



MAY 18, 2021

DRAFT ALTERNATIVES WORKSHOP

BREAKOUT ROOM NOTES & ZOOM CHAT TRANSCRIPTS

Note: This attachment includes the notes from the May 18, 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.

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

May 18, 2021

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

Notes

City of San Mateo Workshop Notetaker Sheet
May 18, 2021 - Study Areas 1 Center, 1 South, 3, and 8
(Brian Alexander/Sandra Council)

BREAKOUT ROOM #1 (Room A) 7:05 -7:26 pm

Study Area 8 - Parkside Plaza Area

Look at option to convert purple office to residential

Consider R&D at Fashion Island and Norfolk, Also existing office north of Marriott

Study Area 3 - Rail Corridor Area

LOOK AT INCREASE IN SF WITHIN WALKING OF HILLSDALE TRAIN STATION- LOOK AT DUPLEX/TOWNHOUSE IN THOSE AREAS.

Study Area 1 - El Camino Real, Center

Equity issue if residential directly on ECR due to traffic/noise/pollution factors. Should focus residential slightly off ECR - one block over.

Study Area 1 - El Camino Real, South

BREAKOUT ROOM #2 (Room B) 7:26 - 7:49 pm

Study Area 8 - Parkside Plaza Area

- Waterfront area stay open for greenspace/park(Fish Market)
- Medium mixed use residential for Fish Market site

Study Area 3 - Rail Corridor Area

- Residential at Hillsdale Mall
- Higher density residential at/around Hillsdale train station
- 25th Aves - and 37th Aves -keep walkable neighborhood commercial
- ECR needs to be safer if more residential is planned
- No more than 4 story residential all along ECR- (all study areas)
- At least 8 stories should be all along (all study areas)

Study Area 1 - El Camino Real, Center

Study Area 1 - El Camino Real, South

- Long strip on Pacific should be residential

BREAKOUT ROOM #3 (Room C) 7:49 - 8:12 pm

Study Area 8 - Parkside Plaza Area

- Too congested to increase development near Norfolk/92, and 101

Study Area 3 - Rail Corridor Area

-

Study Area 1 - El Camino Real, Center

-

Study Area 1 - El Camino Real, South

- Lower heights all along ECR- shadow impacts and ambience to avoid tunnel effect

BREAKOUT ROOM #4 (Room D) 8:12-8:35 pm

Study Area 8 - Parkside Plaza Area

- Consider office /mixed use instead of all residential options for site north of Marriott along 101

Study Area 3 - Rail Corridor Area

- Expanding boundaries to include office park along Bovet/Borel
- Complex area- might be easier to split into two study areas.

Study Area 1 - El Camino Real, Center

- Expand study are to Include 16th from Safeway to Hayward park station (Expand 3 study area)
- There is good access to Hayward-encourage more density to the west

