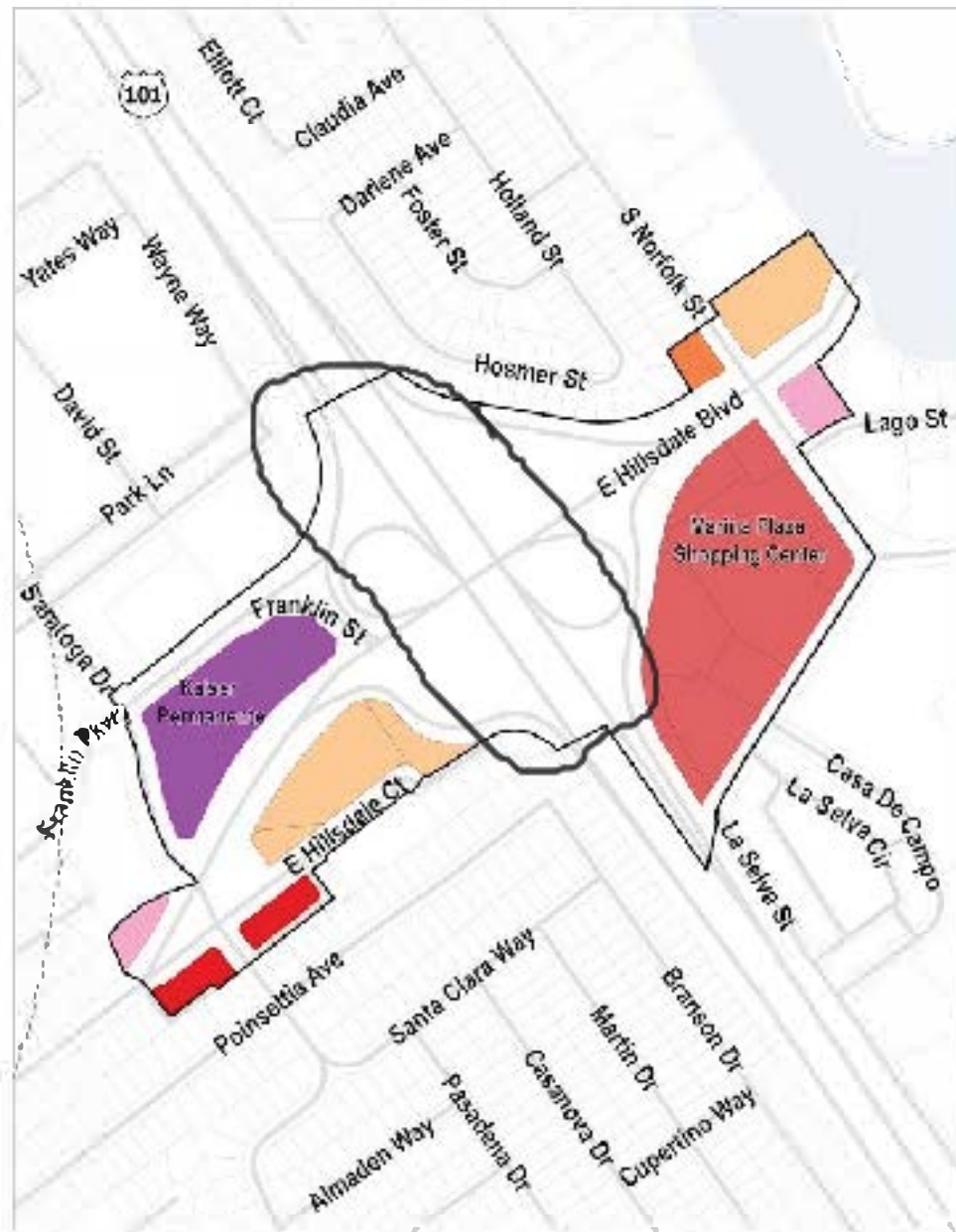


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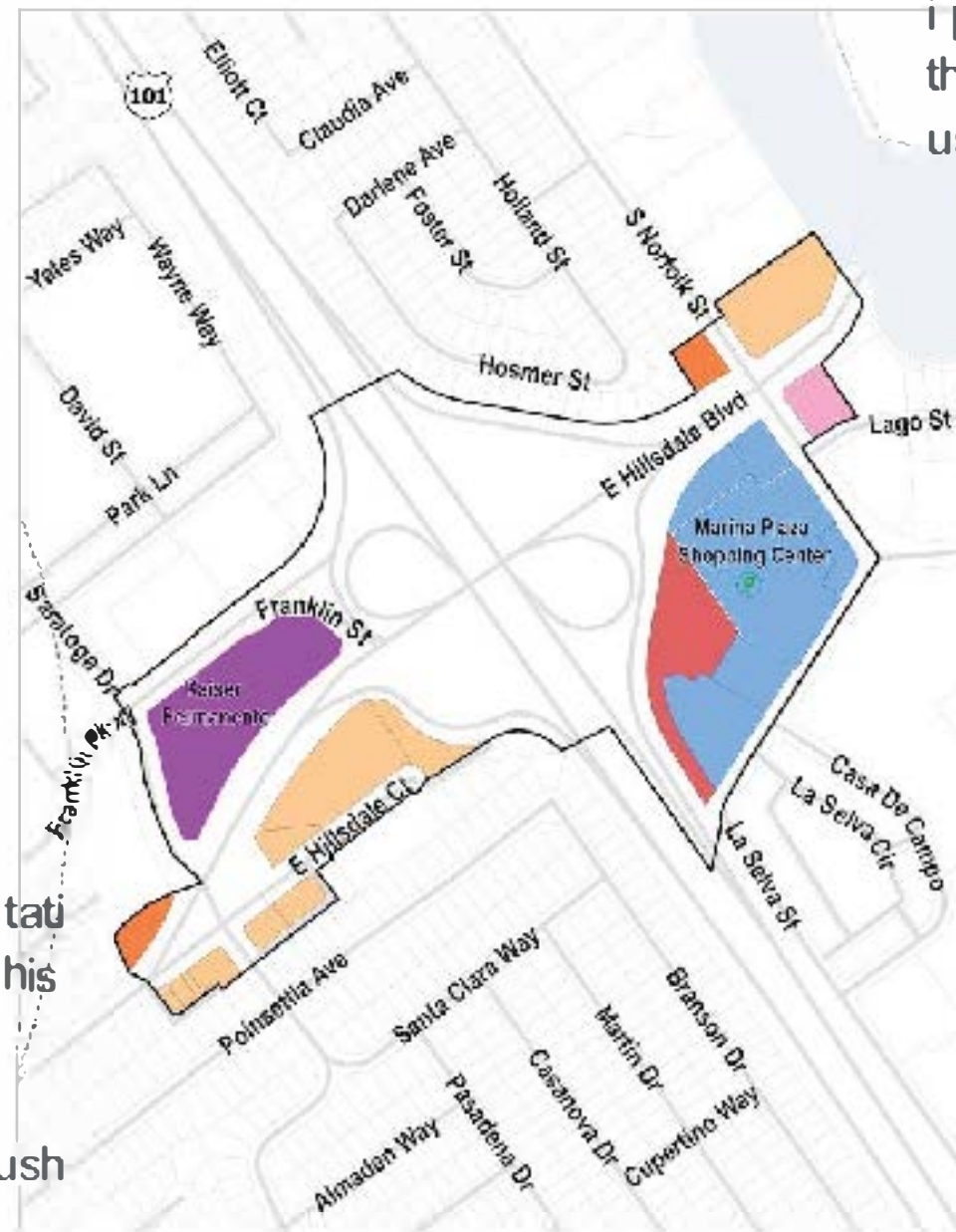
Group D (Linda Ly/Nicky Vu)

Study Area 9 - Hillsdale/Norfolk Area

Alternative A



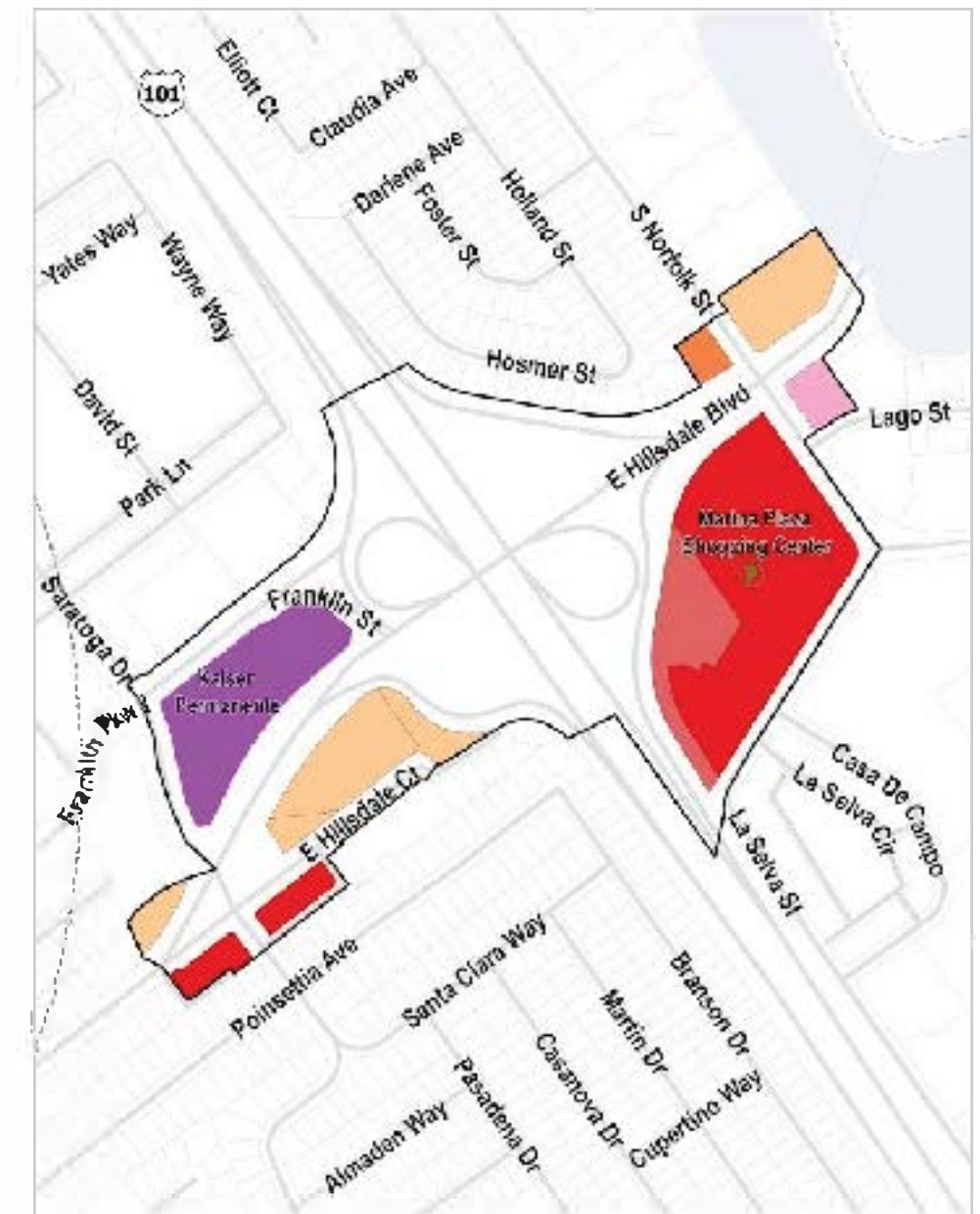
Alternative B



i prefer B for
the mixed
use

transportation into this
area is difficult
during rush
hour

Alternative C

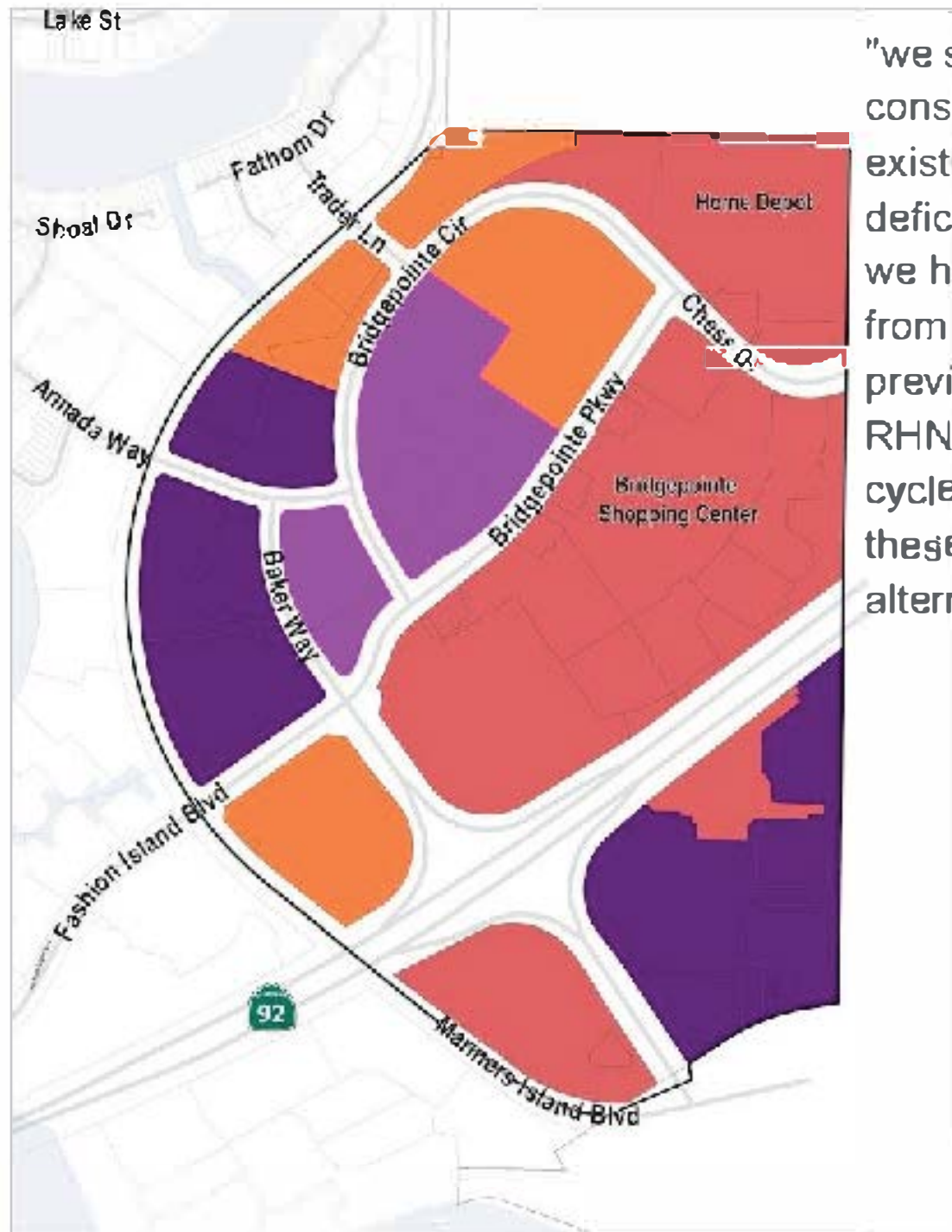


City of San Mateo Workshop Notetaker Sheet: Jamboard (April 15, 2021)

Group D (Linda Ly/Nicky Vu)

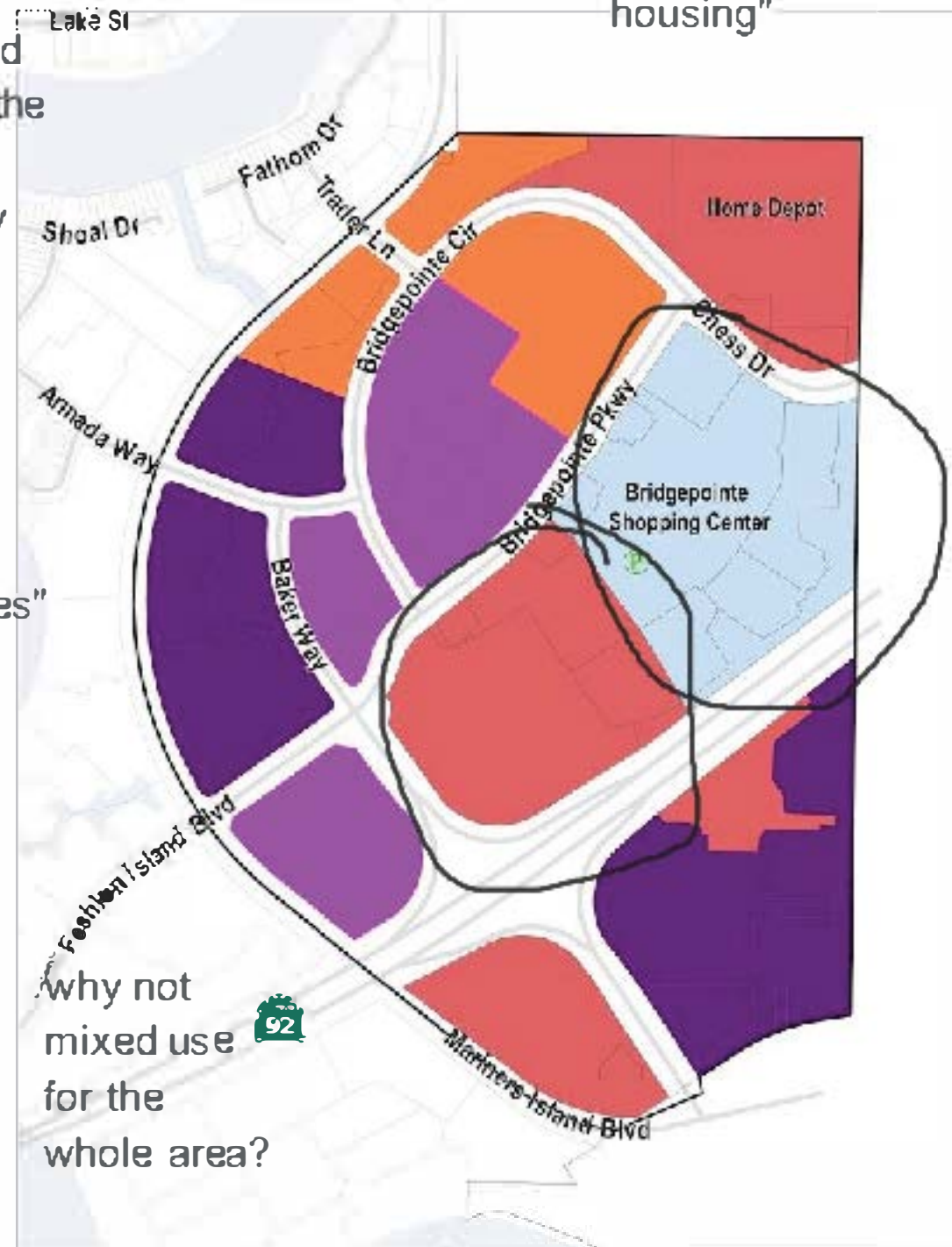
Study Area 10 - Bridgepointe Shopping Center Area

Alternative A



"we should consider the existing deficiency we have from previous RHNA cycles in these alternatives"

Alternative B



"i like b because it keeps the stores while adding housing"

why not mixed use for the whole area?

Alternative C



"we should be looking to RNHA 7 and maximize housing. approve of C"

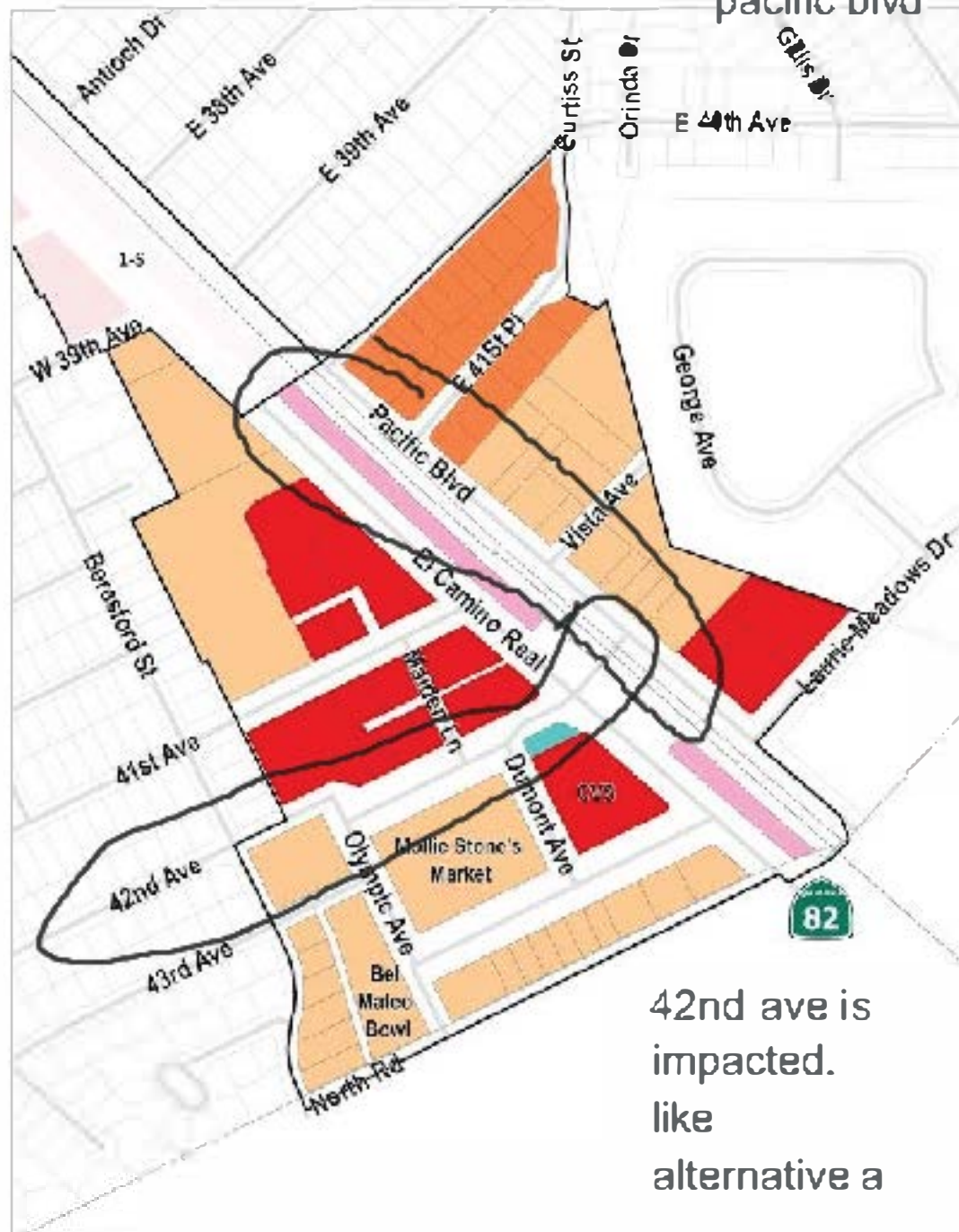
"is it possible to do a mixed-use high density?"