Study Area 1 - El Camino Real, South

May 18, 2021
Study Areas 2, 6, 9, 10
Notes

City of San Mateo Workshop Notetaker Sheet: Jamboard (May 18, 2021) Group C

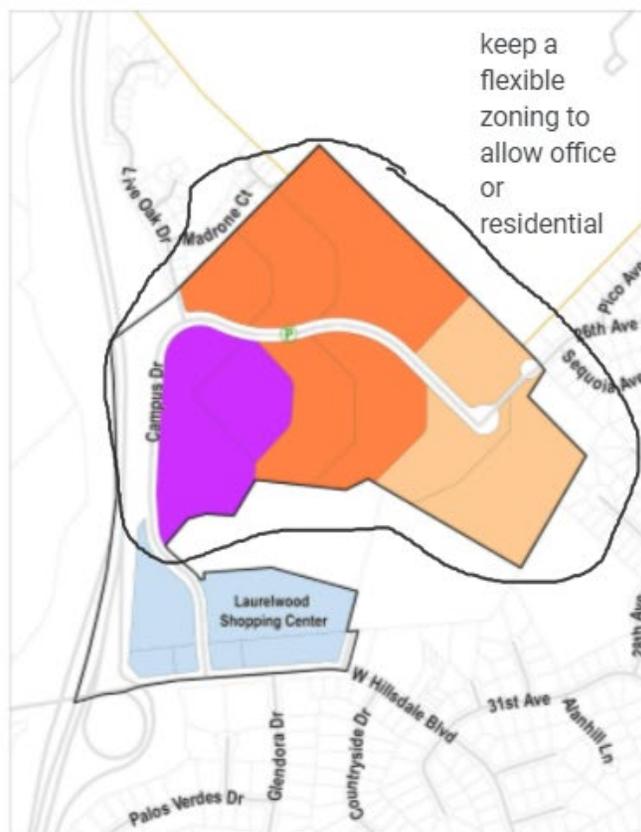
Study Area 6 - Campus Drive Area

needs more transit options for higher density housing

Alternative A



Alternative B



Alternative C



City of San Mateo Workshop Notetaker Sheet: Jamboard (May 18, 2021) Group C

Study Area 10 - Bridgepointe Shopping Center Area

add regional
commercial
to half

Alternative A



Alternative B



Alternative C



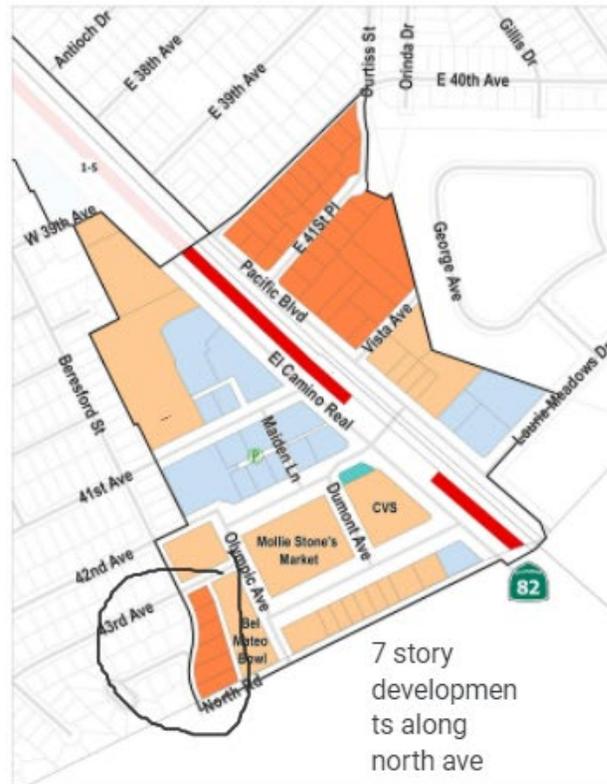
City of San Mateo Workshop Notetaker Sheet: Jamboard (May 18, 2021) Group D

Study Area 2 - Bel Mateo/Mollie Stone

Alternative A



Alternative B



7 story
developmen
ts along
north ave

Alternative C



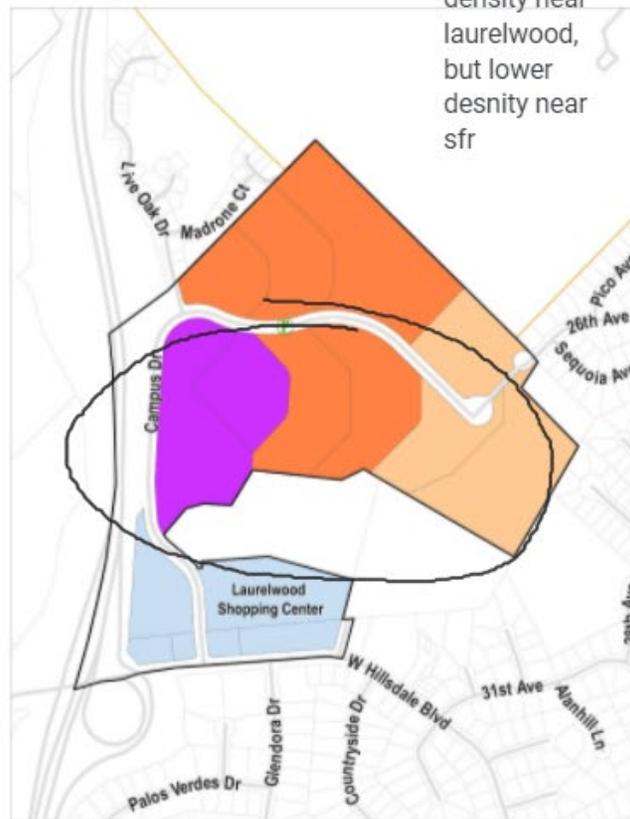
City of San Mateo Workshop Notetaker Sheet: Jamboard (May 18, 2021) Group D

Study Area 6 - Campus Drive Area

Alternative A



Alternative B



Alternative C



City of San Mateo Workshop Notetaker Sheet: Jamboard (May 18, 2021) Group D

Study Area 10 - Bridgepointe Shopping Center Area

Alternative A

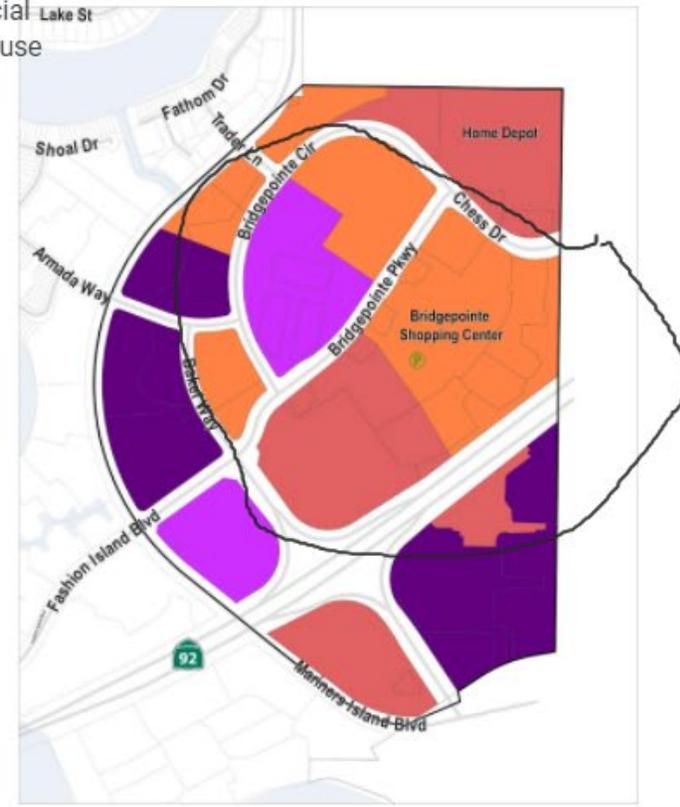


Alternative B



this would be a good place for commercial or mixed use at high density

Alternative C



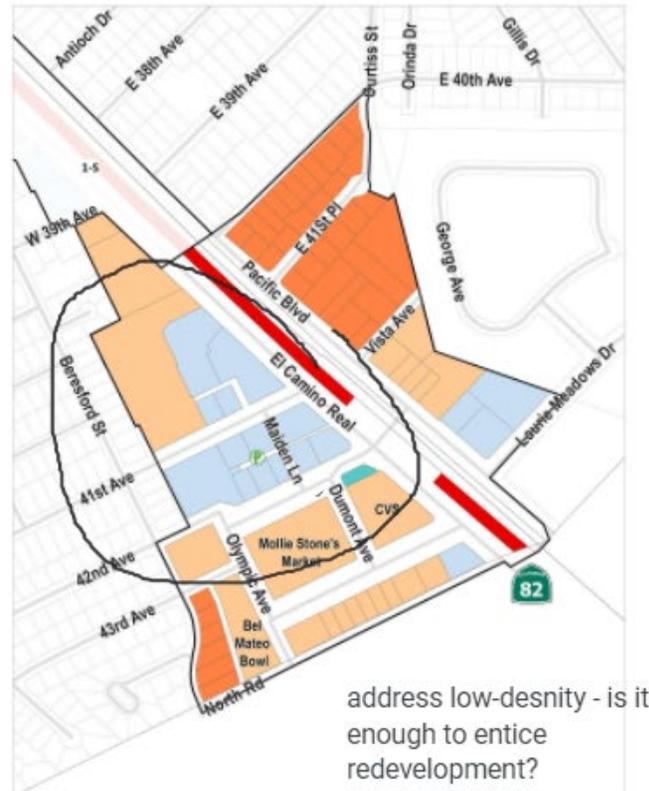
City of San Mateo Workshop Notetaker Sheet: Jamboard (May 18, 2021) Group A