City of San Mateo Workshop Notetaker Sheet: Jamboard (April 15, 2021)

Group A (Linda Ly/Nicky Vu)

Study Area 2 - Bel Mateo/Mollie Stone

Alternative A



Alternative B



Alternative C



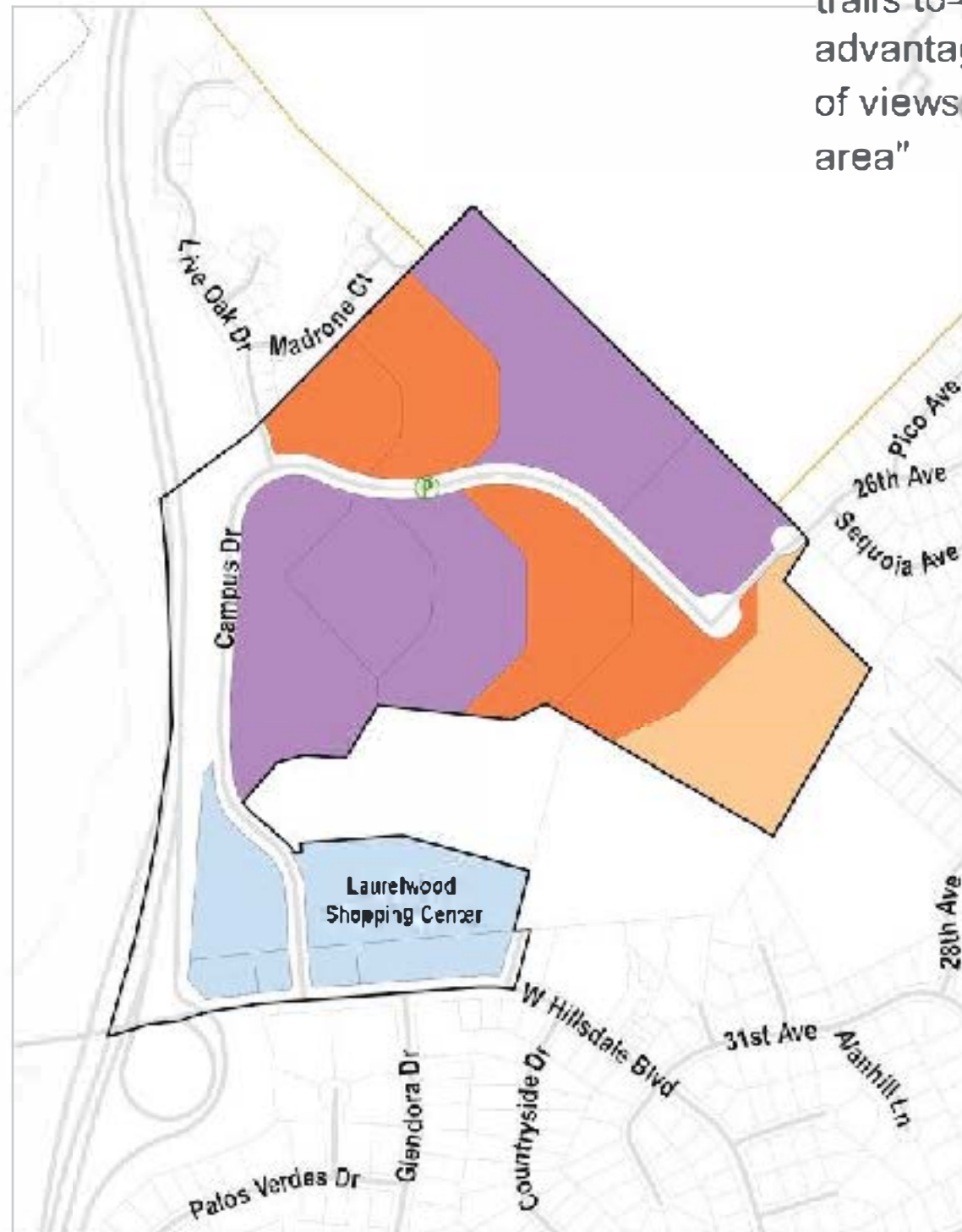
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Group A (Linda Ly/Nicky Vu)

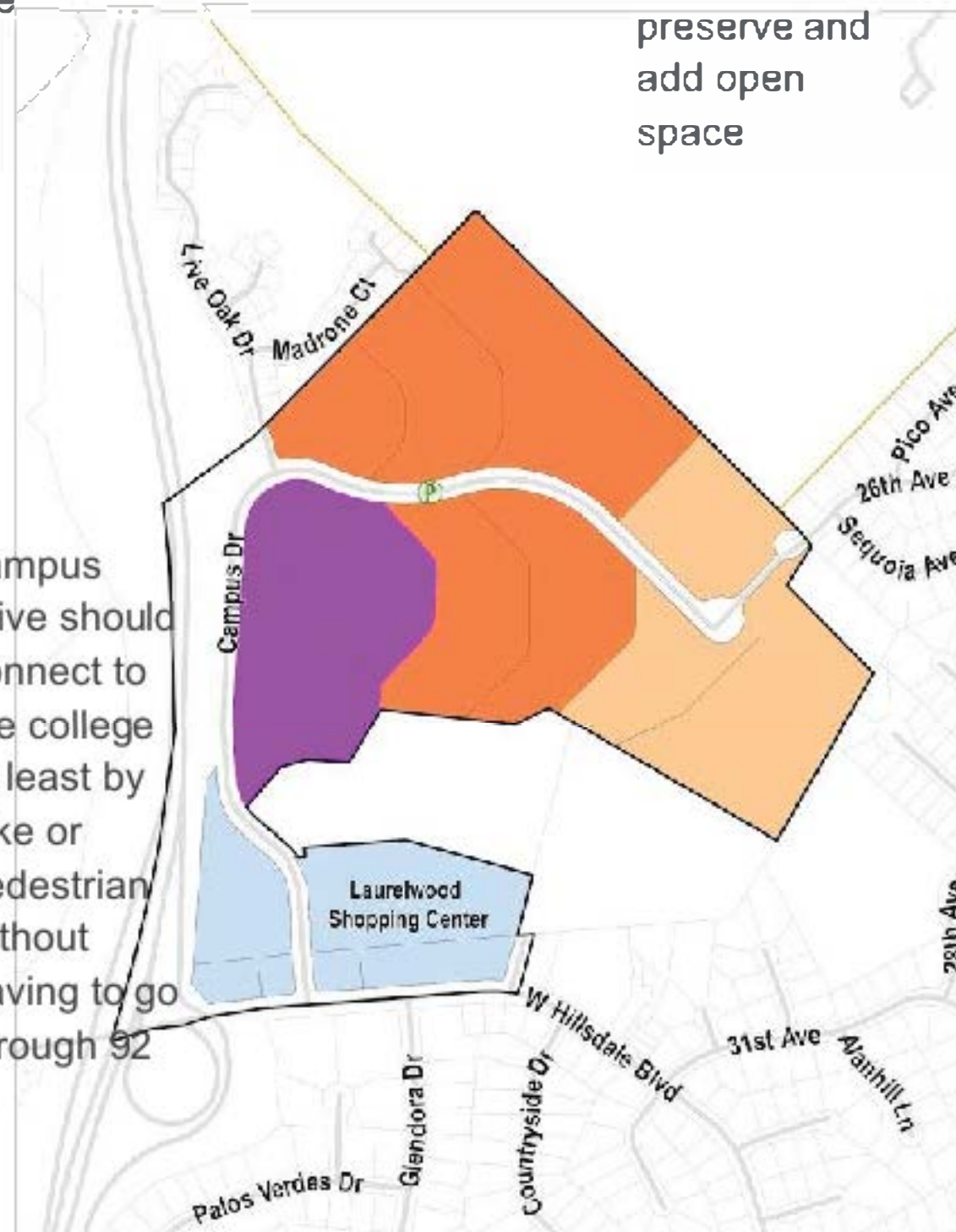
Study Area 6 - Campus Drive Area

"add walking/hiking/biking trails to take advantage of views in area"

Alternative A



Alternative B



preserve and add open space

campus drive should connect to the college at least by bike or pedestrian without having to go through 92

Alternative C



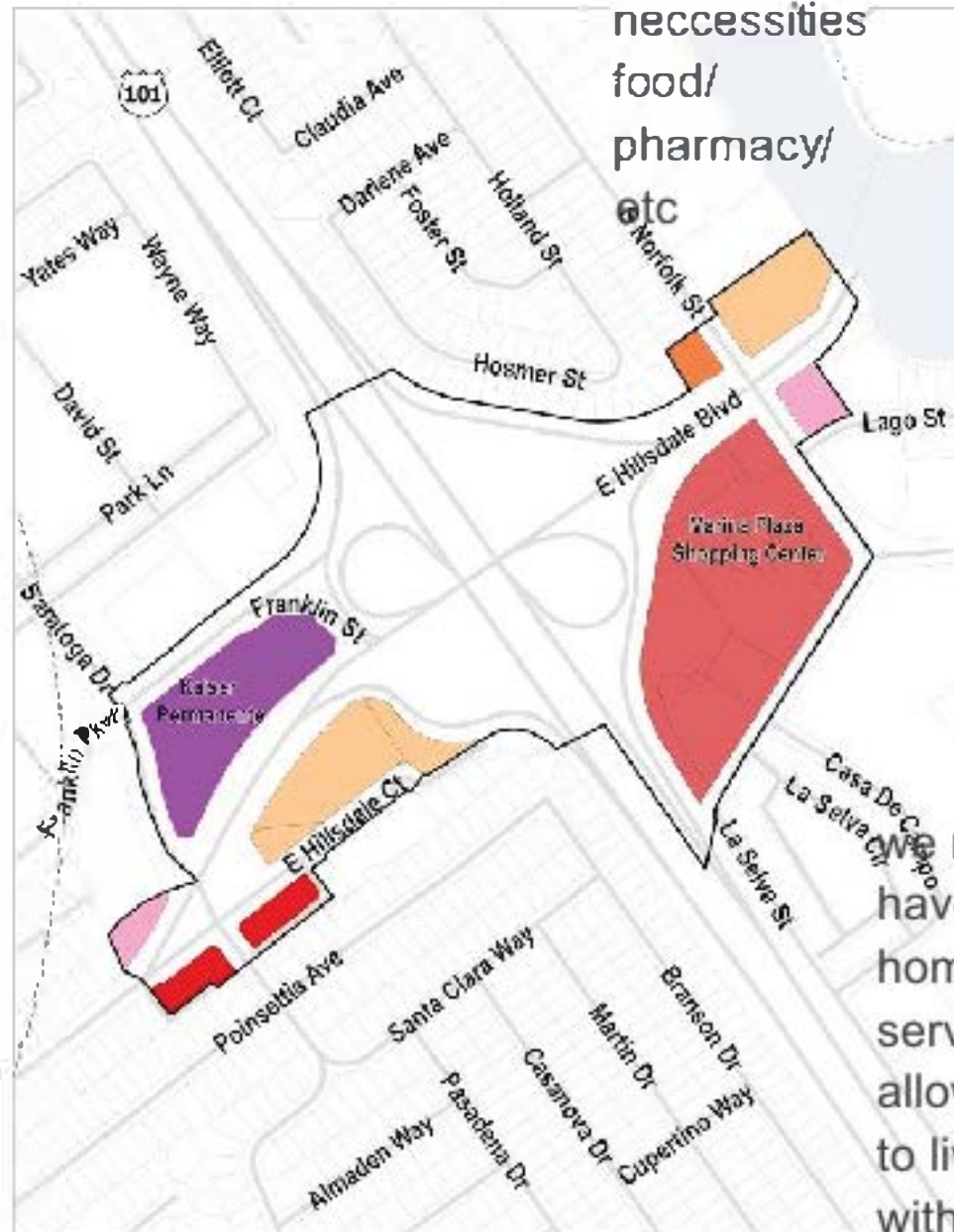
when 26 opens up to campus drive, it should open up to pedestrians and cyclists

City of San Mateo Workshop Notetaker Sheet: Jamboard (April 15, 2021)

Group A (Linda Ly/Nicky Vu)

Study Area 9 - Hillside/Norfolk Area

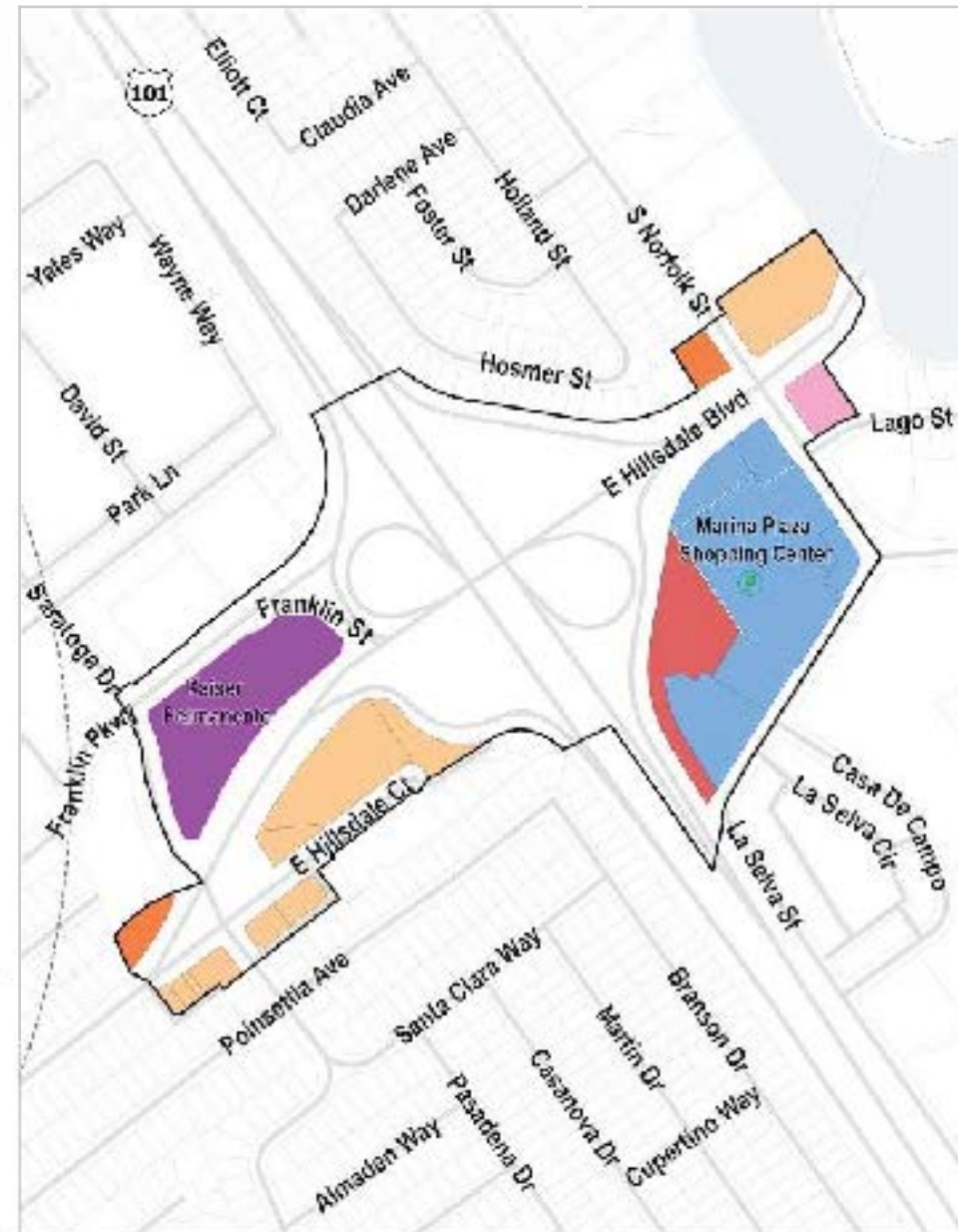
Alternative A



we need to
make sure
each area
have its own
necessities
food/
pharmacy/
etc

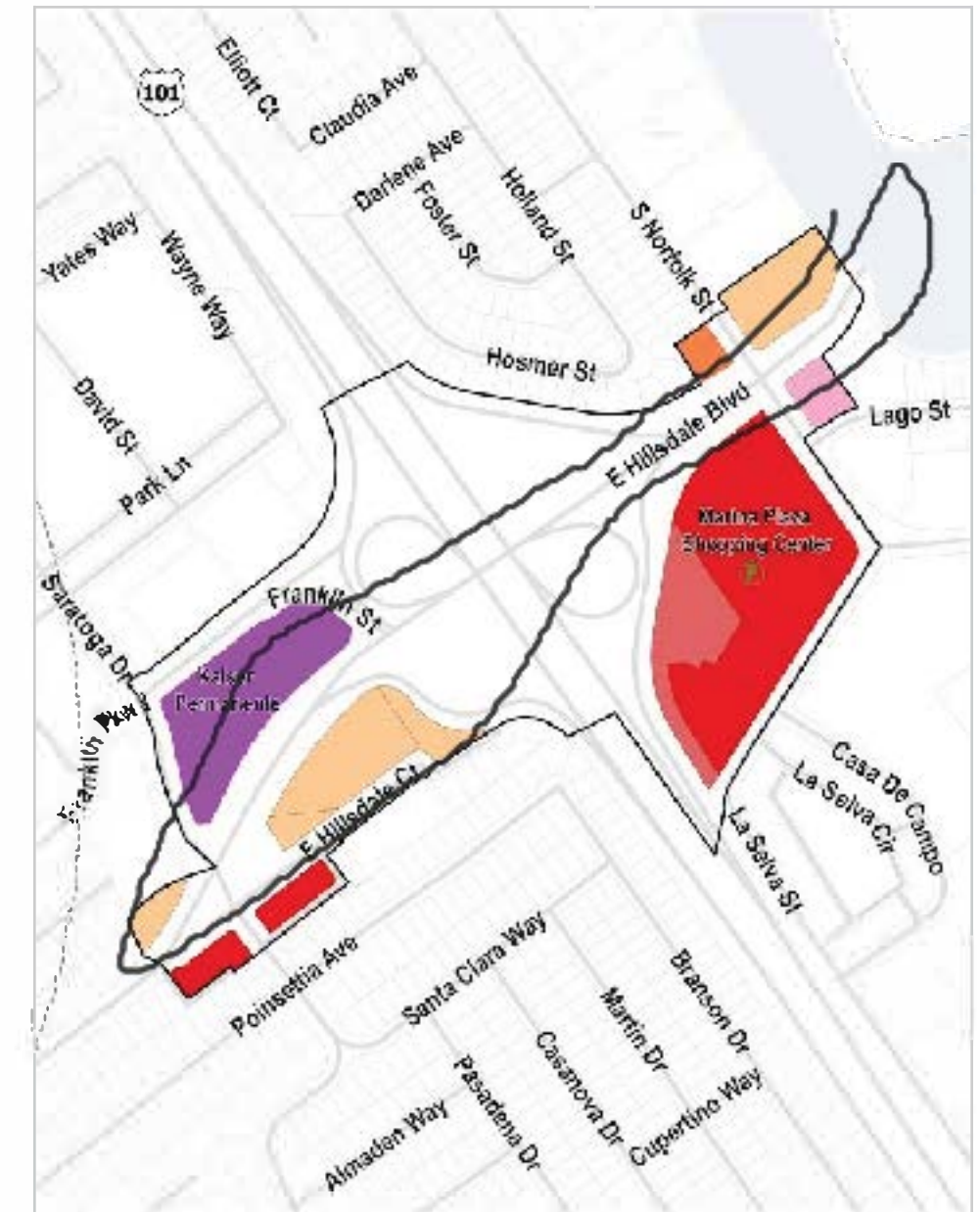
we need to
have more
homes near
services to
allow them
to live
without cars

Alternative B



i like
alternative B

Alternative C



hillside is
impacted i
like C

City of San Mateo Workshop Notetaker Sheet: Jamboard (April 15, 2021)

Group A (Linda Ly/Nicky Vu)

Study Area 10 - Bridgepointe Shopping Center Area

Alternative A



needs a
grocery
store

can we allow
high-density
mixed use?

Alternative B



lets make it
like santana
row

alternative C
pls

potential
add farmers
market?

Alternative C



City of San Mateo Workshop Notetaker Sheet: Jamboard (April 15, 2021)

Group B (Linda Ly/Nicky Vu)

Study Area 2 - Bel Mateo/Mollie Stone

Alternative A



Alternative B



B and C
seem flipped
in density?