Study Area 2 - Bel Mateo/Mollie Stone

Alternative A



Alternative B



Alternative C



City of San Mateo Workshop Notetaker Sheet: Jamboard (May 18, 2021) Group A

Study Area 6 - Campus Drive Area

Alternative A



Alternative B



Alternative C



City of San Mateo Workshop Notetaker Sheet: Jamboard (May 18, 2021) Group A

Study Area 9 - Hillsdale/Norfolk Area

Alternative A

there should be an option for higher density housing



Alternative B

housing should be offset from freeway to remove people from pollutants



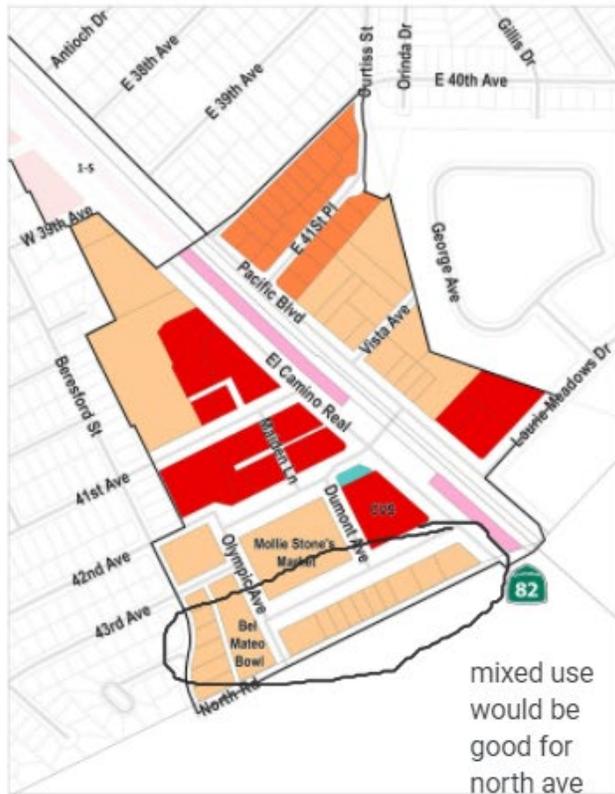
Alternative C



City of San Mateo Workshop Notetaker Sheet: Jamboard (May 18, 2021) Group B

Study Area 2 - Bel Mateo/Mollie Stone

Alternative A



Alternative B



Alternative C



City of San Mateo Workshop Notetaker Sheet: Jamboard (May 18, 2021) Group B

Study Area 6 - Campus Drive Area

Alternative A



Alternative B



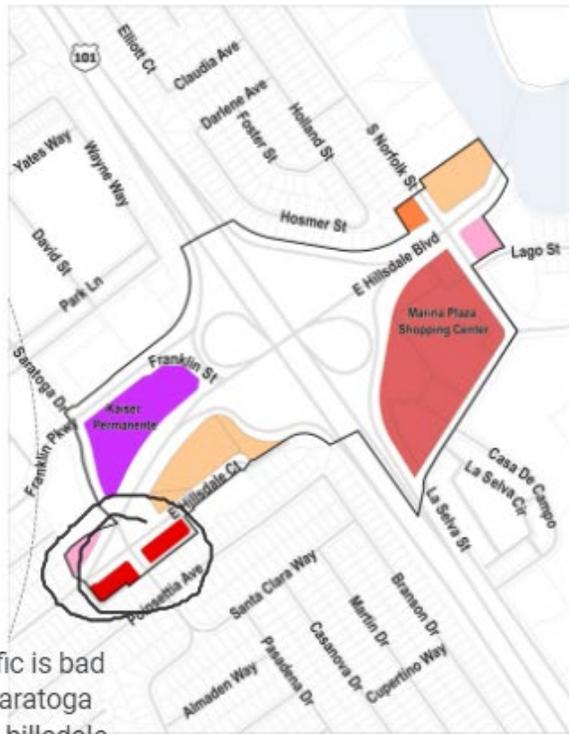
Alternative C



City of San Mateo Workshop Notetaker Sheet: Jamboard (May 18, 2021) Group B

Study Area 9 - Hillsdale/Norfolk Area

Alternative A



traffic is bad at saratoga and hillsdale

Alternative B



alt B for mixed use makes the most sense for marina plaza, add residential above the commercial spaces

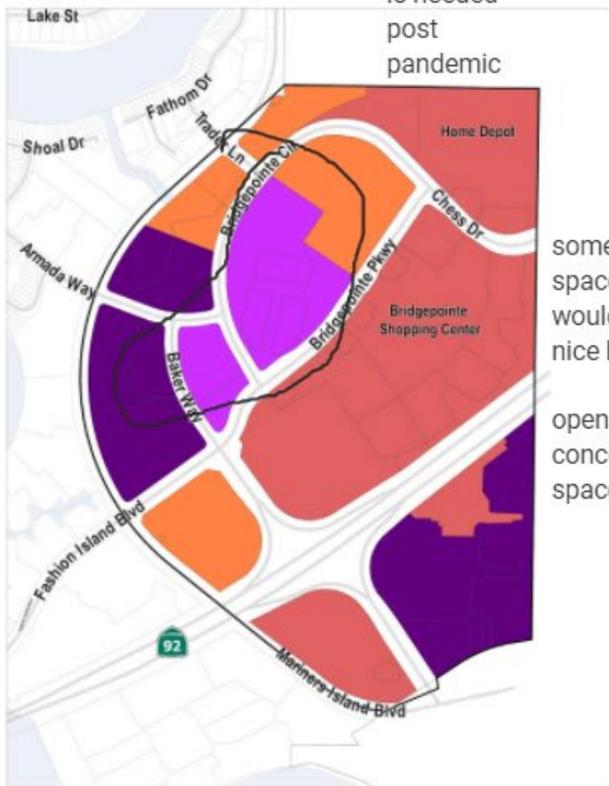
Alternative C



City of San Mateo Workshop Notetaker Sheet: Jamboard (May 18, 2021) Group B

Study Area 10 - Bridgepointe Shopping Center Area

Alternative A



not sure so much office is needed post pandemic

some open space/park would be nice here

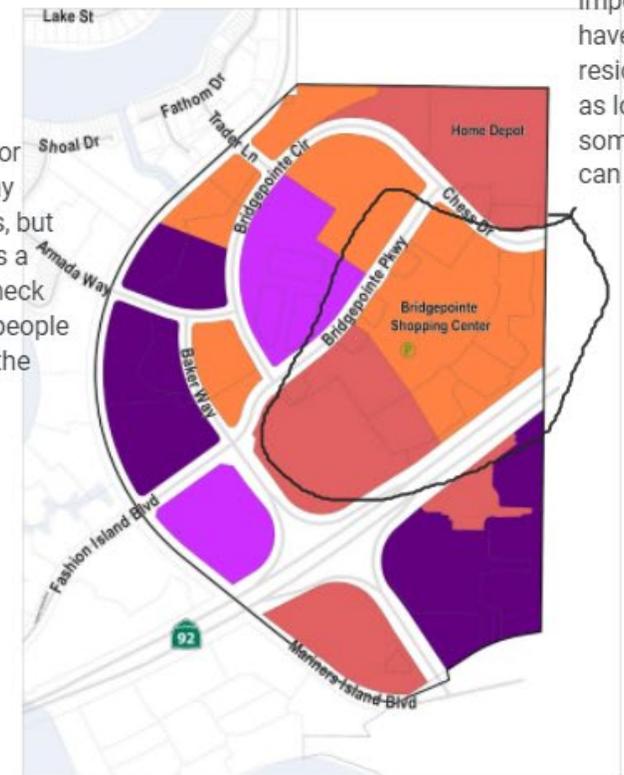
open air concert space

Alternative B



good for freeway access, but there is a bottleneck when people reach the trains

Alternative C



important to have residential as long as some stores can stay

May 18, 2021

Study Areas 1 North, 4, 5, and 7

Notes

City of San Mateo Workshop Notetaker Sheet
May 18, 2021 - Study Areas 1, 4, 5 and 7
(Julia Klein/Wendy Lao)

BREAKOUT ROOM #1 (Room B) 7:05 -7:26 pm

Study Area 1 - North, El Camino Real

- Question: if all 3 areas are designated as medium (orange), how are the numbers so different or affected? City response: the colors reflect a range of dwelling units itself. The table shows more specific numbers proposed. The orange means 40 units to 99 units per acre. You could have buildings that look the same on the outside, but on the inside there could be a difference in the number of dwelling units.
- Comment: consider higher density residential in that area (assuming El Camino and Poplar)
- Question: different use. City response: as zoning changes, of the parcels that are remaining, will there still be opportunities for services and grocery services? That is something we will look at technical studies. In general, as we look at general neighborhoods, we are looking at where people can access services and how they get there in terms of access.
- Question: As residential increases, do garages get added as well? A: Each individual residential project would be subject to parking requirements in effect at the time. We don't know the scale of the projects that would come in, but we would have all projects meet the parking requirements.
- Comment: Alt A has more jobs than are necessary.