Alternative C

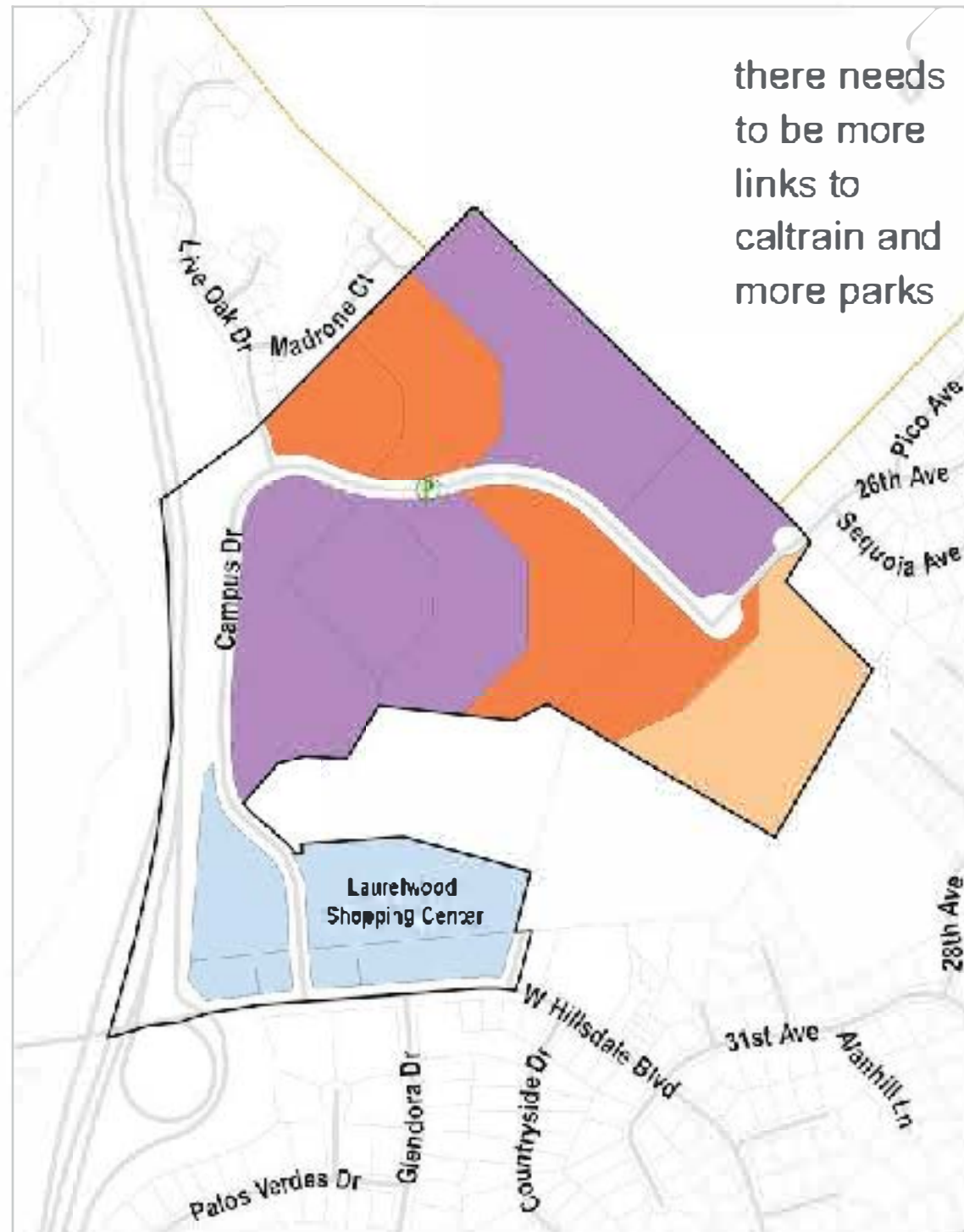


City of San Mateo Workshop Notetaker Sheet: Jamboard (April 15, 2021)

Group B (Linda Ly/Nicky Vu)

Study Area 6 - Campus Drive Area

Alternative A



Alternative B



Alternative C

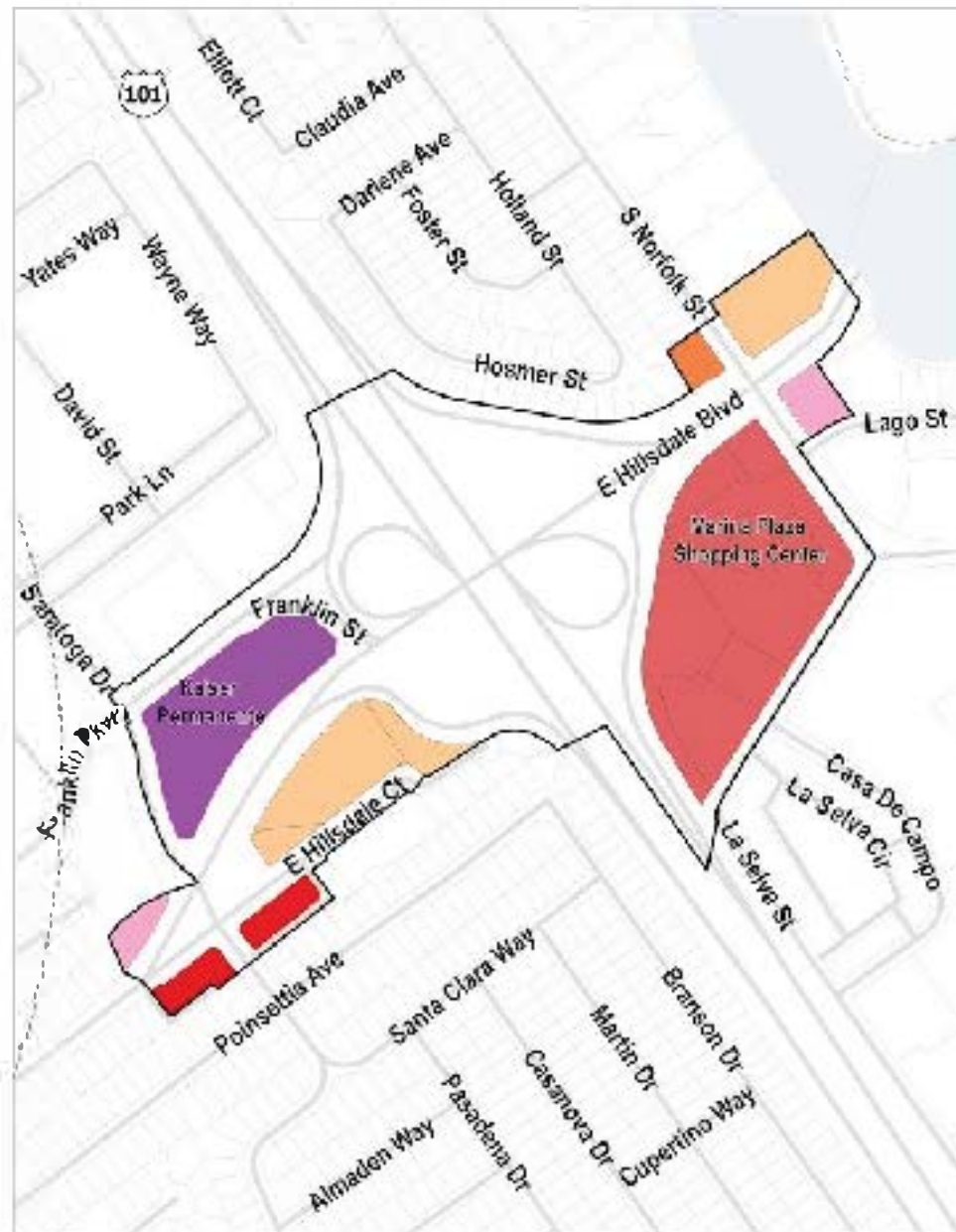


City of San Mateo Workshop Notetaker Sheet: Jamboard (April 15, 2021)

Group B (Linda Ly/Nicky Vu)

Study Area 9 - Hillside/Norfolk Area

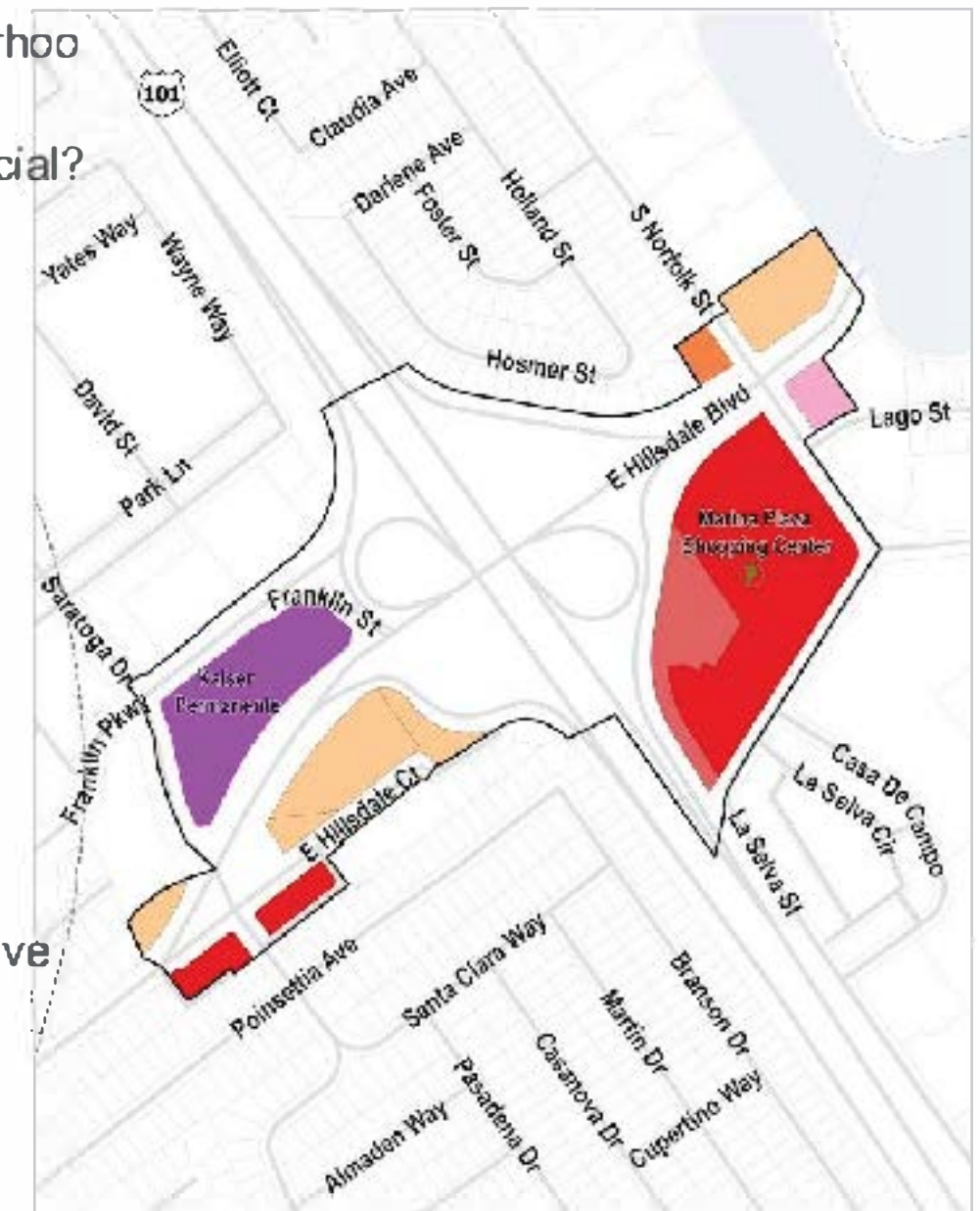
Alternative A



Alternative B



Alternative C



traffic at
saratoga is
bad

mixed use
residential
housing?
lots of
connection
to services
at marina?

is there still
demand for
neighborhood
commercial?

this area
needs
easiest
access to
transit to
help it thrive

City of San Mateo Workshop Notetaker Sheet: Jamboard (April 15, 2021)

Group B (Linda Ly/Nicky Vu)

Study Area 10 - Bridgepointe Shopping Center Area

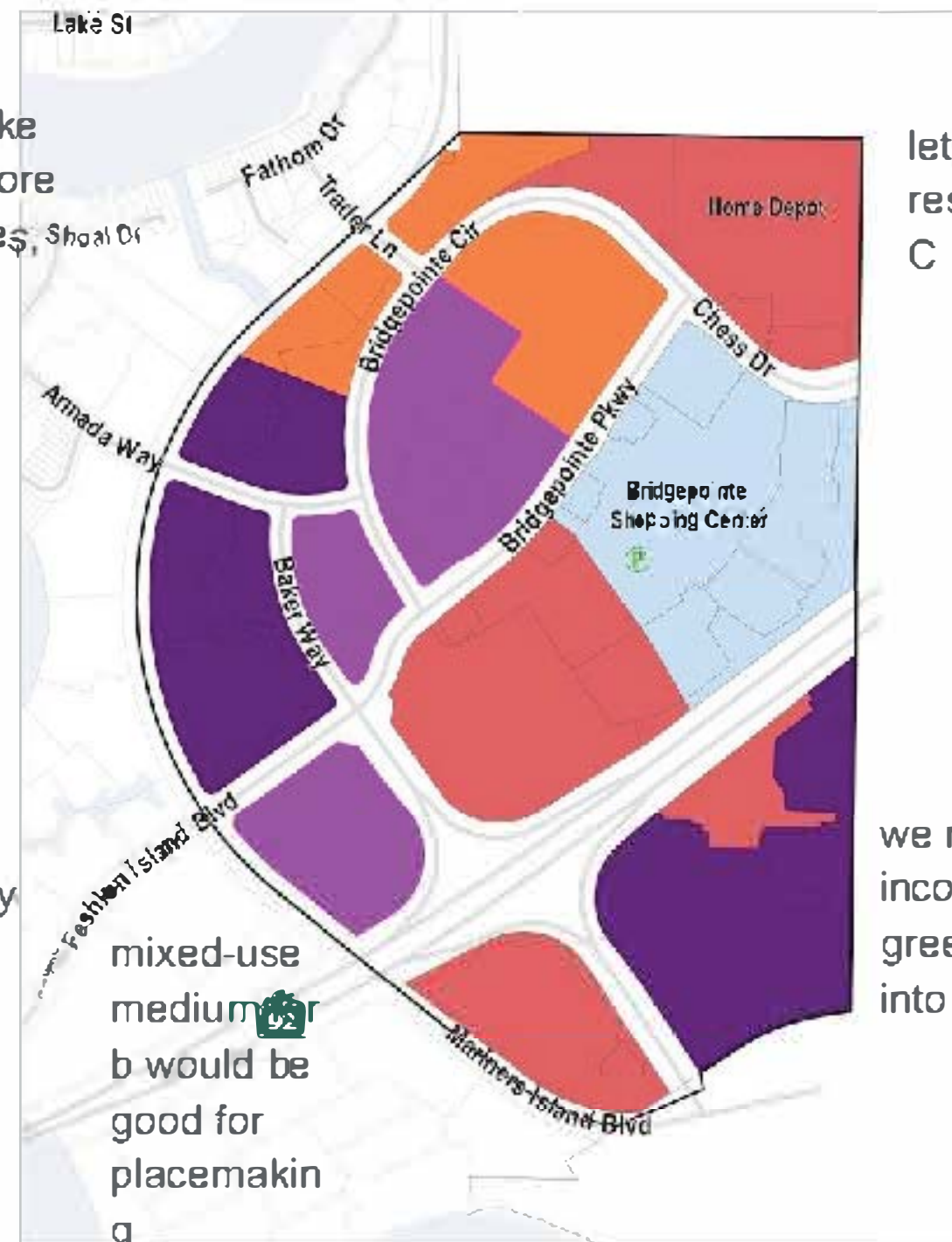
Alternative A



i would like
to see more
ameneties,
lunch
options

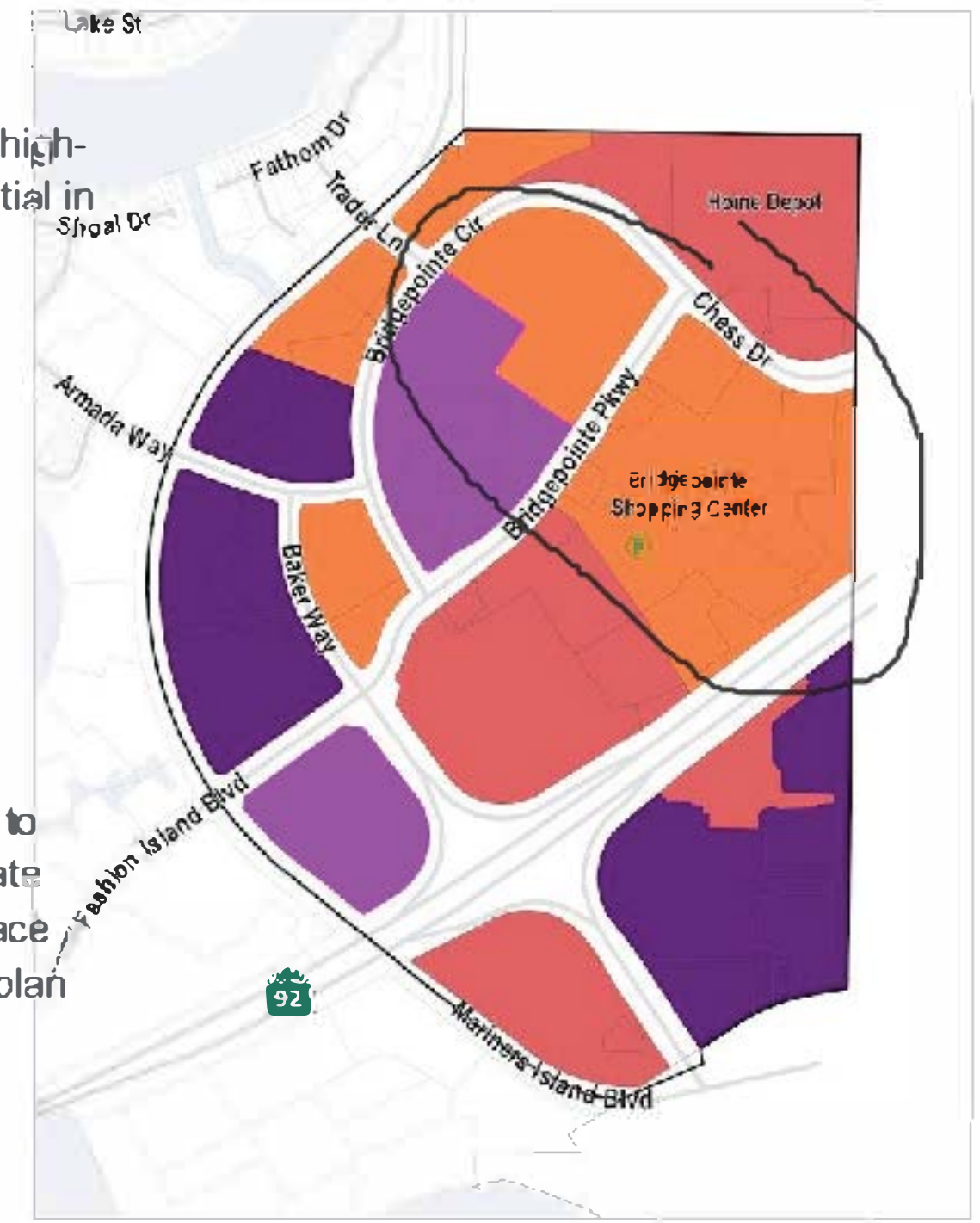
need for
parks/play
areas

Alternative B



mixed-use
medium
b would be
good for
placemakin
g

Alternative C



lets do high-
residential in
C

we need to
incorporate
greenspace
into this plan

April 15, 2021

Study Areas 1 North, 4, 5, and 7

Notes

City of San Mateo Workshop Notetaker Sheet
April 15, 2021 - Study Areas 1, 4, 5 and 7
(Julia Klein/Nick Hamilton)

Group B:

- Study Area 7 - North Shoreview and Shorview Area:
 - Question: How do we rank these alternatives in terms of existing owners seeking to leverage their holdings and prevent rent seeking behaviors. I would like to see the option that allows for the lowest freedom for entry.
 - Facilitator: the goal of this session is to understand if this is the right range of alternatives to study for further study. After we complete this phase we will enter the technical study of the options defined.
 - Question: What does mixed use include?
 - Facilitator: Mixtures of residential, commercial, and office
 - Question: What is the difference between residential and mixed use high, medium, low?
 - Facilitator: Please see Place Types Menu at strivesanmateo.org.
- Study Area 5:
 - There are many historic resources in study area 5, they don't seem to be reflected in the map
- Study Area 1 - El Camino Real - North:
 - Comment "Only alternative C is relevant, most likely we will have to do another general plan in five years with any other proposed alternative"
 - Question: Would it make sense for all residential high to instead be residential mixed use in Study Area 1 across all alternatives?
- Study Area 4:
 - Question: Raj: Are there alternatives to businesses being considered in study area 4?
 - Facilitator: This does not eliminate any existing businesses or permitted uses
 - Question: Will the medical center be open to redevelopment to housing in alternatives B, C?
 - The designation in alternatives B and C would allow for a greater intensity and variety of uses in the future. It would not preclude health care.
 - Support for height step down at edges of study areas in alternatives A and B in the "panhandle"
 - Keith Webber to Nicholas Hamilton, notetaker (Direct Message): I am particularly concerned about downtown and protection of our historic resources, whether identified or not
 - Maxine Turner to Nicholas Hamilton, notetaker (Direct Message): It would help that changes can be related to existing land use. What is changing?
 - Karen Moen to Nicholas Hamilton, notetaker (Direct Message): Why are there differences in population "net new" figures? How much net new growth citywide is anticipated?

Group C:

- Study Area 1 - El Camino Real - North:
 - Questions: Where do jobs come from? Why does A have more than B?
 - Facilitator: Net New Jobs are from the different land uses shown in the alternatives, commercial and mixed uses.
 - Question: How high is high?
 - Facilitator: Please see the Place Type Menu at the StriveSanMateo.org.
 - The commercial areas in Alt B are hard to see.

- Study Area 5 - Peninsula Ave Area:
 - Question: How do height limits in Measure Y factor into density envisioned in the three current scenarios?
 - Facilitator: Measure Y is an extension of Measure P, which is roughly reflected in Alt A.
 - Comment "Must keep Safeway and CVS"
 - Jonathan: Supports alternative C, would love to keep CVS and Safeway
 - Prefers alternative B due to lower heights that do not conflict as much with Measure Y as C does
 - Question: What will happen to any Federal Building property? Does the general plan apply to Federal property?
 - Facilitator: Like privately owned land, land use designation will be made for property generally, which gives current and future property owners a different set of opportunities with which to develop their property, it does not force the property owner to do anything new with their current property
 - Karen: Prefers B because C is too dense
 - Support for alternative B, but keep Safeway and CVS

- Study Area 7 - North Shoreview and Shoreview Area:
 - Comment: Diane: "No high buildings, no buildings near water"
 - Support for alternative C
 - Request to leave area alone as much as possible (so support for alternative A)
 - Support for alternative A
 - Comment: Area 1 [7?] to Dart Ave, would like gateway park to stay park-like bike area with no additional housing. Stop Dart Ave 101 Exit to downtown, use 4th only for Shoreview area [A]

- Study Area 4 - Downtown Area:
 - Question: Does land use change force the hospital to go away?
 - Facilitator: No, it allows the hospital more options, including new buildings with medical and housing, or retail, or other mixes. The hospital can add to an existing building or replace buildings in order to expand or improve the services they provide. When they do, they may be able to add other uses in some alternatives.