Study Area 4 - Downtown

- Comment: The few places that should allow taller places should be downtown.
- Comment: I live and work in Study Area 4. Surprised that although there is so much construction, even though the City has approved so many projects recently (MidPen), I cannot understand who proposed the idea of lowering the density of our block. This would be a loss of privacy, sunlight, and changes our way of life. Nobody asked owners or residents of the area if we want to lower the height limit in our block so that we're sandwiched between taller buildings. Response: We are seeking input if the range within the study areas is appropriate; we are not making decisions right now. We will note your comment.

Study Area 5 - Peninsula Avenue Area

- Comment: Please modernize the area - from Baldwin heading north along Peninsula

Study Area 7 - North Shoreview and Shoreview Area

- Comment: Commercial Service on Amphlett can be modernized as well.

BREAKOUT ROOM #2 (Room C) 7:26 - 7:49 pm

Study Area 1 - North, El Camino Real

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Study Area 4 - Downtown

- Question: Please comment on the variation of use along Caltrans, south of 5th Ave.
Response: Alternative A is shown as mixed-use medium. The light green is the city facility (parking garage). Alternative B: that area is shaded orange, which is medium residential. Alternative C: high residential
- Comment: Recommend high density around train study station
- Q: How high are the buildings, and when did we change from 5 stories to higher levels?
Response: We are not changing the number of stories today. We are obtaining input for what is the appropriate range to study, as the community changes and as we think long term up to 2040.
- Comment: about sewers usage, water usage, and the demand for water in a drought ridden state. Response: We will be entering a technical analysis stage later, which will include these topics.

Study Area 5 - Peninsula Avenue Area

- Question: Will the City buy out Celia's Restaurant?
- Comment: Going back to Safeway area, there are restaurants there. Is this something they're forced do? City response: No. We are asking for a consideration of different types of land uses. This provides a property owner with a choice in the future. As we explore different land uses, this provides more options for them in the future.
- Comment: It seems there is a lack of respect for the culture of San Mateo [7:45] for people who have lived here for so long.
- Comment: From what I heard from certain areas that have been bought out, they have been approached with money... They are not being honored for who they are. This cloud of change that has come over San Mateo, it's like why? Why change? If it's in the interest of progress, it really isn't for those who have watched what is happening right now.

Study Area 7 - North Shoreview and Shoreview Area

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BREAKOUT ROOM #3 (Room D) 7:49 - 8:12 pm

Study Area 1 - North, El Camino Real

- Question: Does "high" refer to 8 or more stories? City Response: It is for 8+ stories.
- Q: Why does alt 3 have less pop increase in this study area? A: There is a range within the (orange) colors. There could be buildings with the same massing and height, but the size of the units and number of dwelling units could vary.

Study Area 4 - Downtown

- Comment: I think the B & C alternatives should allow for sites within a certain radius of transit to be allowed to increase their FAR beyond 3.0 FAR to provide more community benefits such as affordable housing, enhance public realm areas, and contribute to parking/transit solutions. The more concentration of commercial around the main retail corridor will create a more vibrant retail environmental. Also by concentrating the higher traffic generating uses around transit will reduce the burned of flow through traffic through the residential communities. Why isn't there a difference regarding FAR of 3.0 FAR between Low and Medium mixed-use density but there is material height difference of 4 stories to 7 stories. Response: FAR is floor-area-ratio, it has to do with how much of a site a building can cover. It does not necessarily correspond with a building height. But we can take a closer look later to make sure it is a good metric. Seems like there should be a wider gradient between low to high mixed-use densities i.e. 3.0, 4.0, and 5.0 FAR. Otherwise the incremental height doesn't seem very usable. Density should especially increase along the B Street corridor near transit on Alternatives B & C such as mixed-use high. It seems like we should promote higher density near transit on all these alternatives.
- Comment: Should there be a broadened blend of density, it seems that lumping some heights together regardless of use might not be clear.... Joanna Response:
- Question: Is CalTrain going to be raised downtown? Response: We do not have that info from Caltrain.
- Question: Will we be able to comment on refined land use definition? Response: Yes, in a later stage.
- Comment: It seems if the population of downtown will be raised, CalTrain should be raised for safety purposes.