- Support for alternative C: downtown has great transit options, walkable, and conveniences
- Diane: Would like to keep large buildings out, does not want traffic like trucks, would like to see additional safety near schools and hospitals
- Question: Will Draper University go away?
 - Facilitator: Individual businesses and individual land owners make decisions that determine which businesses stay or not, this process does not directly choose which individual businesses stay
- Comment: "I'm very open to dense, tall buildings here in downtown San Mateo"
- Question: Will tall buildings block views of the Bay?
 - Facilitator: Generally, downtown is fairly flat. Community members have expressed valuing the Historic District in downtown and to add density in ways that bring workers near downtown so they can patronize downtown businesses, including those in the Historic District.
- Question: Is the team open to tiered stepping down to residential neighborhoods?
- Gill: Suggests increasing residential medium in area east of El Dorado, where C only has low
- Support expressed for a hybrid between alternatives B and C, values building heights between high and low
- Comment: "I would like mixed use on Claremont, more than in alternative C"
- Comment: "Agree on hybrid of B and C (plus smiley face)"
- Comment: "Claremont is so underutilized"
- Support for preserving the historical integrity of downtown
- Comment: "I am afraid of high rises unless capped at some agreed upon height"
- Support for preserving residential structures and housing in neighborhoods
- Comment: "I like high rise in C"
- Suggestion: Keep mixed use on El Camino Real in A and B
- More Interest in retaining historic homes
- Concerns for maintaining daylight in historic downtown area

Group D:

- Study Area 1:
 - Suggestion: Support for alternative B, but suggests further maximizing housing, especially if El Camino Real sees bus improvements
 - Comment: It is hard to see how extra housing is projected for alternative B
- Study Area 5:
 - Proposed 4 stories in North Central, Elsworth
 - Suggests shade impacts be further studied
 - Support for alternative B, it is a good mix
- Study Area 7:
 - Support for alternative C, "it may be the only mixed use high area we've seen"
 - Comment: Likes density as that leaves more commercial on shoreview. This would be beneficial for business owners, also support mixed use high
 - Support for alternative B, is a good combination

- Comment: Mixed use high will have a bad effect on Shoreview neighborhood as it is single family
- Study Area 4:
 - Support for alternative C, more residential downtown is nice
 - Support for alternative C, it maximises high density downtown
 - Support for alternative C, we absolutely should maximise housing here
 - Support for alternative C, but recommends residential medium at edge of RR tracks to keep balance
 - Support for alternative B, introduces mixed uses
 - Support for alternative C, with more residential medium
 - Comment: ECR already has high buildings, so mixed use high would fit the best w/ C
 - Comment: Residential transition in C is good, need to protect adjacencies
 - Comment: It is bad to incentivize redevelopment of Mills
 - Questions: How does the city protect existing historic buildings, there are only minimal historic buildings protected?
 - Facilitator: there are two districts, additionally there have also been individually evaluated buildings, they are not reflected in these maps. It is factored into technical studies and will look at additional surveys
 - Question by Roberts: Alts A and B: for Res medium that is on the 101 side of El Dorado seems to wipe out all single fam homes, is that correct
 - Facilitator: Land use designation allows property owners to do something different with their property, this may or may not include the joining of existing properties
 - Comment by Roberts: supports this action but noted he doesn't live in this area. Suggests all plans made by the city to be practical, realistic and likely to happen.
 - Comment: alternative C would completely change character of downtown
 - Comment: "We may have to accept height increases downtown to minimize impacts in other areas, so I prefer alternative C as the lesser of the evils"
 - Doug Handerson to Nicholas Hamilton, notetaker (Direct Message): Especially regarding proposed residential development exceeding 4 stories in North Central, such as along North San Mateo Drive and North Ellsworth at Santa Inez, how do we ensure protection from adverse shade impacts? Will the City build in and offer light studies/Daylight Plane impact studies, such as on our wonderful sunlit Sanctuary in Unitarian Universalists San Mateo church, corner of N. Ellsworth and Santa Inez. Again re: Study Area 5, how does the much higher density along N. San Mateo Drive minimize cut-through traffic on neighborhood streets, since San Mateo Dr, is being downsized to only one lane in each direction? How protect historic community assets like the Unitarian Universalist church built in 1907 at Ellsworth and Santa Inez from being dwarfed by all alternatives in Study Area 5 (across Ellsworth and especially over 8 stories at San Mateo Drive and Santa Inez in alternative C? Do not change Downtown resulting in the loss of the historic character of the central retail district.

Group A:

- Study Area 1:

- Comment: "People seem to want to talk about Downtown more than the study areas 1, 5, 7"
 - Comment: Support for alternative B, it is best for this area
 - Comment: Add traffic safety improvements including stoplights, this area has lots of collisions

- Study Area 5:
 - Comment: Support for blue (mixed use) near Safeway's location
 - Question: Does 4-7 stories mean 4-7 stories of residential use inclusive or exclusive of parking or commercial/ground floor uses?
 - No, that refers to entire building form

- Study Area 7:
 - Question: Do we know if high rises will stick out, has that been modeled?
 - Not yet
 - Question: When we add a unit, what are parking requirements?
 - Facilitator: Please check the city's website for current zoning code parking requirements. If you have comments for parking requirement changes for the future, please do make that comment now and again in the future as we move forward.
 - Comment: "We should lower any parking requirements closer to downtown and transit"
 - Comment: "Require people who live downtown to agree not to own cars"

- Study Area 4:
 - Support for C, "high density should exist downtown, as it is in all cities"
 - Question: If we do mixed use high, does that include shops on the first floor, and people living above?
 - Facilitator: Yes, it may include ground floor commercial and other other uses
 - Comment: Support for alternative C, but want to see even further expansion of high density and mixed uses downtown
 - Comment: Analyze sunlight at street level when highrises are built out under alternative C
 - Comment: Add more intentional greenspace in alternative C
 - Question: would this study include open plazas, what would it be colored / zoned:
 - Facilitator: This has not been studied yet. Traditional publicly owned space would have one color, privately owned space open to the public would be another.
 - Comment: Study adding additional public open space
 - Comment: "I like what Redwood City has done over the last 10-20 years with open space downtown, it allows people to gather easily and enjoyably. Do that here."
 - Comment: Increase pedestrian friendly design throughout downtown,
 - Comment: Keep streets more available to people/pedestrians as they are now under Covid
 - Comment: "There is a lot of empty commercial space downtown now, building much more will flood the area"
 - Comment: More plaza space downtown

- Comment: More open space downtown
- General Comment to all study areas and all discussion sessions:
 - Comment: To synthesize the mood of the room tonight, throughout the four rounds of facilitators and discussions around each of the study areas there has been a common theme: to make the city more pedestrian friendly throughout, make it more bike friendly throughout, be able to conveniently walk to places residents need to frequent such as grocery stores, etc. Overall there is a general desire to make the community more walkable and support a more active and healthy lifestyle.
- Comments for the Circulation/Mobility discussion (to be transferred to mobility discussion notes):
 - Question: Do all the scenarios presented in study area 4 include street closures on B Street?
 - Comment: add Bike parking downtown
 - Comment: Need to address parking downtown, especially in C
 - Question: If four, seven stories is built adjacent to a highway, would the walls also be higher? (in reference to study area 7)

April 15, 2021

Draft Circulation Alternatives
Notes

City of San Mateo Workshop Notetaker Sheet
April 15, 2021 – Draft Circulation Alternatives
(Brian Manford/Sue-Ellen Atkinson/Tracy Scramaglia)

Room D (6:45 - 7:10)

- Is there a reason why we can't have multiple modes instead of just one?
 - Will study all alternatives, but there is limits due to physical limits and cost
- Reason why more pedestrian alternatives aren't downtown. What's problem downtown?
 - People have indicated they are interested in other meetings.
- 3rd/Norfolk - bad intersection
- Does it take into consideration emergencies?
- Many competing projects. San Mateo underfunds bike and ped projects. Pen interchange is taking a lot of money. Time of car is over. Can't continue to fund cars. Want a chance for something different.
 - General plan is to hear all concerns. City Council will need to adopt a final plan.
- Bus seems centered on El Camino Real. Where is express service to San Francisco for north central
 - Map relies on Caltrain and El Camino Real. Will consider express bus locations
- Why are we not considering more east west roads to Foster City?
 - City is built out, so can't add more roads into Foster City. Not identified to build new roads but enhance existing connections.
- Improve bus routes on Delaware
- Improvements to crossings in San Mateo
 - Would be in the pedestrian master plan. Circulation element for large intersections at freeway.
 - City will be doing Complete Streets.
- Maps don't indicate topography. Natural barriers need to be included.
- Automated vehicles
 - Circulating shuttle
 - Policies need to be developed at City level
 - Tricky to plan for because don't have technical methodologies?

Room A (7:10 - 7:35)

- ECR improvements will be bike, ped and vehicular depending on location in county
- Yes to superblocks
- Alt A is flat, need more places to walk
- One way streets? Monte Diablo a bike lane? What will it be. Consider one way on a narrow street.
- Yes to bus rapid transit.
- Alternative D that includes all these.
 - Alt C tries to capture all modes
- Limited space in roads and intersections. Balance of modes and financial limits.
- How do you regulate traffic on El Camino Real?
 - Shows improvements to El Camino Real but nothing specific on turns.
- Yes to Alt C with most bikes and ped. 28th connection but no bike lanes
 - 28th grade separation was Caltrain project and bike boulevard will be added.
- Want more shuttles
- Bike facilities with actual barriers not just paint
- Will there be new bike parking with all new bike facilities
 - Regulated outside of general plan. In bike plan
 - Caltrain is looking at all stations

- I like square sidewalks, not rolled curbs
- City is doing a complete streets plan that will include fine details.
- Circulator shuttle downtown in loop

Room B (7:35 - 8:00)

- Any improvements to Caltrain for noise
 - General plan considers noise as one of elements. All alternatives assume Caltrain Business Plan will take affect.
- Circulation relates to parking. Is parking part of this?
 - Handled at city ordinance level. Not part of alternatives
 - Enhancing ways to get to parking
 - Includes adopted plans which is included.
- Does Alt A include pedestrian connection for SR 92?
- Did you consider to slow traffic at 25th and Hillsdale shopping?
 - Slow traffic part of implementation
 - Complete streets plan will consider traffic calming
- Caltrain noise to horns light rail on bridges?
 - Trying to eliminate grade crossing to eliminate horns
- B Street. Street closures being considered?
 - Alts A and C include
- What is the increased peds to Caltrain from Study Area 6?
 - Partnership with transit connections and improved services
- Discussions with Foster City about connections
- Can General Plan tie to completion of development projects?
 - New development address impacts
- Draft Circulation Alternatives emphasize east/west connections, but we also need north south connections.
 - North south connection will use Caltrain
 - Bus rapid transit on El Camino Real
- How to deal with cut through with people getting to 92?
 - Alternative look at enhancements,
- Evaluate increase use of electronic vehicles
 - Climate Action Plan addresses this
 - General Plan will set policies for electrification
- Is there an existing bike lane on Hillsdale?
 - Could be shared street not bike lane
- Are there considerations for getting to BART?
 - Millbrae Station is connection for peninsula
 - SamTrans doing shuttles to get to BART

Room C (8:00 - 8:25)

- Explain yellow highlight on El Camino Real
 - Bus rapid transit
- If we pick Alternative C do we get everything from Alternatives A and B?
 - Not picking tonight but it's more of a traffic calming approach and shuttle connection, less fixed route transit
- Where is the proposed transit center for Station Park Green?
 - Hayward Station but no transit center
- Love prioritizing walkable city want more pedestrian blocks in downtown
- Does traffic calming mean traffic circles and speed bumps?
 - Inspired by Barcelona super blocks, plaza in intersections, bulbouts
- Communicating with Foster City about 92 issues

- Regional highway projects is regional consideration, partnerships, county transportation authority, Caltrans
 - General plan can point to city streets address cut through traffic
- Need to widen streets because people will use cars, widen El Camino Real, more specific on parking
 - Attend the Sustainability & Infrastructure Commission meetings for discussion on transportation projects
- Delaware/92 congestion not addressed around Expo Center
- Pedestrian corridor for downtown
- Wider sidewalks policy in General Plan
 - Complete streets plan will look at, but General Plan points direction but not implement
- Has bus rapid transit been successful in San Jose?
 - Yes and no, construction challenges, not designated bus lanes, some delays
- Traffic needs to be addressed.
- City is built out so limited in types of widening or new roads

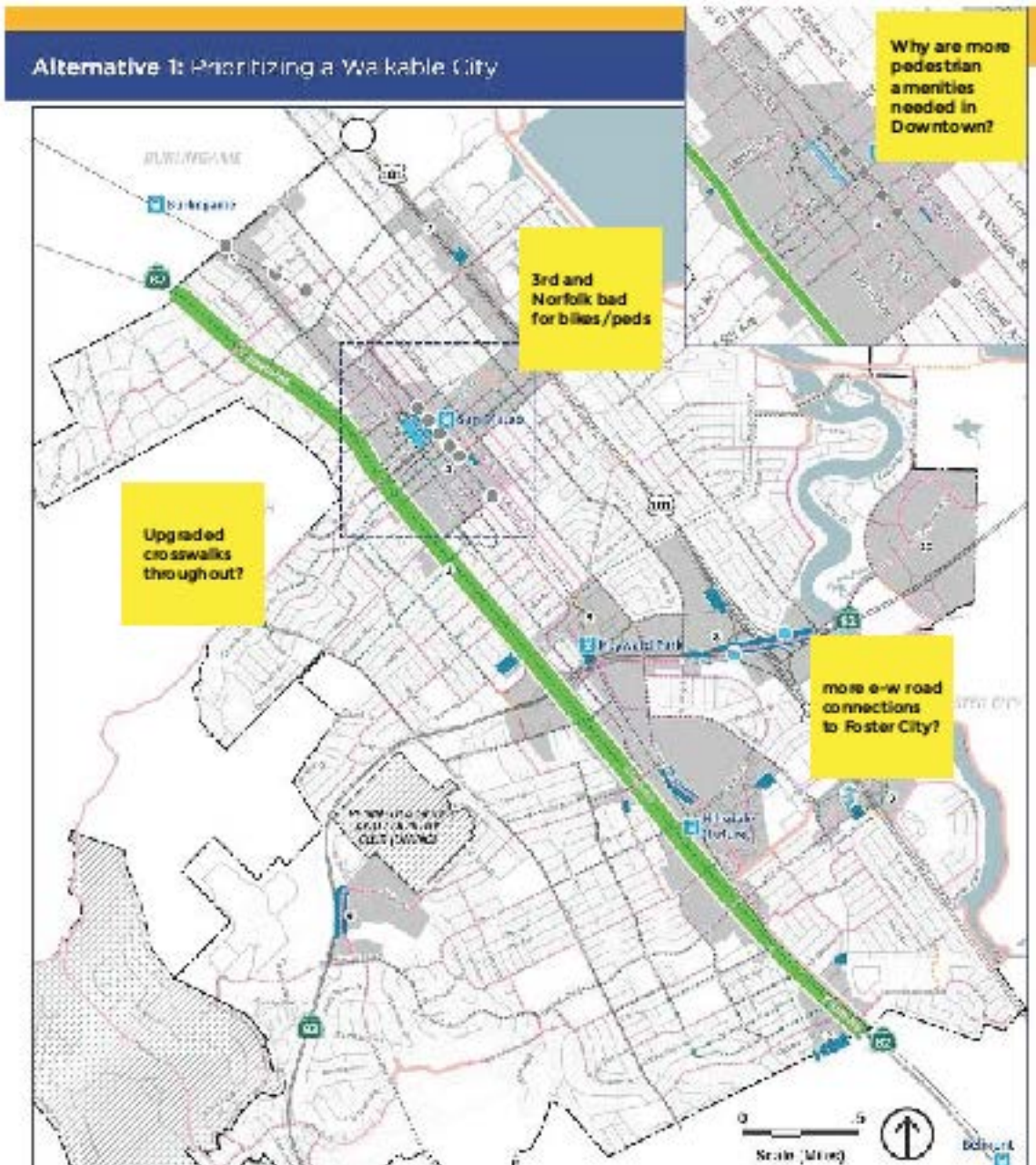
City of San Mateo Workshop Notetaker Sheet: Jamboard (April 15, 2021) Group D Citywide Circulation Alternatives

Why can't we have combinations of options from different alternatives?

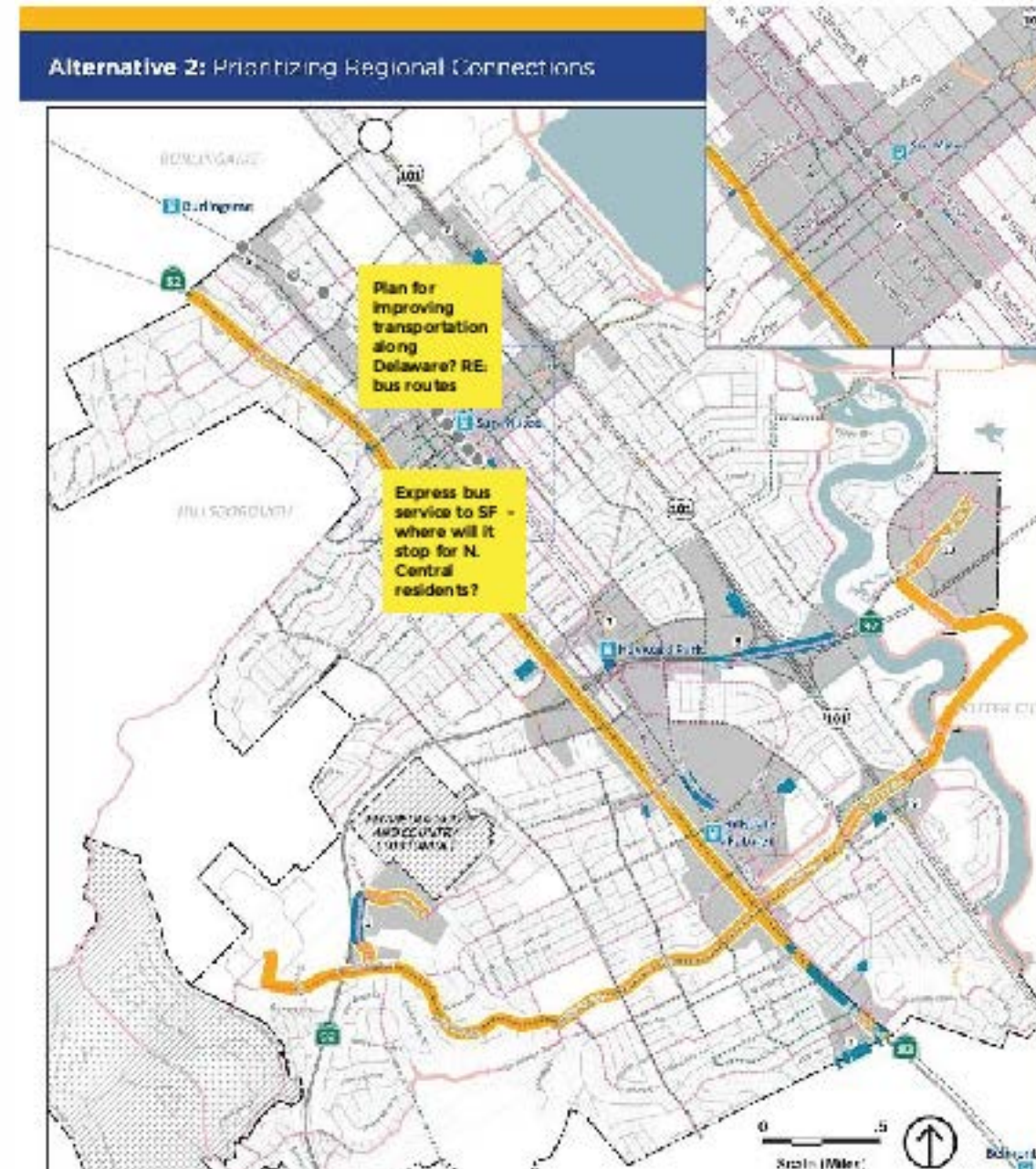
How does community have a chance to weigh in on transportation alternatives in bike/ped v. infrastructure?