Study Area 5 - Peninsula Avenue Area

-

Study Area 7 - North Shoreview and Shoreview Area

- Comment: Given the proximity to 101, would this be better reserved for office or commercial?

BREAKOUT ROOM #4 (Room A) 8:12-8:35 pm

Study Area 1 - North, El Camino Real

- Comment: It looks like all the existing multi-family housing is along the east side of El Camino Real. Can it also be along the west side of El Camino Real?
- Q: What is the blue color at the south end of the map? A: This means mixed use high. That would be change in the land use to mixed-use commercial.
- Comment: There are some tall buildings in this area. Can the surrounding buildings have similar height?
- Comment: It's already over developed. Is there an option to consider no new development? Response: Noted. However, San Mateo as a community has grown over time. Part of the exercise of the General Plan is to plan for growth, and look at the next 20 years.

Study Area 4 - Downtown

- Comment: [captured in chat]
- Comment: There should be as much housing as possible. There should be more housing on the west side of downtown.

Study Area 5 - Peninsula Avenue Area

- What is currently on the ground section of Option C? Response: Along Tilton/San Mateo Drive, the current land use is executive office. There are some churches and offices, which is reflective of the offices we saw earlier. Churches can be located on any zoning districts, and we no
- Comment: The study area is too gerrymandered. It should be a whole cohesive area, even if it includes single-family homes.

Study Area 7 - North Shoreview and Shoreview Area

- How can we express our desire for no change in San Mateo? Response: You can use this time to comment. R1 neighborhoods are not included in these study areas.
- Comment: [captured in chat] need more call out of differences on maps for future consideration

May 18, 2021

Draft Circulation Alternatives

Notes

City of San Mateo Workshop Notetaker Sheet
May 18, 2021 - Circulation Alternatives A, B and C
(Brian Manford/Sue-Ellen Atkinson)

BREAKOUT ROOM #1 (Room D) 7:05 -7:26 pm

Are not many transit improvements identified in 94401 area code

- There is a lot of transit in 94401 zip code, why are you not showing that neighborhood on the map?
- What are the planned revisions to ECR? Do you plan to remove travel lanes to make room for bike lanes?
 - Specific projects would be identified in the Complete Streets Plan; General Plan is high level vision.
- Is the area downtown (Barcelona block) considered for all alternatives?
 - No, just in Alternative C
- FAR question - promote higher density near transit on all alternatives
- What is future technology bus loop?
 - Planning for emerging technologies that haven't been developed yet, driverless shuttle service
- How can you evaluate traffic impacts?
 - Some assumptions will be made in the modeling.
- Can you explain enhanced Caltrain service? More frequent or longer trains?
 - All of the above, electrification will allow more frequent service and faster service
- Has thought been given to making 3rd Avenue one-way westbound and 4th Avenue one-way eastbound?
 - Not in the General Plan
- What funding is available from state for City taking on more housing etc.? e.g. for additional police personnel, additional traffic infrastructure?
 - New developments pay impact fees
- Question about railroad crossing downtime with additional trains
- Clarification on what detail would be in which plan

BREAKOUT ROOM #2 (Room A) 7:26 - 7:49 pm

Which scenario allows for train horn noise reduction?

- Horn noise set by FTA
- GP can include in Noise element
- What is special about pedestrian paths as opposed from sidewalks?
 - Includes sidewalks, and other pedestrian realm improvements
- Alternative A: Shows ECR as a main bike route. That seems dangerous. Are there going to be physical separations for bikes?
 - Yes, it would need to be separated
- Feedback on intersection level changes needed?
 - Intersection by Autozone?
- How much time would it save getting across City if ECR had a dedicated bus lane?

- Hasn't been studied
- Do some of the options change the width or direction of traffic?
 - Not looking at directional changes at this level
 - Not looking at specific lane changes here
- Have north-south street parallel to ECR as main bike route
- People trying to park in Downtown cannot find parking
- Didn't hear discussion about personal vehicles for movement and parking in the future
- They don't ride a bike in San Mateo. If

BREAKOUT ROOM #3 (Room B) 7:49 - 8:12 pm

As a frequent pedestrian, avoid ECR due to noise. No need to improve ECR for peds.