City maps don't reflect topography or natural barriers

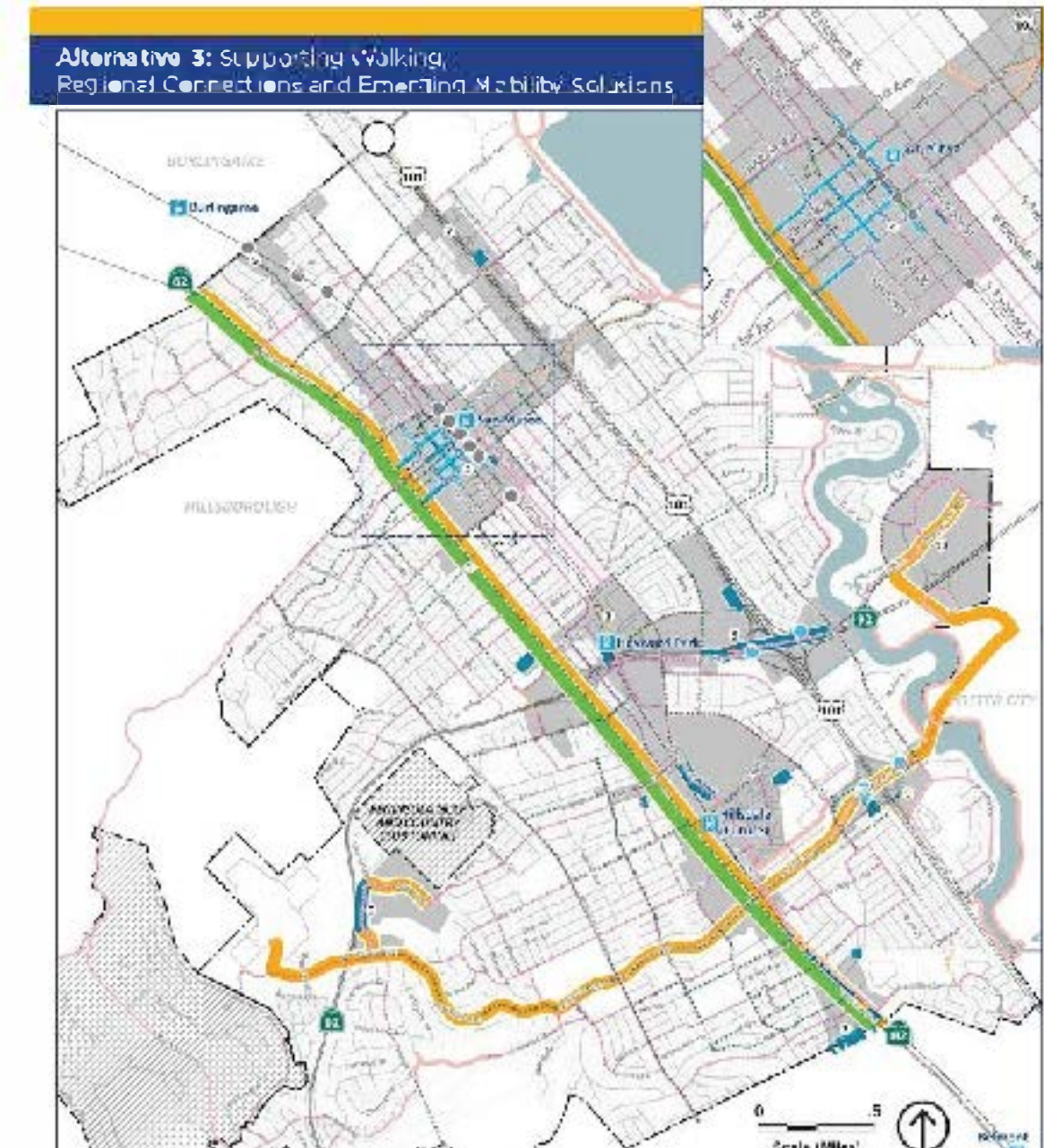
Alternative A



Alternative B



Alternative C



City of San Mateo Workshop Notetaker Sheet: Jamboard (April 15, 2021) Group A Citywide Circulation Alternatives

Consider
one-way
streets

Yes to bus
rapid transit,
no for
driverless
technologies
(untested)

Request for
Alternative D
combining all
alternatives
into one

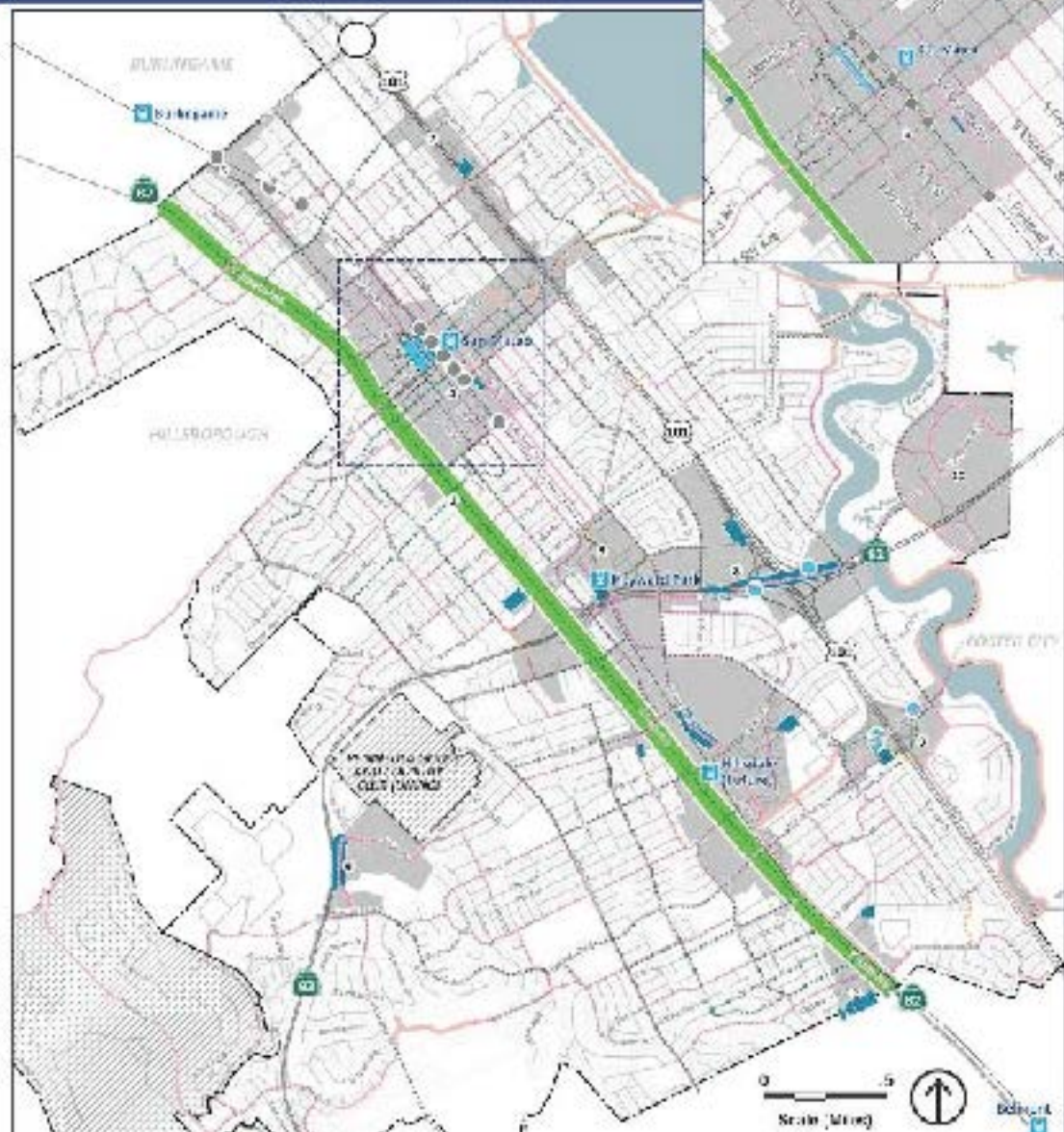
Does this
include how
you regulate
traffic on the
roadways?

Will there be
more bike
parking to
complement
the additional
bike facilities?

Alternative A

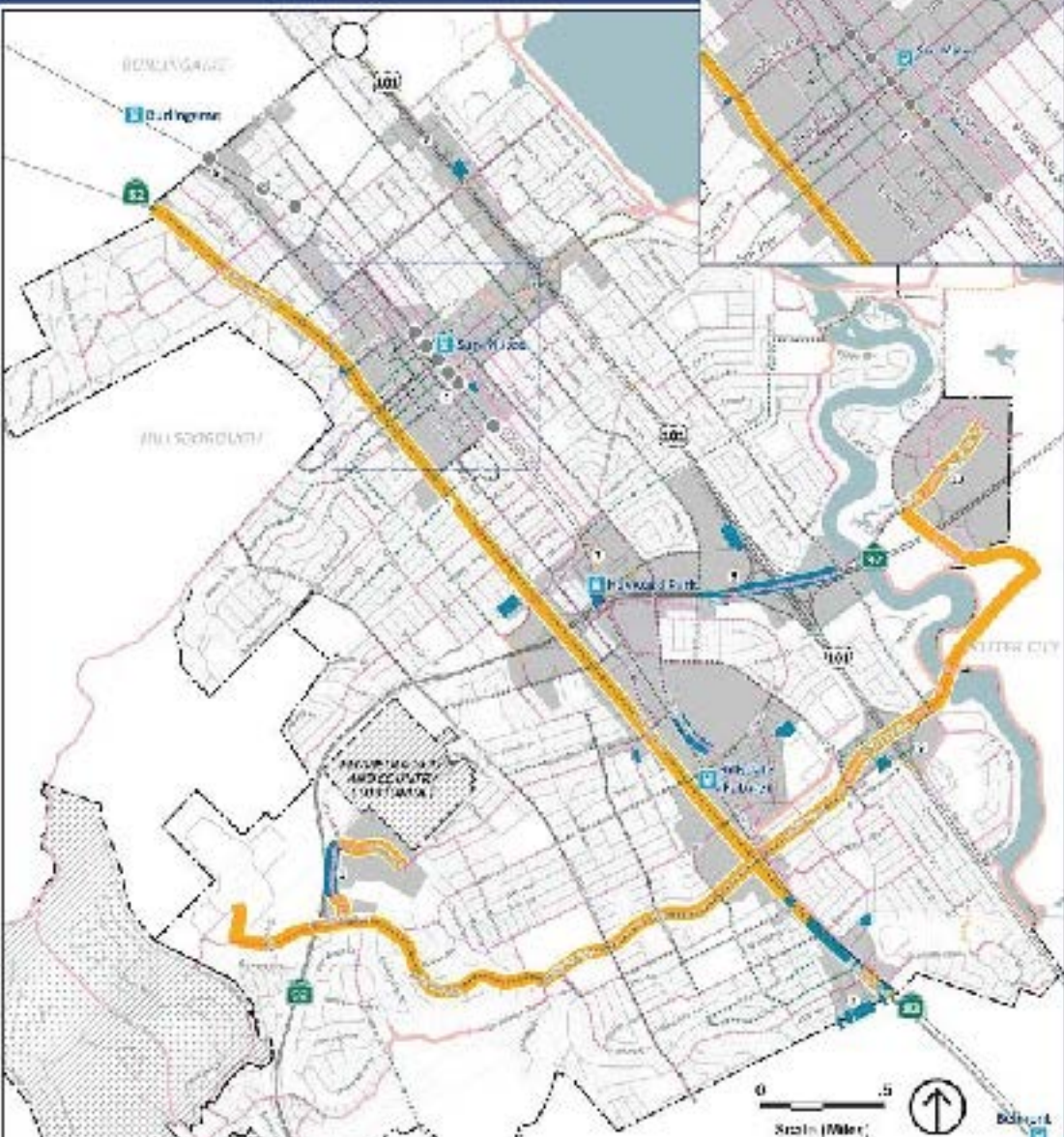
San Mateo has
been a walkable
city. All available
options could be
great for the city.

Alternative 1: Prioritizing a Walkable City



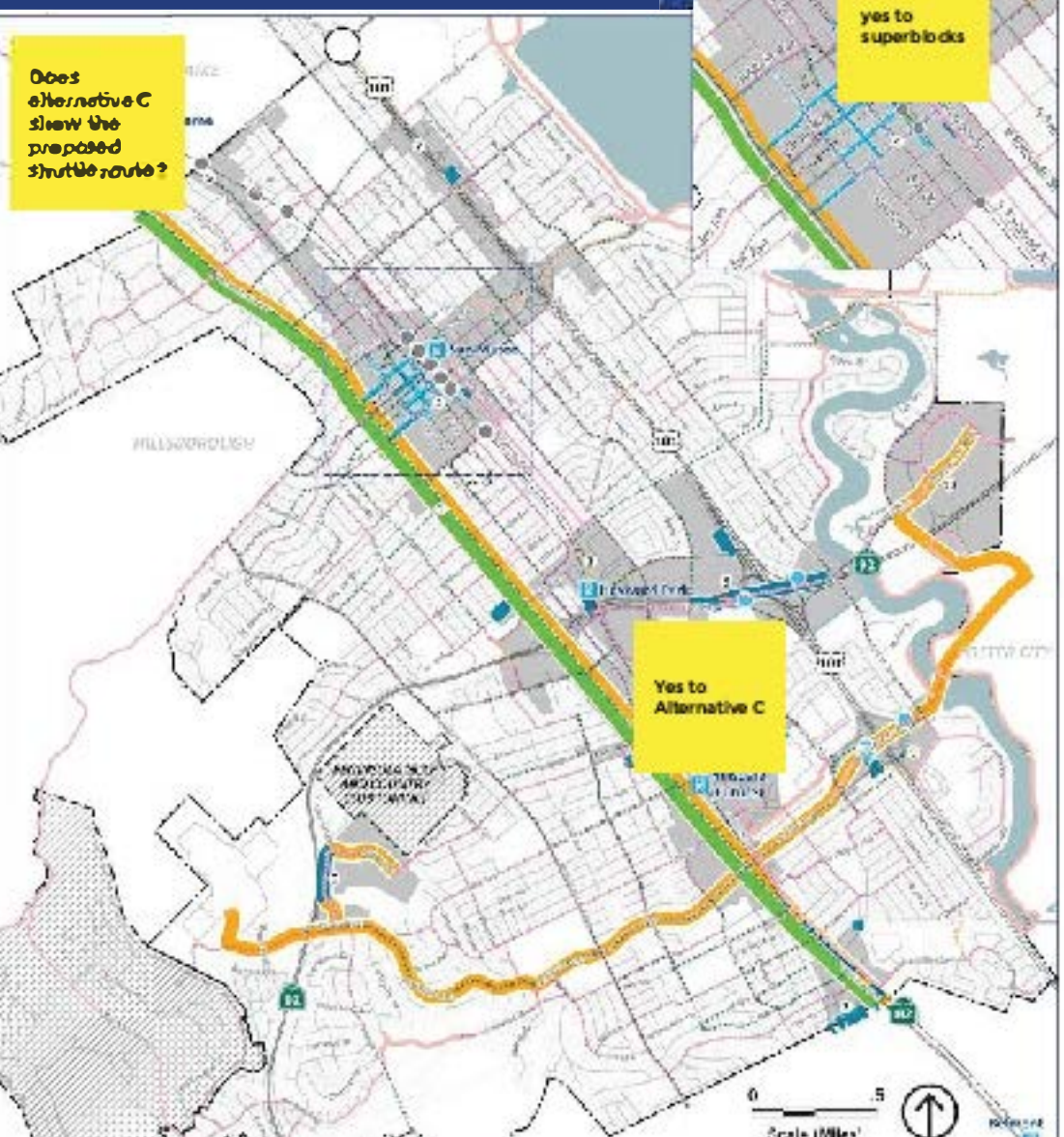
Alternative B

Alternative 2: Prioritizing Regional Connections



Alternative C

Alternative 3: Supporting Walking, Regional Connections and Emerging Mobility Solutions



yes to
superblocks

Does
alternative C
show the
proposed
structure?

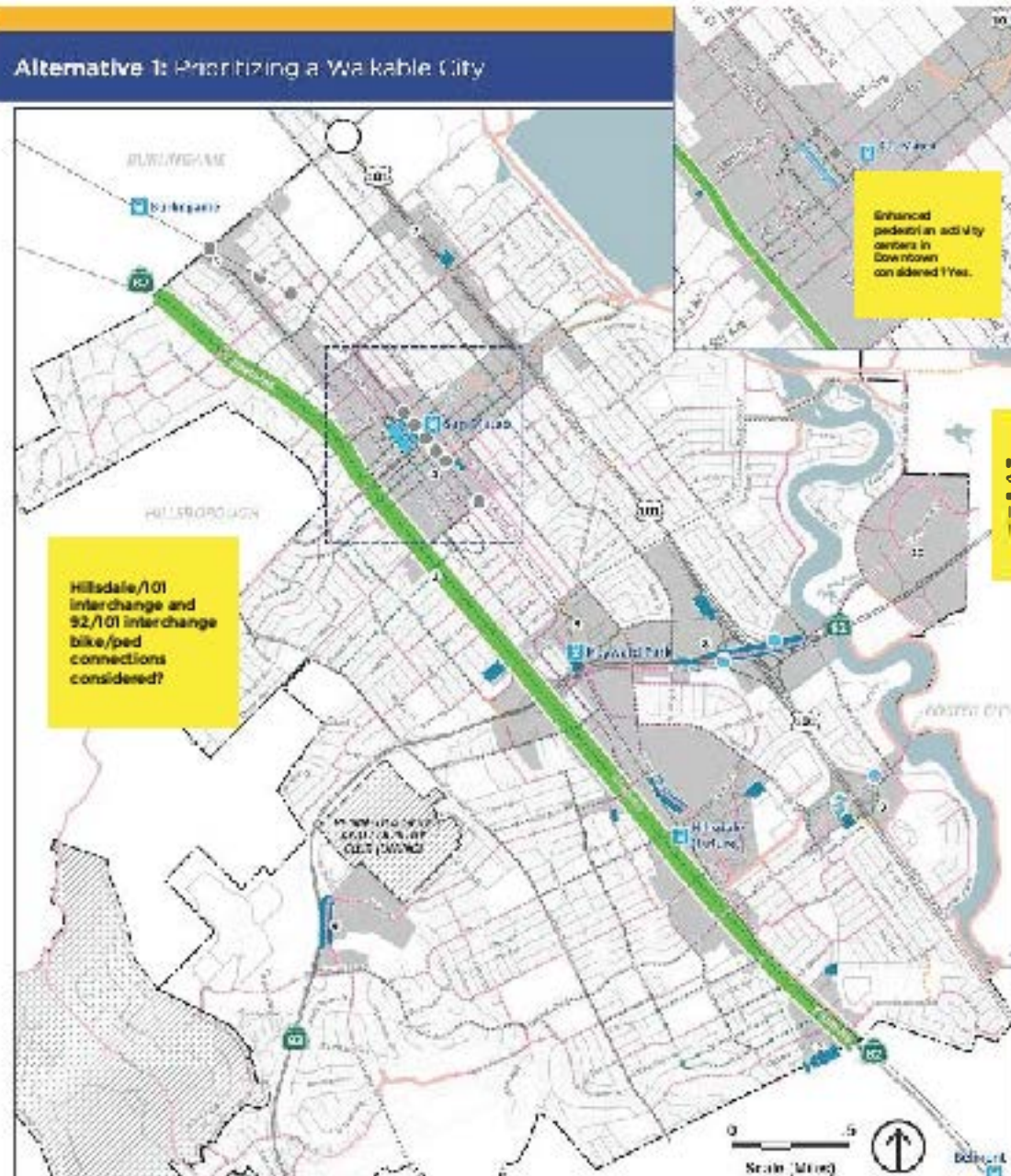
Yes to
Alternative C

City of San Mateo Workshop Notetaker Sheet:

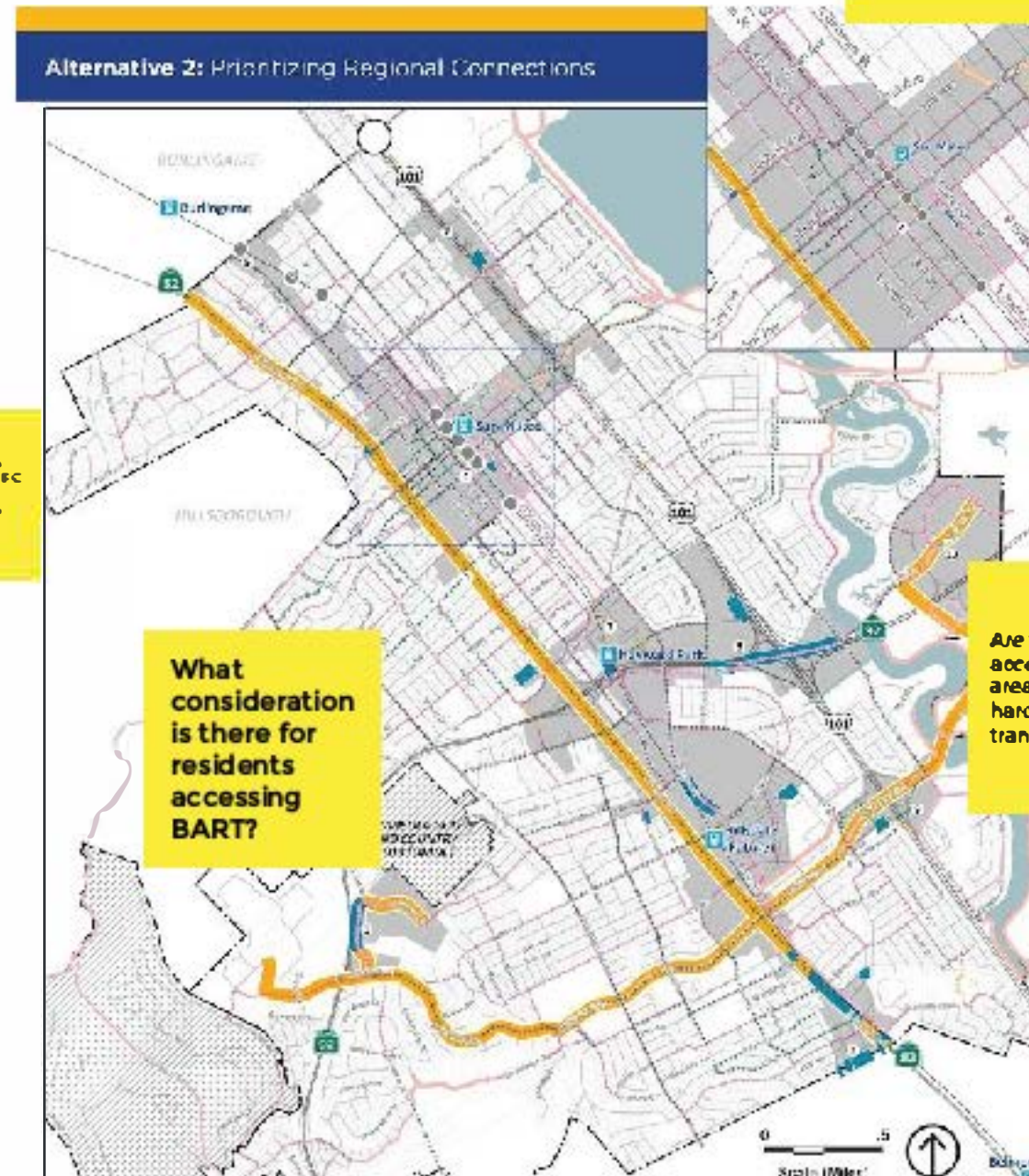
Jamboard (April 15, 2021) Group B

Citywide Circulation Alternatives

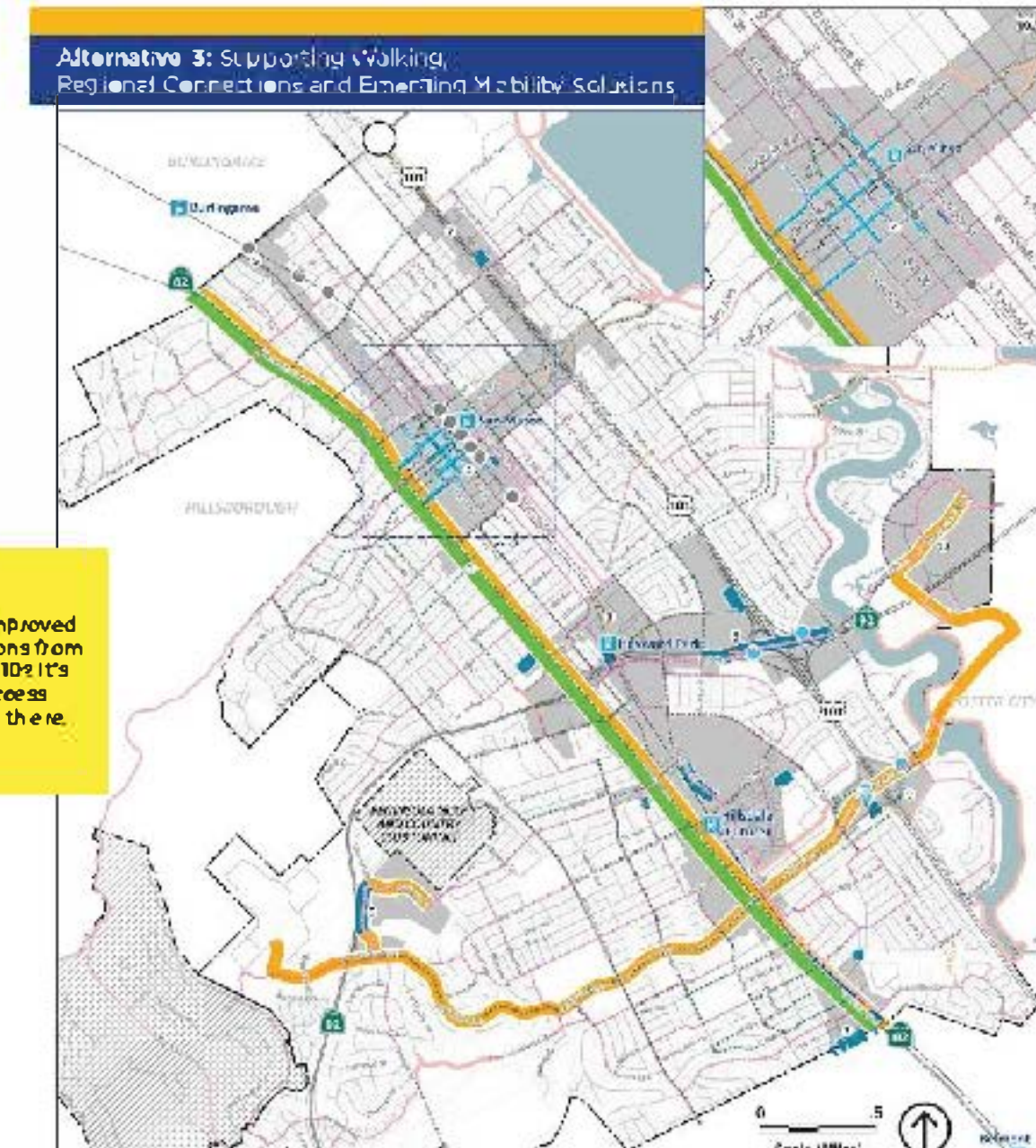
Alternative A



Alternative B



Alternative C



Are any improvements to the Caltrain 35 form included, specifically to raise comfort?

Is parking part of this evaluation?

And you consider options to slow vehicles near 25th and Hillsdale shopping center?

Caltrain - late night and early morning hours also. Has 92 rail on 92 bridge been considered?

Can the GP be development projects to completion of projects? (traffic improvements etc.)

How has City responded to increased use of electric vehicles?

City of San Mateo Workshop Notetaker Sheet:

Jamboard (April 15, 2021) Group C

Citywide Circulation Alternatives

Has bus rapid transit been successful in San Jose?

Where is the proposed transit center for Station Park Green?

Are we communicating with Foster City about issues on 92 and connections between cities?

Delaware/92 traffic congestion, traffic on 92 to Event Center

How will proposed housing feed into existing traffic issues?

Have prioritizing a walkable city. Prioritizing buses on ECR great. Safer bike corridor between Burlingame and San Mateo.

Need to address traffic and widen streets like ECR. Is there a way to participate more specifically with traffic and parking?

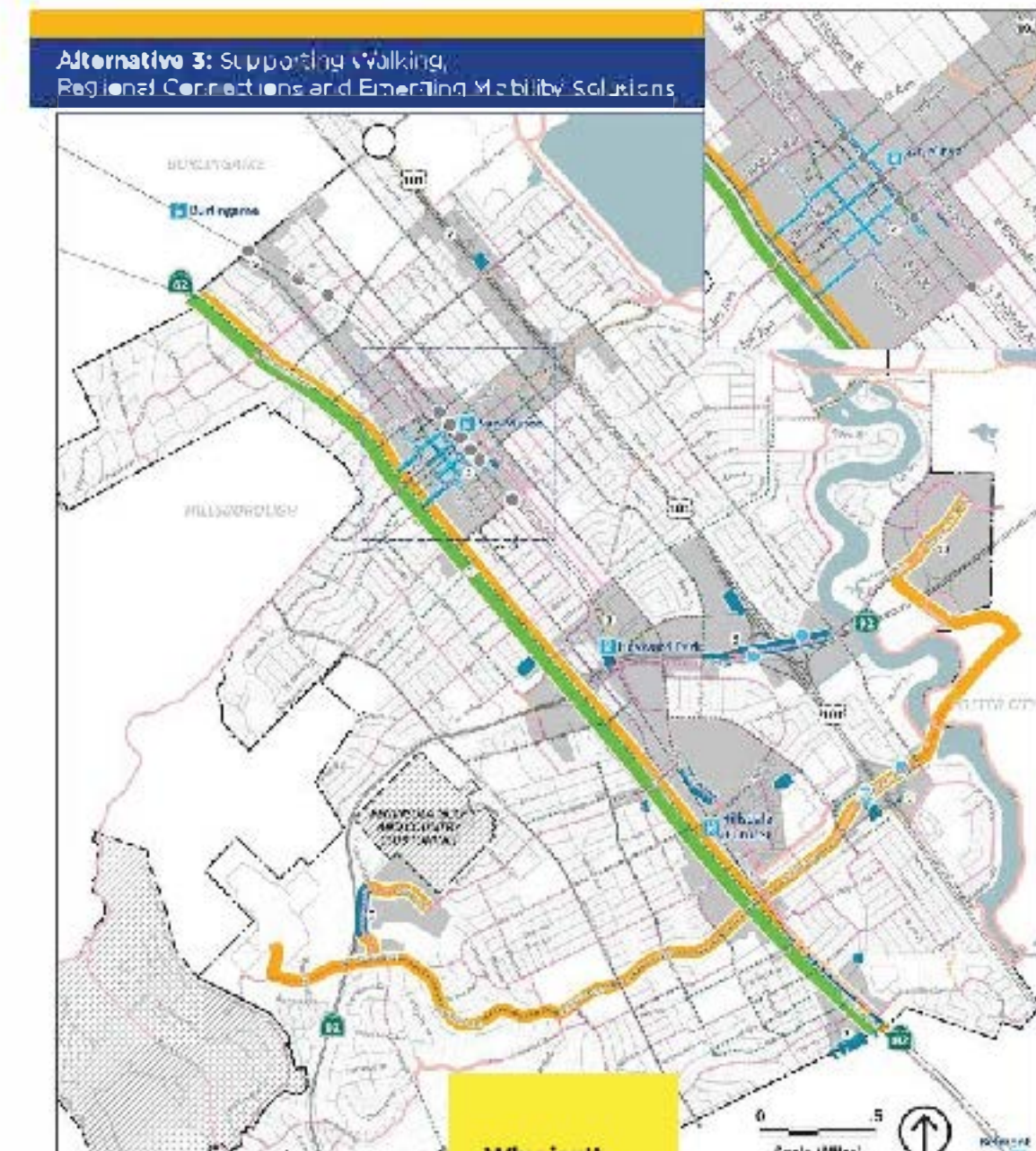
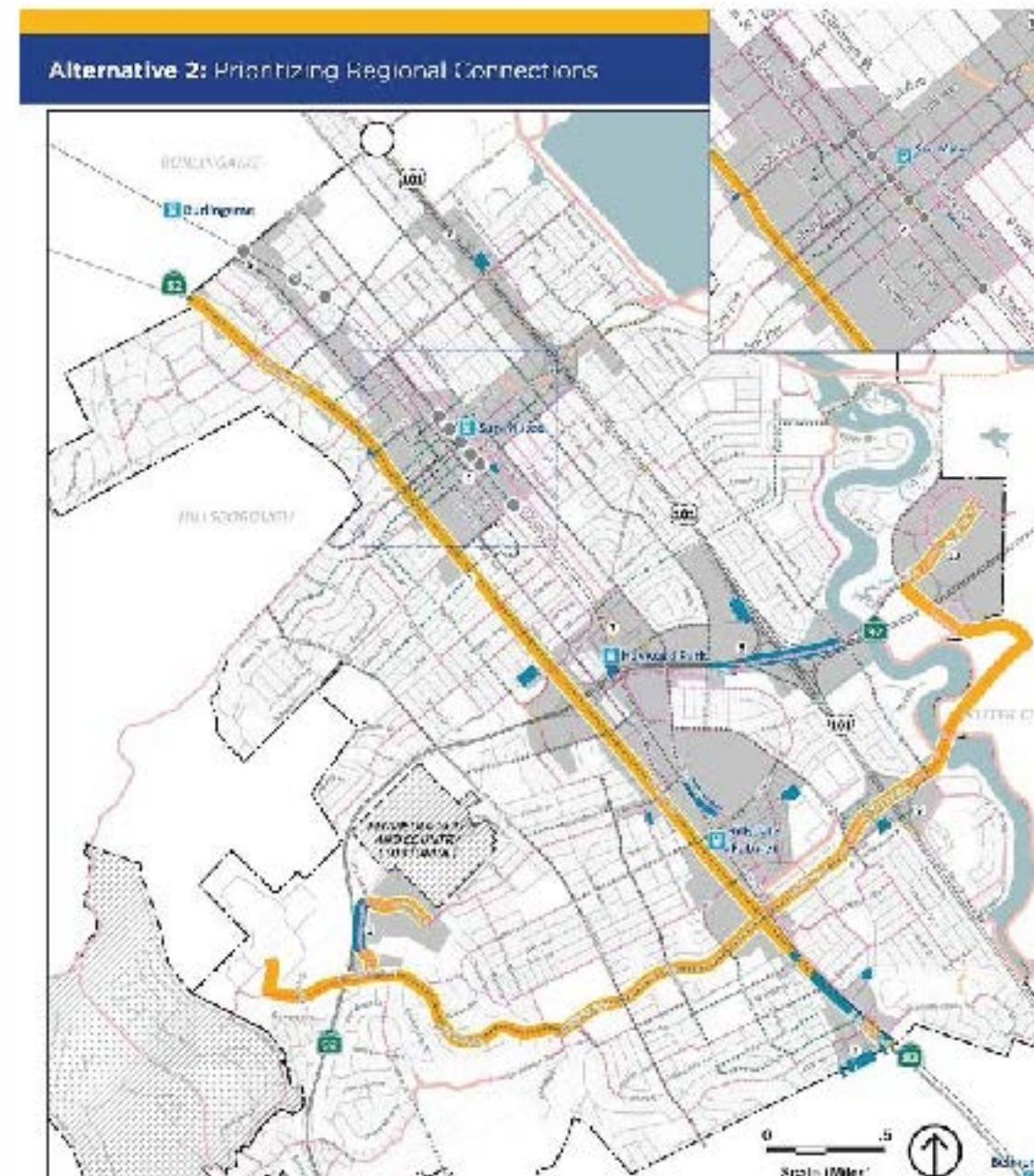
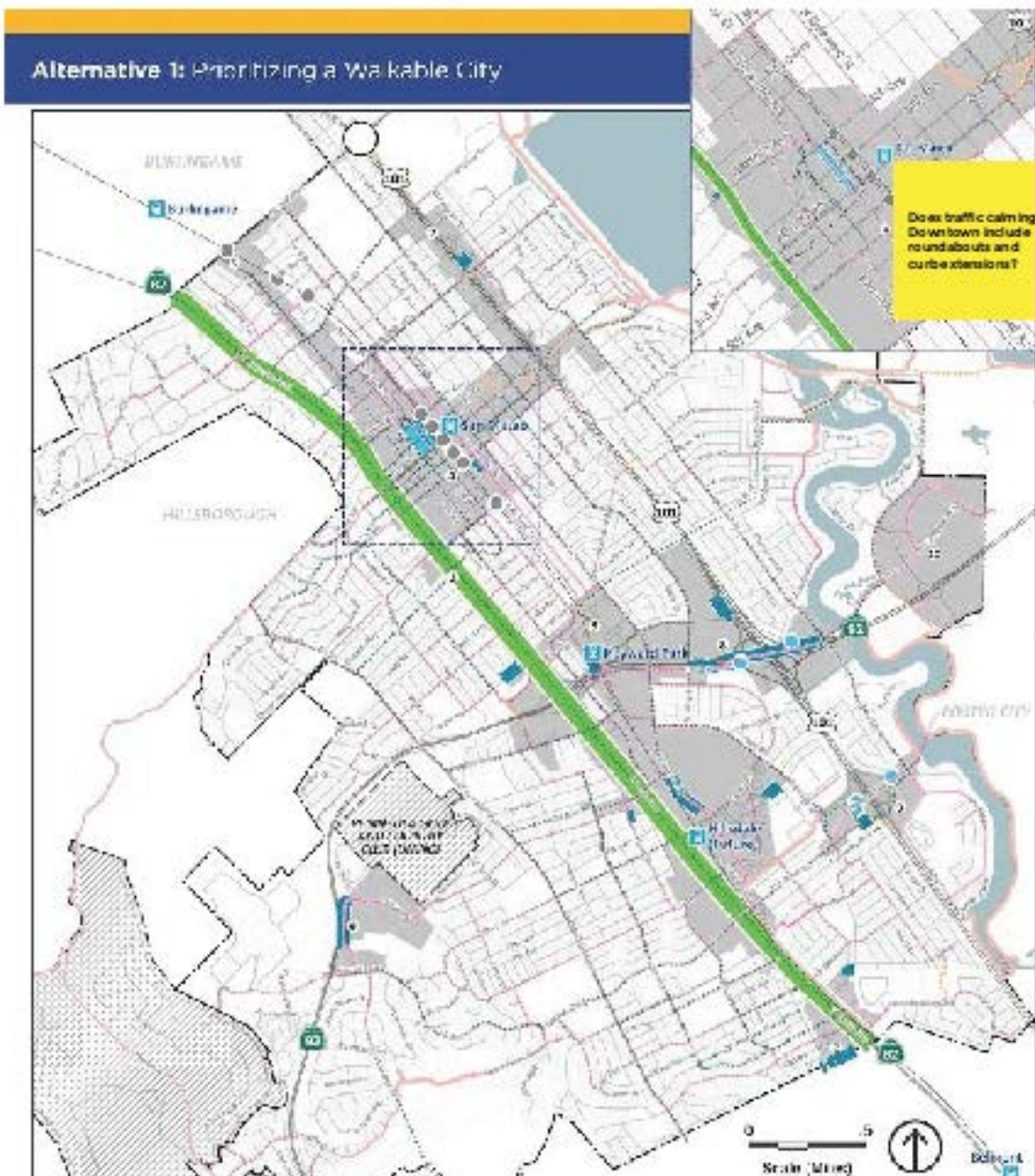
Wider sidewalks included in the GP?

If we pick C, does it include A and B also?

Alternative A

Alternative B

Alternative C



Why isn't traffic being addressed?

April 15, 2021
Zoom Chat Transcripts

April 15, 2021 - City of San Mateo, General Plan Workshop
Room "A" Chat Transcript
Chat Manager: Mary Way, City of San Mateo

Study Areas 1, 1-S, 3 and 8 | Facilitator: Brian Alexander

- Sean Schochet (he/him): 3 preference
- Lee Strieb: Most interested in area 3. Having checked your name, I can't get back to the "everyone designation"
- Mary, City of San Mateo: That's fine Lee, I will let the facilitators know
- Brian, City of San Mateo: Question from Heather directly to me: are we looking at office vs residential development in all areas?
- Alanna Reynard: Sorry what is the brown in alt B mean again?
- Dana Jordan: any chance you can get rid of the purple L shaped thing on Madison ave
- Dana Jordan: and chance it also to residential?
- Jennifer Hancox: In B, what is the brown color buildings?
- Lilia Niebuhr: Alternative A
- Dana Jordan: he asked my question :)
- Kelsey Banes: We can only send directly to individual people. There is no option to send to everyone for attendees.
- Lilia Niebuhr: It only lets us send a comment to one person
- Jordan Grimes: I preferred alternative B in the last scenario.
- Kelsey Banes: I agree with turning the high density office into high density housing/mixed use
- Mary, City of San Mateo: Thank you Kelsey, this is something new for us. Any questions, you can direct to me
- Lilia Niebuhr: No I want alternative A for the first slide
- Beth Y.: Would you expand on the commercial service, regional, and neighborhood designations?
- Jordan Grimes: Sorry, to be clear, I prefer alternative B for Study Area 1
- Sean Schochet (he/him): Is it possible that the city chooses different letter alternatives for each study area?
- Sean Schochet (he/him): For example, can we choose Alternative A for 1 and b for 2
- Celene Voyles: Would recommend Alternative be be mixed-use for Borel Square as I feel it would not be good to lose all commercial businesses there.
- Celene Voyles: Sorry Alternative B
- Sean Schochet (he/him): Do you have a side to side comparison for study area 3?
- Cliff Robbins: Commercial Service area around Palm could be utilized for mixed use.
- Lilia Niebuhr: Study area 3 Alternative A. Traffic is terrible now and no plans or infrastructure taken into account
- Kelsey Banes: Please choose options with the most homes to address traffic, climate change, and homelessness
- Jordan Grimes: I like alternative C for study area 3. Mixed use high density makes a lot of sense around the hillsdale caltrain station.
- Lee Strieb: Generally I'm ok with maximizing housing development in area 3. no need to repeat this comment - I'll need to go and do the survey online. Too much to absorb.
- Lilia Niebuhr: Alternative A

- Sean Schochet (he/him): Bike riding is dangerous and new streets are being built without bike lanes in Area 3.
- Kelsey Banes: I wanted to say I support looking at medium to high density in study area 10
- Lilia Niebuhr: Area 8
- Mike Hahn: How do I raise my hand
- Mike Hahn: doesn't work
- it just says the host is not allowing unmuting

Circulation Alternatives | Facilitator: Brian Manford (Nelson/Nygaard)

- Dana Jordan: i like mixed medium use for the West side of El Camino (study site 3) from 24th down to Hillsdale mall. It could include a pedestrian friendly connection from one end to another.
- Mary, City of San Mateo: Ok I will try to change the setting Mike thanks for your patience
- Mike Hahn: what do the colors mean
- Mary, City of San Mateo : Mike, it looks like you should be able to unmute and/or raise hand now
- Mike Hahn: it works now thanks
- Kelsey Banes: I can raise my hand.
- Mary, City of San Mateo: thank you Kelsey for letting me know
- Jordan Grimes: Yes to superblocks!
- Lilia Niebuhr: Alternative A San Mateo is flat and has beautiful weather, more places to walk would improve the city for everyone
- Kelsey Banes: Yes to Bus Rapid Transit, but no to new planning for driverless and unproven technologies. Lets just make the space for buses to not be stuck in traffic. It's worked really well in other cities.
- Jordan Grimes: Is there an alternative D here that includes all of these things? Because I really don't want to choose. I'd like all of the above. Bus lanes, bike lanes, pedestrian improvements, outdoor plazas, etc.
- Carey, PlaceWorks to Everyone : FYI that we have about 10 more minutes for this conversation.
- Sean Schochet (he/him): Yes to Alternative C with the most bike and walking friendly. 28th Ave was just constructed under the Caltrain connecting East and West San Mateo and making Hillsdale accessible to bike riders. However, no bike lanes is truly disappointing. Is that being considered?
- Celene Voyles: Does alternative 3 show the proposed shuttle route? I couldn't find it. I do like the idea of a shuttle for mobility impaired individuals.
- Kelsey Banes: More bike/ped infrastructure. Would like to see more protected bike lanes.
- Kelsey Banes: Protected with bollards or physical separation of some sort. Not just paint.
- Christina H. - City of San Mateo - CDD Director: end time is 7:42. Next round is 7:54 mid, and 8:07 end.
- Dana Jordan: I like squared sidewalks. Then cars don't block them when they park and peds can move easier
- Celene Voyles: I know it is not fully fleshed out yet, but would like to see the transit route connect to downtown too in a loop.
- Dana Jordan: Old county road!

- Kelsey Banes: Bus is preferable to a shuttle for regional connectivity. We need fewer transit systems.
- Dana Jordan: it needs to be more bike friendly
- Jennifer Hancox: Thank you. Good presentations
- Cliff Robbins: You are muted...

Study Areas 2, 6, 9 and 10 | Facilitator: Linda Ly

- Lilia Niebuhr: Alternative A is the best 42nd ave is impacted
- Kelsey Banes: Alternatives with more homes near services like grocery stores will help reduce traffic
- Dana Jordan: if they are within a 0,5 mile radius of Hillsdale or Belmont stations, housing would be a good idea
- Jordan Grimes: Definitely interested in higher-density mixed use here. Thanks!
- Kelsey Banes: I would support higher density housing than what is listed in the alternatives
- Heather Cleary: I agree, higher density housing
- Lilia Niebuhr: Absolutely no higher density Pacific blvd is used as a cut through for commuters
- Dana Jordan: there are so many gorgeous views from study area 6, what about walking, hiking /biking trails?
- Sean Schochet (he/him): Thank you for preserving and ADDING open spaces.
- Lilia Niebuhr: Alternative A is the best unless 26th avenue is opened up to Campus Dr.
- Dana Jordan: just to clarify, does commercial neighborhood assume housing is included?
- Jordan Grimes: I like alternative B here.
- Lilia Niebuhr: Alternative C is the best Hillsdale is impacted already and can't handle anymore traffic
- Kelsey Banes: Making the same comment in response to concerns about traffic impact: Alternatives with more homes near services like grocery stores will help reduce traffic. We need to enable people to live without cars.
- Lilia Niebuhr: Most of the traffic is commuters to the east bay cutting through the neighborhoods
- Lilia Niebuhr: You can live without a car I will always have one
- Kelsey Banes: Alternative C please
- Jordan Grimes: Is there a scenario (or can there be) where high-density mixed-use is allowed at Bridgepointe?
- Heather Cleary: agree with high density mixed use
- Kelsey Banes: I also agree with higher density mixed use.
- Celene Voyles: Agree with putting high-density options here
- Dana Jordan: any chance thoughts of farmers market in the Bridgepoint area? Don't know if that's part of the scope of this meeting but thought I'd mention it ;)
- Kelsey Banes: Farmer's market is a great idea
- Kelsey Banes: I like this bike/ped connectivity comment for campus drive
- Lilia Niebuhr: Are all these new developments going to have a surcharge to pay for the increased use of our infrastructure
- Jennifer Hancox: for Bridgepoint would it develop into something like Santana Row?
- Sean Schochet (he/him): Can you walk us through how to see these documents on our own?

- Dana Jordan: I believe Pacific Blvd is an extension of old county road, that needs to be more bike friendly too!
- Sean Schochet (he/him): Thank you so much!

Study Areas 1-N, 4, 5 and 7 | Facilitator: Julia Klein

- Lilia Niebuhr: Alternative B is best for this area
- Jennifer Hancox: For Study area #1 - there needs to be an upgrade on traffic lights. Many accidents at that intersection.
- Dana Jordan: I like Alt C for SA5 in respect to blue near the safeway
- Lilia Niebuhr: Alternative C is best for this area.
- Lilia Niebuhr: C is the best
- Connie Weiss: do we have an idea how much the high rises in these alternatives might stand out because there aren't other equivalent buildings nearby?
- Beth Y.: does 4-7 stories for res medium mean 4-7 stories of living space and parking is subterranean or adjacent?
- Dana Jordan: If 4-7 story residential are constructed adjacent to highway, would that mean the highway walls would need to be constructed taller?
- Jordan Grimes: The more housing close to downtown the better, in my opinion.
- Jordan Grimes: We should require less parking for housing closer to downtown and Caltrain.
- Lilia Niebuhr: Require the residents of these new high density developments to agree not to own a car
- Dana Jordan: dont keep us waiting! Downtown! :)
- Celene Voyles: Downtown?
- Lilia Niebuhr: Alternative C is the best all of the high density in San Mateo should be downtown as it is in all cities
- Jennifer Hancox: does this include B street closure?
- Jordan Grimes: I like alternative C, but want to see even further expansion of higher density housing and mixed uses downtown
- Jennifer Hancox: Bike parking downtown
- Connie Weiss: is there a study to look at the limiting of sunlight on streets that will be present when high rises are built in plan C?
- Dana Jordan: more intentional green space within downtown would be great
- Lilia Niebuhr: Need to address the parking for the increased density
- Jennifer Hancox: There is a lot of empty space downtown already, building more mixed use high will flood the area
- Jordan Grimes: Also support pedestrian plazas downtown!
- Jennifer Hancox: I agree - an open area downtown would be great!
- Celene Voyles: Hi Mary, I was in your previous group. Regarding downtown, I find it hard to see how Alternative C would accommodate many people's desires for a plaza. I think an Alternative C with the high density housing east of Central Park and east of the railroad tracks like Alternative B may allow some of downtown to be less dense.
- Mary, City of San Mateo: Thank you Celene, I will make sure this is noted in our comments

April 15, 2021 - City of San Mateo, General Plan Workshop
Room "B" Chat Transcript
Chat Manager: Diana Elrod

Study Areas 1-N, 4, 5 and 7 | Facilitator: Julia Klein

- Daniel Schonberg: Hi Diana. Sending to you since I can't send more broadly.
- Raj Subramanian: Raj Subramanian, Resident of San Mateo since late 2017. We are at the border of SM and Belmont
- Raj Subramanian: Cant send it to all
- Doug: Hello, I am Doug Harvey. I am an associate director of the San Mateo Neighbourhood Association. We have been living in SM for the past 14 years.
- keithweber to Everyone : Keith Weber. Resident/homeowner involved in Downtown land use for almost 40 yrs. I am particularly concerned about downtown and protection of our historic resources, whether identified or not.
- Doug: Hello, all these alternatives focus only on transportation options and significant growth. Why?
- Diana E., City to Everyone : Note that participants can only chat with the hosts, including me. If a question comes up, I will pass it along to Julia.
- Daniel Schonberg: I'm Dan. I've lived in San Mateo for 8 years. Parent of 2 (a 3 yo and 6 yo) and a home owner in the central neighborhood. My biggest concern is how we can balance the concerns of future residents and not over weight existing rent seeking (in the economic value extraction sense) home owners and residents.
- Kathy Lavezzo: what are the cross streets on ECR
- Doug: Why is study area 1 so small?
- Debbie Schechter: SO for Study Area 1 the City is really just looking at changing the mix of housing types?
- Daniel Schonberg: How do we rank these alternatives in terms of existing stakeholders leveraging their holdings to perform rent seeking behaviors from future residents? I would like to see the alternative that allows the greatest freedom of entry.
- Raj Subramanian: Are there any proposed changes in Alt C to the businesses in downtown area?
- Debbie Schechter: What does mixed use include? Housing, office and retail?
- Daniel Schonberg: Thank you!
- ellenmallory: Does the middle map and right map show that the medical center will be open for redevelopment to include housing?
- keithweber: Why don't Alts. A & B have the step-down in height & density in the "panhandle"?
- Doug: Hi Diana, what is the difference between Residential Low, Medium and High?
- Jennifer, City of San Mateo: It is 7:10, we might want to finish the remaining 2 study areas
- Daniel Schonberg: A comment that doesn't need to be read aloud: I think the alternatives are too conservative in their projected growth and we should assess a more aggressive growth target
- Daniel Schonberg: Given recent rates of growth, only C is really plausible. Most likely we'll have to do another General plan in 5 years with any other selection.
- Ken Abreu: How close is south end to train station
- Leora Tanjuatco: Why the residential high in option c? Why not mixed use high?
- keithweber: I don't see the historic resources mapped in study area 5. There are many.

- Doug: Thank you Julia, thank you Nicolas.

Study Areas 1, 1-S, 3 and 8 | Facilitator: Brian Alexander

- Leora Tanjuatco: 3!!
- Debbie Schechter: 3
- Nick Steketee: 3 and 8
- Kathy Lavezzo: 3
- Ken Abreu: Area 3 most
- ellenmallory: 3
- Daniel Schonberg: Considering study area 8 is already so far unfriendly, can we make it more explicitly pedestrian primacy?
- Devra Harris: 3 mall
- Daniel Schonberg: Car unfriendly. Not far
- Debbie Schechter: I like the mixed use options in Alt A and C for Borel Sq instead of residential
- Karen Moen: When will traffic impacts be considered?
- Leora Tanjuatco: How come hillside shopping center isn't mixed use high? looks weird between the two dark blue zones
- Devra Harris: Dark Blue mixed use high, pls explain
- Doug: The development plans make a lot of sense. My concern is that the infrastructure grows with the plan. I do not see the increased transit access.
- Maxine Turner: 25th Ave. has small lot sizes & should stay low
- Ken Abreu: b And c have the same numbers. What's the difference?
- Nick Steketee: Can you explain why the east side areas and parkside plaza are considering a fairly significant range of use between office medium in Alternative A and residential low in study area B?
- Karen Moen: The Parkside Plaza/Fashion Island/Norfolk area already congested traffic area..A is will be an important alternative to consider.
- Wendy Milling: Cell phone service southeast of the highway intersection may be sketchy - may impact office or commercial use
- Daniel Schonberg: This process is a lot of time and effort into zoning and restricting our city, almost certainly for a future we will project poorly and wrong. Can we drastically reduce the complexity of our zoning restrictions and allow for greater freedom in land use? This is almost certain to result in better outcomes for our cities' future.
- Karen Moen: Due to traffic and safety considerations, Alternative A is important for Fashion Island/Parkside/Norfolk area.
- Doug: Once again I have to ask. These plans were differentiated by Joanna transit differences. A. pedestrian, B. increased east west transit and C. pedestrian with micro mobility bus. I have not seen anything about this.
- ellenmallory: It's important to be mindful that we need to provide retail uses for our residents.... When we change the Plaza to housing, we lose vital businesses.
- Daniel Schonberg: Also, can the person calling areas of our city sketchy be called out as being non inclusive
- Ken Abreu: Need better mass transit and bike connections need for b and c

- Karen Moen: FYI: I'm currently experiencing the bad cell phone/wi-fi problems in this Norflk /Parkside Plaza area. This is a big problem in this area for residents and offices. Infrastructure planning of all types will be critical.
- *Christina H. - City of San Mateo - CDD Director: end time is 7:42. Next round is 7:54 mid, and 8:07 end.*
- Kathy Lavezzo: how/where
- Ken Abreu: What is commercial service?
- Kathy Lavezzo: How/where is affordable housing along ECR or is that decided later?
- Doug: Hi Diana, I would like to understand the improved transit methods (pedestrian ways, e/w bus and micro bus). Where are they shown on the maps?
- Maxine Turner: Glad to see service commercial & neighborhood commercial accommodated.
- Doug: thanks Diana! you're the best
- Meris Ota: will the city adopt wholesale alternatives, or vary by area?
- Devra Harris: 3 should be Alternative A based on traffic impacts alone without major reconstruction of State Hwy ECR - Hillsdale
- Karen Moen: What type of new jobs are projected in these neighborhoods?

Circulation Alternatives | Facilitator: Brian Manford (Nelson/Nygaard)

- Doug: Are any improvements to the Caltrain system included (noise control)?
- Maxine Turner: Circulation relates strongly to parking, especially in downtown & transit areas so people who don't live within 1/2 mile also have access. Please address whether parking is part of evaluation.
- Ken Abreu: What is the increased transit from area 6 and 10 to Caltrain?
- Doug: Wow. This is promising. Please extend my thanks to Brian and his team. These improvements will really change the town for the better.
- Nick Steketee: Did the study area A consider pedestrian and bike connections near the 92/101 interchange and the Hillsdale/101 interchange? These areas appear to have the least connectivity between East and West San Mateo. Did you also consider alternatives to slow traffic near 25th street and the Hillsdale shopping center where foot traffic is deterred by heavy car traffic?
- Doug: Specific Caltrain annoyance is the late night and early morning horns. In 20 years we may see new transit options. Has light rail on the 92 bridge ever been considered?
- Doug: What is the plan to deal with the daily 101 to 92 traffic jam and flood of cars into the neighborhoods
- Kathy Lavezzo: With the pandemic & closing of B Street to traffic, is the City looking at street closures for enhanced pedestrian experiences into the GP?
- Wendy Milling: Have discussions been held with Foster City regarding the value of interconnectivity proposals?
- Maxine Turner: Can GP tie development scenarios to completion of transit improvements. Timing/phasing
- Jennifer, City of San Mateo: 10 mins left, if we are on schedule
- Diana E., City to Jennifer, City of San Mateo (Direct Message) : Thanks
- Wendy Milling: General observation - this seems to emphasize east-west transit, whereas commutes in the Bay Area tend to go north-south.

- Doug: How will the city deal with the huge volume of commuters cutting through the neighborhood to get to 92
- Doug: that daily 101 to 92 traffic jam
- Nick Steketee: How has the city evaluated the increased use of electric vehicles and the need for infrastructure to support EVs?
- Doug: Do we have any say over what Caltrain is planning?
- Karen Moen: What consideration is being given to getting residents to BART which is also a large provider of transportation to SF and east bay.
- Devra Harris: Is an existing bikeway denoted on Hillsdale Blvd from 101 westward?
- Devra Harris: A designated bike path doesn't exist
- Devra Harris: and is needed for safe travel

Study Areas 2, 6, 9 and 10 | Facilitator: Linda Ly

- Meris Ota: area2 alternates b and c seem flip flopped in density?
- Maxine Turner: Can more Residential high be included here
- Maxine Turner: to clarify, in lieu of office
- Ken Abreu: If more residential need better links to Caltrain. Also more parks
- Meris Ota: option for mixed use medium at laurelwood?
- Nick Steketee: I appreciate the alternative considerations for Marina Plaza. This area seems to need easier access via transportation to really help it grow and thrive
- Devra Harris: traffic at Saratoga in level F now
- Meris Ota: is there still demand for regional commercial?
- Maxine Turner: What about Mixed Use/residential commercial. Housing with lots of neighborhood serving commercial
- Maxine Turner: for Marina Plaza
- Maxine Turner: why not high residential in c
- Meris Ota: I worked in this area for many years and would love to see more amenities (lunch options)!
- Karen Moen: Will green space/parks be incorporated into these plans?
- Nick Steketee: With the added residential areas next to large office areas, what green spaces could be considered?
- Maxine Turner: why not high residential in c
- Karen Moen: comments: There are a fair number of children in this general area—parks and larger (not hard scape) areas are important for play.
- Meris Ota: mixed use medium for option b? it would be helpful to create a vibrant "placemaking".
- Meris Ota: how was dividing line in shopping center determined?
- Raj Subramanian: Why is ECR marked with pink vs B and C -- Study area 2

April 15, 2021 - City of San Mateo, General Plan Workshop
Room "C" Chat Transcript
Chat Manager: Heather Stewart

Study Areas 2, 6, 9 and 10 | Facilitator: Linda Ly

- Rendell, City of San Mateo: http://strivesanmateo.org/wp-content/uploads/2020/03/ExistingGPLU_8.5x11_highres.pdf
- Rendell, City of San Mateo: http://strivesanmateo.org/wp-content/uploads/2020/03/11x17_Place_Type_Menu_03-01-2020-1.pdf
- Jeffrey Backes: How is INFRASTRUCTURE being addressed in ANY of these alternatives??
- Jeffrey Backes: Are those east of EC areas changed/ homes torn down?
- Jonathan New: The alt C mixed use village seems nice, especially if there's grocery and CVS nearby.
- Gil Gordon: I'd prefer the mixed use from B and medium residential of C.
- Jonathan New: I agree with Gil
- Gil Gordon: and dear god no more offices...
- Jeffrey Backes: plan b looks best. Please don't take Laurelwood shops away.
- Leslie Flint, Sequoia Audubon: In C what happens to LaurelwoodShopping Center
- Jeffrey Backes: OH!!! I misread previous. PLAN C was best
- Jeffrey Backes: What exactly is a commercial neighborhood??
- Jonathan New: 9) I'd love to keep the variety of shops and grocery in Marina, but making it mixed use with residential would be great.
- Jeffrey Backes: thank you.
- Gil Gordon: I like B for homes but would prefer lower than 7 stories
- Jeffrey Backes: B
- Jonathan New: Alternative C for bridgepoint. Great opportunity for homes
- Gil Gordon: that was for the prior
- Jeffrey Backes: It was Laurelwood prefer C
- Leslie Flint, Sequoia Audubon: It's already impossible to get on/off Hwy 92/101 in the Bridgepoint area without more housing in that area. Are you coordinating with Foster City about the traffic problem?
- Jonathan New: I voted for alt c for Study Area 10
- Jeffrey Backes: TRAFFIC TRAFFIC TRAFFIC AND PARKING CONCERNS!!
- Gil Gordon: In general I support mixed use in general across all the areas, either low, or at the lower end of mixed-use-medium
- Gil Gordon: thank you moderators
- Jeffrey Backes: Ginnie Plato Backes
- Heather, City of San Mateo: Thank you, Ginnie
- Jeffrey Backes: ;)

Study Areas 1-N, 4, 5 and 7 | Facilitator: Julia Klein

- Gil Gordon: where do jobs come from? e.g. why does A have so much more than B?
- Jeffrey Backes: How high is high?

- Gil Gordon: 8+
- Heather, City of San Mateo : http://strivesanmateo.org/wp-content/uploads/2020/03/11x17_Place_Type_Menu_03-01-2020.pdf
- Jeffrey Backes: plan B
- Jonathan New: Study area 1, my vote is for B
- Gil Gordon: study area 1: B seems preferable due to commercial neighborhood and no additional offices
- Genel Morgan: How are height limits/density from Measure Y met with these proposed alternatives?
- Jeffrey Backes: Must keep Safeway and CVS
- Jonathan New: Study area 5, my vote is for C. I'd love keep Safeway and CVS.
- Gil Gordon: study area 5: prefer B due to lower heights that don't conflict with as much with measure Y as C.
- Karen Sid: Prefer B because C is too dense
- Jeffrey Backes: Alt B but keep Safeway and CVS
- Jeffrey Backes: Woodlake is not showing?
- Jeffrey Backes: Condos
- Jeffrey Backes: TRAFFIC!!! If that CAN addressed then any Alternatives look fine
- Jonathan New: Study area 7, my vote is C.
- Gil Gordon: study area 7: maybe leave the area alone as much as possible rather than putting in mixed and residential high, so I guess A?
- Gil Gordon: fine to move on
- Karen: My vote is for A
- Jeffrey Backes: How does hospital change? It goes away???
- Jonathan New: Study Area 4, my vote is C. Downtown has great transit options with Caltrain and the bus and very walkable conveniences.
- Karen: Won't all the high buildings block the view of the Bay?
- Jonathan New: I'd like to add I'm very open to dense, tall buildings here.
- Christina H. - City of San Mateo - CDD Director: end time is 7:42. Next round is 7:54 mid, and 8:07 end.
- Jeffrey Backes: something between B and C. Not as many high buildings but in between
- Erika Powell: Is the team open to tier stepping down to the residential neighborhoods?
- Gil Gordon: I like the residential medium in A and B east of Eldorado (where C only has low)
- Jeffrey Backes: something between B and C. Not as many high buildings but in between
- Gil Gordon: like mixed use on Claremont on C
- Erika Powell: I agree on a hybrid of B and C. :)
- Erika Powell: Yes. Claremont is so underused.
- Linda Wolin: I agree with Claremont comment
- Gil Gordon: I'm afraid of high rises unless they are capped at some agreed upon height.
- Peter Belesis: Agreement of preserving the historical integrity of downtown.
- Erika Powell: yes.
- Peter Belesis: Preserving residential structures/houses.
- Kalisha Webster, Housing Choices: I like high residential along railroad in C and keeping mixed use along El Camino in A and B
- Jeffrey Backes: Must keep historical homes
- Christina H. - City of San Mateo - CDD Director: someone asked for help

- Peter Belesis: We're concerned with high rises in this area for lack of sunlight/shadowing.
- Erika Powell: I would love to see a pedestrian bridge next to 92 on the on the north side to link caltrain to East of 101
- Erika Powell: I know it is not the downtown.

Study Areas 1, 1-S, 3 and 8 | Facilitator: Brian Alexander

- Jeffrey Backes: #
- Jeffrey Backes: 3
- Linda Wolin: I want to make sure we have time for 1 too
- Karen: prefer 8
- Jeffrey Backes: 25th ave is historical. Don't mess with it!
- Jonathan New: Study Area 3, In Alternative C, I like the mixed use medium for 25th ave and mixed-used high for hillsdale
- Genel Morgan: I agree with the previous comment bout 25th Ave. Don't touch! We need to leave some old style character in San Mateo
- Gil Gordon: Is there way to be more specific about mixed-use zones? houses and offices is not the same as houses and shops/services.
- Karen: Making 25th more dense doesn't make sense as the parking is already terrible
- Jeffrey Backes: Borel could be modified some but going too high would be suboptimal.
- Linda Wolin: Is it possible to show all three side by side?
- Leslie Flint, Sequoia Audubon: Redwood City has built housing to 8 stories along it's downtown streets; it has created dark streets; not pleasant; don't want San Mateo to look like that.
- Jonathan New: I do not agree that we need to leave 25th avenue alone.
- Gil Gordon: would David like to say something?
- Linda Wolin: That works
- Erika Powell: What is the diff between commercial service and commercial regional?
- Linda Wolin: I will do it on line
- Gil Gordon: given he owns a big chunk of this area?
- Jeffrey Backes: agree with concerns about shadows from high buildings
- Peter Belesis: Not 8 stories for Borel Shopping Center.
- Gil Gordon: Bohannon, in case there is more than one in the room
- Jeffrey Backes: Traffic traffic traffic
- Peter Belesis: Too close to a residential neighborhood.
- Jeffrey Backes: and parking problems
- Kalisha Webster, Housing Choices: yes to high mixed use at borel and Hillsdale in C and high residential along El Camino in B
- Erika Powell: Pocket neighborhood centers like 25th and others like it are important to bring people together.
- Karen: Prefer either alternative A or B
- Erika Powell: Not seeing a lot of pocket parks W of ECR.
- Jeffrey Backes: Safeway stays at 17th?
- Erika Powell: actually there are zero parks w of ECR
- David Bohannon: We see opportunities for high mixed mixed use at Hillsdale
- Karen: Please keep the Smart and Final! Alternate grocery stores are far enough away

- Gil Gordon: study area 3: pretty hard to compare them when they weren't on the screen any same time. in general medium height mixed use that excludes large offices is preferable to high rises of any sort. prefer commercial neighborhood (or lox mixed) to regional or service
- Amy Jussel: Dining/waterfront is a priority, homes should NOT be considered near the water as the 92/101 interchange is massively clogged already... LOW LOW LOW ... this area is a mess already...and the services are widely used and necessary... Fishmarket is a landmark ...if it goes, any other restaurant should be considered... We don't have ANY place to dine/relax near our waterways anymore. Agree that wholesale office retail warehouse makes no sense there tho...
- Jeffrey Backes: does YMCA go away in B and C
- Gil Gordon: that was study area 3, the last area
- Genel Morgan: That area is already a nightmare of traffic. I would like to see definite plans to address traffic created by any of the alternatives.
- Gil Gordon: and meant low not lox (though lox is also tasty)
- Karen: 4-7 stories for Fiesta shopping center is too high
- Jeffrey Backes: Putting more residential impact at interchange is scary traffic
- Jeffrey Backes: KEEP FISH MARKET or another restaunt
- Erika Powell: what is current designation for large purple area?
- Jonathan New: No interest in keeping Fish Market. Homes are a better use of that area.
- Jeffrey Backes: That's crossroads but;domg
- Erika Powell: how many stories?
- Karen: Will more buildings be built in the Crossroads area?
- Erika Powell: yes!!!!
- Erika Powell: pedestrian bridge on N side of 92
- Erika Powell: from Marriott to the other side.
- Jeffrey Backes: we don't need new offices!!
- Gil Gordon: Just for the record, don't need to read out loud: for study area 8: I like C for fish market area becoming neighborhood commercial, and like the smart and final area becoming mixed medium, and I'd take the residential medium north of Marriott from plan B.
- Erika Powell: Unless Caltrans makes major changes to the exchange at 92 and 101, higher density in that area would not be a good plan.
- Karen: prefer alternative A
- Jonathan New: Study Area 1: Alternative B
- Jeffrey Backes: Less high buildings
- Erika Powell: this is tricky
- Gil Gordon: For Area 1 for the record: would rather not have the high rises from alt B. onwards to circulation
- Jeffrey Backes: People have been waking more during pandemic, but now we need traffic and parking to be addressed. PLEASE. Are roads ie 92, EC to be widened, and if so, how?
- Jeffrey Backes: expecting incoming population to use train or bus is not realistic IMHO

Circulation Alternatives | Facilitator: Brian Manford (Nelson/Nygaard)

- Jonathan New: Can you explain the yellow highlight along El Camino?
- Jonathan New: (Note to Heather, thank you for handling all our comments this evening :))
- Leslie Flint, Sequoia Audubon: Where?
- Karen: What is bus rapid transit?

- Gil Gordon: If we pick C do we get everything from A and B?
- Leslie Flint, Sequoia Audubon: So are you communicating with Foster City about the issues along Hwy92 and access to Hwy 92 from 101 and in and out of both cities.
- Erika Powell: has the BRT been successful in San Jose?
- Jeffrey Backes: I don't see any widening of roads anywhere on any alternative. Am I missing something?
- Jonathan New: Circulation: I love prioritizing a walkable city in Alternative A. I'd like it to be more aggressive and to see more pedestrianized blocks downtown. Prioritizing busses up and down El Camino would be great.
- Jeffrey Backes: traffic calming means roundabouts and speed bumps?
- Jonathan New: Circulation: I'd also like to see a safer bicycling corridor between Burlingame and Hillsdale.
- Jeffrey Backes: People are still going to use their cars!!! Address traffic problems PLEASE
- Erika Powell: what about a roundabout at B street entrance to Caltrain?
- Genel Morgan: I may have missed information but I don't see anything addressing the Delaware/92 traffic congestion and traffic on Delaware from 92 to Expo Center and the new businesses/residents built beyond the Expo Center.
- Amy Jussel: Agree with pedestrian corridors for downtown, not understanding where the proposed housing impact would feed into a functional traffic flow...buses aren't going to cut it...Again, looking at our 92/101 interchange that already takes 30min (precovid) just to get over the pass ...it's nuts
- Jeffrey Backes: are there specific committees we can appear to regarding TRAFFIC AND PARKING?
- Jeffrey Backes: APPEAL TO
- Amy Jussel: Agree with Foster City coordinated impacts...can't do one without the other... gotta stop the lipservice and double speak and get partnership functioning... it's backed up and impacting quality of life for all...no more finger pointing between the two cities in blame game
- Gil Gordon: -1 on widen el camino unless it is for al fresco dining, walking, biking or BRT
- Jeffrey Backes: But if you increase population without infrastructure, that seems shortsighted
- Erika Powell: So that General plan could call out for wider sidewalks as a policy change to encourage pedestrian use and safety?
- Jeffrey Backes: ALL TRAFFIC
- Jeffrey Backes: This is NOT being addressed! Are you hearing us? OK I will go to Public works, but I thought you were tw=elling us to expect NSWERS HERE
- Erika Powell: higher Ridership sounds like a success KPI
- Leslie Flint, Sequoia Audubon: I think it is absurd to build more housing along the 92/101 corridor and then push off the problem to Caltrans!
- Amy Jussel: Insanely unhelpful on transit/infrastructure
- Amy Jussel: infrastructure is KEY and has NOT been addressed here
- Carey, PlaceWorks : <https://survey.alchemer.com/s3/6276053/Imagining-Scenarios-for-San-Mateo-s-Future-Workshop-Feedback-Survey>

April 15, 2021 - City of San Mateo, General Plan Workshop
Room "D" Chat Transcript
Chat Manager: Andrea Chow

Circulation Alternatives | Facilitator: Brian Manford (Nelson/Nygaard)

- Robert Whitehair: Nice map actually. What types of bikeway are proposed
- Robert Whitehair: I see a proposed bikeway in front of my house. Great idea. What type?
- Robert Whitehair: Lets hear it for the downtown pedestrian spaces
- *Zoom Questions - Allison: Hello Andrea, I entered this chat room briefly to direct message someone and received several comments while I was here, I am going to forward them to you*
- *Carey, PlaceWorks: Here's a comment from Seema: The intersection at 3rd and Norfolk is terrible for bikers and pedestrians - would be great to get a blue dot there!*
- *Carey, PlaceWorks: Do these plans take into consideration safe and efficient evacuation of residents during a significant disaster especially with the increased projected housing? I don't see much plan for improving transportation along Delaware? Bus routes...*
- Doug Handerson: North south bus service to San Francisco currently travels through North Central where we live, Looking quickly, your bus map seems to focus on El Camino. We do not want to lose the bus towards San Francisco. El Camino is way too far to walk to the bus and has too many stops. Please identify where Express service to San Francisco will stop for North Central residents. Also bus connecting to BART Milbrae.
- *Zoom Questions - Allison: I don't see much plan for improving transportation along Delaware? Bus routes...*
- *Zoom Questions - Allison: Also, have their been any studies that provide estimated breakdown of the age of the growing population? Will there be more seniors who have a harder time with mobility?*
- Ann-Marie Wiese: Can you explain the Barcelona concept of super blocks not understanding.
- Ann-Marie Wiese: Also why aren't we considering more east-west roads/options to get to/from foster city?
- Karen H: Problem with all of the San Mateo maps is that they no not reflect topography. Such as trying to reach out into the southwest corner of the city. Look at the super minimal use of the commuter shuttles here in the past. Need to work around/with natural barriers.
- *Zoom Questions - Allison: The crosswalk from Peninsula to Arundel is also very bad for pedestrians, especially due to high speed traffic and a large white van that often decreases visibility of the intersection. Any plans for upgraded crossings across San Mateo?*
- Robert Whitehair: Changing paradigm is a good term
- *Zoom Questions - Allison: Would there be options to move more people around the city such as EV shuttles?*
- Robert Whitehair: We cannot spend more money on cars, not even electric cars. \$126 million for an interchange? Really? The way forward to fix the climate crisis is to stop vehicle travel, eliminate fossil fuels. Walk, bike, transit
- Robert Whitehair: Why do we need roads? New roads that is
- michaelharrison : can you elaborate on automated vehicle ideas, that would replace so many cars/parking, etc.
- Ann-Marie Wiese: Not sure if this goes here then but then the build out of fields for kids sports should be considered. walking and public transit is not how many families get to east of 101 San

Mateo & foster city for recreation sports programs, including AYSO, private clubs, even the public schools have practices and games at fields at Los Prados or the baseball fields at Norfolk and Hillsdale.

- Karen H: From Karen H. Problem with all of the San Mateo maps is that they do not reflect topography. Such as trying to reach out into the southwest corner of the city. Look at the super minimal use of the commuter shuttles here in the past. Need to work around/with natural barriers.
- Ann-Marie Wiese: This adds a lot of congestion to the roads. If San Mateo had better fields and more fields for sports this might be avoided especially for San Mateo type teams. T
- Doug Handerson: San Mateo Drive through North Central proposed for much higher density of housing in all Alternatives in Study Area 5, but that is street is being "down-sized" with fewer lanes. Will there be regular transit service there and how if one lane each way?
- Ann-Marie Wiese: This is a comment that should be forwarded - no need to read aloud

Study Areas 2, 6, 9 and 10 | Facilitator: Linda Ly

- Seema: We don't have the option to send chats to everyone
- Ann-Marie Wiese: You cant chat everyone
- Ann-Marie Wiese: What is the difference in mixed use
- Laura Teutschel: Mixed use Alternative C seems to be highest and best use. Housing and amenities.
- Ann-Marie Wiese: Not clear
- Doug Handerson: Matthew, at what time will our group discuss Study Area 5 and Alternatives? I need to step away for dinner, but that is my Key Area.
- Heather: For any of the areas being considered, how are schools being considered? In zone 2, there aren't very many public schools in the area
- Seema: It seems like C makes the most sense - concentrate commercial on ECR and maximize residential units
- Robert Whitehair: How will you test your assumptions for development? Bel Mateo Bowl for just one example, may not be interested in selling to a housing developer. Have the alternatives been tested for reality?
- Mark's iPad (3): This area looks to be ready for redevelopment. But adding housing means adding more students, and the elementary schools in th or hood are already at capacity. Where would these students be accommodated?
- Ann-Marie Wiese: What about some public open space/garden/park space
- Seema: Ok, I actually see that B has more residential units - maybe a hybrid of B and C? The mixed use is nice.
- Robert Whitehair: If you can't control development, I understand that. But what is the value of the plan if it is not realistic?
- Marlene: If we need more housing, why are offices and mixed use keep being explored?
- Karen H: From, Karen H. The area east of the rail is very different from the area to the west. Doesn't make a cohesive planning sub area. Also, this area is not very convenient for Caltrain. SamTrans is always subject to losses of service. Not logical place for much more intense dev. Maybe 4 or 5 stories max right along ECR.
- Noelle Langmack: We may want to move to #6 soon to stay on time (just keeping an eye on it!)

- *Andrea, City of San Mateo to Rendell, City of San Mateo(Direct Message) : def please interrupt me to keep us moving*
- Crystal M - Resident: New developers should be required to pay into the school system in some way. There has been a huge missed opportunity with past developments.
- Marlene: If we need more housing then why does the city keep issuing mix use and office building permits?
- Noelle Langmack: C looks like a great way to concentrate housing, and have it be walkable to the current shopping center
- Robert Whitehair: Alternative C is preferred, especially if building heights are increased through a new voter initiative.
- Seema: Generally I think maximizing housing is a good goal, but here I'm concerned that there's no public transit in this area and not a lot of walkability.
- Laura Teutschel: It's always wise to build housing near jobs. Helps alleviate traffic long term.
- Heather: B adds the most jobs, seems good
- Ann-Marie Wiese: Will the road to 26th/séquoia be opened. Right now it's closed
- Mark's iPad (3): How much of this area is currently undeveloped? The current offices are unlikely to be torn down, so housing would only be feasible on vacant or otherwise underutilized lots
- Karen H: from Karen. A already recognizes an office residential mix. Likely a good way to leave for the next decades. Again topography wil kill walkers.
- Ann-Marie Wiese: When are the traffic impact studies
- Kerrie Weis: Can you confirm what Commercial Neighborhood means and what that means for Laurelwood Shopping Center?
- Karen H: from Karen. A already recognizes an office residential mix. Likely a good way to leave for the next decades. Again topography wil kill walkers.
- Marlene: C addresses the need for more housing.
- Ann-Marie Wiese: Option B seems like the best choice.
- Robert Whitehair: We need much more housing. San Mateo starts out with a deficiency of about 1000 units in the Very Low and Low Income categories. And the Downtown site does not count, it is not yet permitted. Now, San Mateo had to add about 2,500 low and very low income units in the next cycle.
- Seema: Study Area 9: Prefer B, mixed use is nice
- Heather: Getting to this area is already very tough during commute hours (pre-pandemic)!
- Laura Teutschel: Mixed use medium. Again, it provides the most housing possible and adjacent amenities to serve residents.
- Ann-Marie Wiese: I will reiterate my comment about fields - why aren't we looking to have sports fields for club sports and city rec sports - soccer and fields the middle schools can use for sports - especially in the current business park in the laurelwood business park area.
- Seema: Study Area 9: I also like B because it's building homes near the 101 - less local traffic
- Karen H: Fro, Karen Mixed use does not guarantee any preponderance of residential. We have approved lots of mixed use and gotten very little housing in the past.
- Marlene: #9 B offers more housing
- Noelle Langmack: I definitely echo the park comment - it's great to have more in the community where its possible
- Crystal M - Resident: I agree on the sports fields. San Mateo does not have enough sports fields. I am a parent of 2 kids who play sports and we play for Foster City teams because of the lack of fields.

- Karen H: From Karen. I keep typing in comments and nothing gets noticed.
- Andrea, City of San Mateo : I apologize Karen, I can read your latest comment.
- Heather: What about the ice rink?
- Noelle Langmack: In this instance I like B because you could keep many of the stores there (target, etc) while still adding plenty of houses
- Kerrie Weis: In Alt B, how was the allocation determined to split the shopping enter? Why not allow mixed use throughout?
- Laura Teutschel: Mixed use medium. Complies with height limits, offers a good amount of housing and is within proximity to many jobs and amenities. Bridgepointe is currently a waste of space.
- Ann-Marie Wiese: I think option B has a nice balance of housing and jobs.
- Crystal M - Resident: Again any more housing needs to plan to accommodate more students. More money and possibly a new school site.
- michaelharrison : For 10 like C but do we need Commercial Neighborhood on map to serve new population?
- Ann-Marie Wiese: Can you restate what REMA means
- Marlene: #10 Prefer B with mixed use low and housing
- Seema: Study Area 10: Written comment for the record. I like Option C because it maximizes housing and makes use of a strip mall that is half empty at any given time and builds homes near offices. But the mixed use villages are great, so is there a hybrid B-C option that does a Mixed-Use High to maximize housing?
- Doug Handerson: Comment regarding intensifying commercial hubs anywhere in the City: I hope that San Mateo doesn't do what San Jose did by allowing major retail centers to develop, like Valley Fair and Santana Row, which drew all activity and business away from Downtown. Downtown San Mateo is perfect as is. Please do not destroy it.
- Karen H: Karen. I'm trying to balance the push for the highest level residential with access to more remote/difficult to access locations. Just pushes people back into their cars.
- Robert Whitehair: There was a public input process for sure, but that was BEFORE the current RHNA numbers and before Covid
- Marlene: #10, I change to C for more residential.
- Mark's iPad (3): I live on Mariner's Island, it is cut off from the rest of the city. To get to shopping or amenities, we have to drive. This is the worst place for dense housing

Study Areas 1-N, 4, 5 and 7 | Facilitator: Julia Klein

- Marlene: Can the speaker zoom into each area?
- Robert Whitehair: I assume that all 10 study areas and all 3 alternatives for each are available to download and review, on Strive, total of 30 study alternatives. Correct?
- Seema: Study Area 1: Option B, maximizing housing along ECR, makes a lot of sense, especially if ECR becomes a bus route
- Robert Whitehair: Thank you
- Heather: It's hard to see how extra housing is projected for option b
- Ann-Marie Wiese: How does the first option have so many additional housing units if the zoning doesn't seem to change much? It's not clear to me from looking at the map
- Karen H: from Karen. Where did the idea of commercial at Tilton come from? What kind of commercial?

- Noelle Langmack: Support B and maximizing housing on el camino
- michaelharrison : Are we trying to create distributed Commercial Neighborhood nodes in B to reduce vehicle trips?
- Ann-Marie Wiese: Ignore my comment -
- Doug Handerson: Especially regarding proposed residential development exceeding 4 stories in North Central, such as along North San Mateo Drive and North Ellsworth at Santa Inez, how do we ensure protection from adverse shade impacts? Will the City build in and offer light studies/Daylight Plane impact studies, such as on our wonderful sunlit Sanctuary in Unitarian Universalists San Mateo church, corner of N. Ellsworth and Santa Inez.
- michaelharrison : if we increase height/density are we inviting gridlock or changing vehicle trips/household?
- Robert Whitehair: Measure Y effectively limits the housing to 5 floors. Is your assumption that the 4 to 7 includes 100% affordable? That is the only way to get to 7 floors under Measure Y
- Noelle Langmack: Having more residential high near downtown would definitely be nice - I support alternative C
- Robert Whitehair: What are your assumptions in the rest of the City viz. number of ADUs
- Marlene: #5 B is a good mix.
- Seema: Study Area 5: Prefer Option C because it maximizes high density housing near downtown. Housing along San Mateo is nice given the bike lane development.
- Seema: I think shadows are a fair price to pay for more housing.
- Heather: Agree with option c for area 5
- Noelle Langmack: I don't think we've reviewed 7
- Seema: Study Area 7: I like Option C because it's one of the only (or the only) mixed-use high area we've seen!
- Noelle Langmack: Leaving more commercial service on North ample would be beneficial for business owners, and C balances that well with plenty of housing
- Noelle Langmack: I also support C for mixed use high
- Marlene: #7 B is a good combination
- Karen H: Mixed use high will have a bad effect on the Shireview neighborhood - small single family.
- Doug Handerson: Again re: Study Area 5, how does the much higher density along N. San Mateo Drive minimize cut-through traffic on neighborhood streets, since San Mateo Dr, is being downsized to only one lane in each direction?
- Seema: Study Area 4: Option C - if there's one place we absolutely should maximize housing it's near the transit corridor.
- Noelle Langmack: I support alternative C - we need the most housing possible in downtown, however I would recommend keeping residential medium on the whole residential segment east of the railroad tracks to continue maximizing density.
- Ann-Marie Wiese: The middle option seems like a good balance and also introduces mixed use medium
- Karen H: Residential Transition in C is good. Need to protect existing low density res. Also, a bad idea to incentivize the redev of Mills
- Marlene: #4 Prefer A. The other alternatives will change the attraction of the existing city. Concerned about less sunlight penetration. The other study areas offer great residential options.
- Seema: More support for Option C with more residential medium
- Ann-Marie Wiese: And mixed use high (meant to add that)

- Noelle Langmack: El camino already has high buildings on el camino real, so mixed use high would fit in the best in C
- Karen H: Residential Transition in C is good. Need to protect existing low density res. Also, a bad idea to incentivize the redev of Mills
- Noelle Langmack: (in terms of maintaining high heights for that segment)
- Karen H: Residential Transition in C is good. Need to protect existing low density res. Also, a bad idea to incentivize the redev of Mills
- Robert Whitehair: Residential medium north of Eldorado seems to wipe out all the single family homes. Is that correct?
- Doug Handerson: How does the City protect existing historic buildings? There are a minimal number of properties designated currently.
- Seema: Generally speaking, I think there was a miss in excluding all of the R1 zones from the Study Areas. We are obligated by state law to affirmatively further fair housing and excluding our highest SES and whitest areas from development doesn't seem fair.
- Robert Whitehair: I am speaking of alternative a and b
- Marlene: #4 C would completely change the character of downtown.
- Mark's iPad (3): This area is probably the best place to locate denser housing, close to transit, retail, and restaurants. We may have to bow to the inevitable and accept height and density increases to avoid locating higher density housing in other areas where it does not fit. Prefer Alternative C as lesser evil.
- Ann-Marie Wiese: I would echo that comment in the sense that Redwood City has done a nice job of concentrating high rises in the downtown area
- Doug Handerson: How protect historic community assets like the Unitarian Universalist church built in 1907 at Ellsworth and Santa Inez from being dwarfed by all alternatives in Study Area 5 (across Ellsworth and especially over 8 stories at San Mateo Drive and Santa Inez in option C? Do not change Downtown resulting in the loss of the historic character of the central retail district.
- Ann-Marie Wiese: Option C would be doing that as well. High rises fit better downtown than in Hillsdale area

Study Areas 1, 1-S, 3 and 8 | Facilitator: Brian Alexander

- Ann-Marie Wiese: Will we see the "big picture" across zones/areas at some point? Zooming in on specific areas is important, but getting a sense of where to concentrate the high density more high rise near downtown makes sense.
- Ann-Marie Wiese: Area 3
- Karen H: Just start.
- Marlene: Focus on #3
- Heather: 3 and 8
- Robert Whitehair: Please add the office buildings on Borel to Study Area 3. I live across the street. These office buildings are dated and won't last for 20 years. Lets plan now for residential in those areas. These buildings were included in earlier versions of the Study Areas. I would like to see them added back in
- Karen H: 25th Ave shopping is a gem. Need to keep as close to current as possible
- Noelle Langmack: Does C have the most housing?
- Robert Whitehair: Thank you Somer

- Seema: Study Area 3: Prefer Option C - against this is one of the few options that has mixed use high, which is nice! We're already building dense housing in many of these areas so we might as well maximize it, which will allow us to meet our RHNA obligations without having to build in the R1 zones.
- Seema: Er, "again", not "against"
- Marlene: #3 Not C!!! Totally changes the neighborhood for commercial profiting!
- Noelle Langmack: I like hillsdale being all mixed use-medium (C), but would like borel square to be mixed-use high (B), so combining the plans
- Ann-Marie Wiese: I prefer alternative area A or B.
- Noelle Langmack: Also support other mixed-use high right next to hillsdale station
- Ann-Marie Wiese: Mixed use high could go in downtown or Borel business park in area 1
- Marlene: #3 B Adds residential in Bovet. But, keep 25th Ave as A.
- Karen H: I strongly question the assumption that not going as high as possible will push more density into the R-1. Not a given.
- Marlene: #3 C Keeps prioritizing businesses over residents.
- Noelle Langmack: residential high in plan B by hillsdale is also ideal for people who take transit
- Heather: Is there any consideration for community amenities, like the ice rink by bridge pointe?
- Ann-Marie Wiese: No need to read aloud but please record: Study Area 3 option should have high density housing only by Caltrain in current area of hillsdale shopping center. This keep the look and feel concentrated. Stretching it out closer to 92 will change the feel of the neighborhood significantly.
- Noelle Langmack: Prefer Alternative B for maximizing housing
- Seema: Study Area 8: I like Option B because of the higher amount of residential medium, but with Parkside Plaza being mixed use medium as it is in Option C
- Ann-Marie Wiese: Why doesn't this have more high density housing in this area. And look into other transit hub connections. To what is currently is a business park.
- Karen H: What is the planning logic to doing something like adding commercial at ECR and Tilton, but wiping out the Parkside center? Or will the mixed use require some neighborhood commercial retail?
- Heather: Good ideas here, but I'm concerned that the transportation options being considered don't have any plans to improve transit (like buses) in this area
- Marlene: #8 Combine B residential near Marriott plus C with residential medium along Fashion Island Blvd.
- Noelle Langmack: What does executive office mean?
- Noelle Langmack: is that the bright green?
- Noelle Langmack: what is the bright green then?
- William Williams: Current mixed use approvals have substantial office space and minimal housing. More office commuters counteract the housing and transportation needs of the city
- Mark's iPad (3): This exercise has been hyper focused on housing and mixed use. But a general plan that does not provide for adequate schools and parks/recreational fields will not work for the City and its residents. Does the planning process include metrics for how much school capacity and how much park area should be provided for each 1,000 new housing units? Then, the plan needs to show how parcels within these studies areas will be set aside for schools and recreation, how these will be acquired by the city and school districts, and how the improvements will be financed. Without real and enforceable methods, we will end up with developers building housing on every available parcel, leaving no land for these public uses. This comment is not directed to any particular study area or alternative.

- Noelle Langmack: Support having high density residential on el camino - alternative B is ideal for housing
- Marlene: #1 Prefer B with Residential Medium and not High.
- Seema: Study Area 1: Prefer B to maximize housing on ECR
- Robert Whitehair: Thank you for listening. Please include the office building on the south (east) side of Borel, beginning at the new Fire Station 25, all the way to ECR, in the study area. It was included earlier, but removed. These buildings are dated and will not last the duration of the general plan period.
- Ann-Marie Wiese: It is VERY helpful to hear what is current designation. AND then go into to the proposals. I'm an 18-year resident of San Mateo but am not familiar with a lot of these terms and this feels a bit like playing catch up as my first event
- Ann-Marie Wiese: The current designation explanation allows you to create a more concrete comparison when looking at the alternatives.
- Seema: Study Area 1 Near 38th: Prefer Option B with the mixed-use low, but given proximity to Hillsdale station maybe even more housing is warranted?
- Marlene: 1 #A Keeps the neighborhood stores of 37th Ave. It's walkable and keeps character. Like mix use on El Camino.
- Marlene: Thank you Andrea! You've been great!
- Carey, PlaceWorks: <https://survey.alchemer.com/s3/6276053/Imagining-Scenarios-for-San-Mateo-s-Future-Workshop-Feedback-Survey>