- Are there studies showing people would use buses? Mostly empty now.
 - There are studies showing use of transit, ECR is highest traveled route
- Comment supportive of Barcelona super block
- Look at El Paso, TX for ideas
- Look at sidewalk widths - some streets are too narrow and shouldn't have street parking if they don't have sidewalks
- Bikes and buses on ECR not a good mix, used parallel routes as safer alternatives
- Told traffic impact would be addressed in next phase
- Live on 42nd, through traffic issues
- Why wasn't signal timing looked into before?
- Purple dots - meaning isn't clear

BREAKOUT ROOM #4 (Room C) 8:12-8:35 pm

Does ECR improvement consider changing number of vehicle lanes?

- Yes, because there are likely to be trade-offs
- Hasn't been designed
- On ECR, how many lanes designated for Bus Rapid Transit?
 - Not designed yet
- Alternative C is creative and forward-looking
- Requested additional information on the Barcelona block concept

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Zoom Chat Transcripts

May 18, 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

- CHAT TO ME - Mary : Place Types Menu: http://strivesanmateo.org/wp-content/uploads/2020/03/11x17_Place_Type_Menu_03-01-2020.pdf
- CHAT TO ME - Mary : Circulation Alternatives: http://strivesanmateo.org/wp-content/uploads/2020/03/Draft_CircAlts_030320.pdf
- CHAT TO ME - Mary : Online Survey: <http://sgiz.mobi/s3/San-Mateo-Draft-Alternatives-Survey>
- Christina H. - City of San Mateo: session end times update: 7:26, 7:49, 8:12, 8:35
- Mike Dunham: Is Residential High in current commercial areas prohibited by Measure Y?
- Taso Zografos: How do we include an option to convert existing Executive Office Parks, Commercial, or Industrial to be rezoned Residential to meet the proposed RHNA goals.
- Amy and Binh: I believe that the land north of the Marriott is currently office space. Do all 3 of these scenarios take all those offices and put them into the purple Office High land?
- Taso Zografos: yes
- Amy and Binh: Do you think there is any area located in this area that could be used for R&D?
- Taso Zografos: I apologize. I must have missed the answer to my question. Kindly ask if I can get clarification?
- Amy and Binh: Maybe near Fashion island area?
- Amy and Binh: The pink commercial space?
- Amy and Binh: (Sorry, hard to be clear with the markings on this map)
- Dianne Whitaker: Area North of existing Marriot for R & D
- Mike Dunham: Are the white zones single-family neighborhoods within walking distance of those Caltrain stations? Can they be zoned to allow townhomes or neighborhood-scale apartments like fourplexes?
- Mike Dunham: Yes, please!
- Amy and Binh: Feedback: would be great to have street view or satellite view to help orient. This is a ton of info to take in and provide input in a short amount of time.
- Anna Liu: Could you talk a little bit about the area just north of the Hillsdale mall?
- Amy and Binh: Names of major businesses would help for orientation.
- Chris Conway: Why are we discussing buildings taller than 8 stories when voters in San Mateo just recently passed Measure Y. When Measure Y is over, voters might pass another measure to keep limits on building heights.
- Mike Dunham: Are there equity concerns about putting so much housing right next to ECR instead of slightly away from that road?
- Amy and Binh: Would like to point out the development along ECR all along peninsula. Would suggest evaluating lessons learned from those developments
- Amy and Binh: Does this session include infrastructure changes to accommodate the scenarios.
- Anna Liu: I appreciate the alternatives that focus most of the higher density housing near transit centers and transit corridors

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

- Amy and Binh: Would like to know which scenarios allow for horn noise reduction regarding train crossings.
- Amy and Binh: What is special about pedestrian paths from regular sidewalks?
- "Anna Liu: In Alternative A, it shows El Camino as a main bike route. That seems like a dangerous place for bikes unless there is going to be a physical buffer between the cars and bikes - would there be one?"
- Chris Conway: what is the purple line on 20th Avenue
- Amy and Binh: Are you looking for feedback on intersection level needed changes to accommodate increased traffic?
- Chris Conway: and the one that goes over 92
- Mike Dunham: How much time would it save getting across the city if El Camino had a dedicated bus lane? That'd get a lot more people to ride it
- "Amy and Binh: Maybe missed it, but do some of these options change the width or direction of traffic?"
- "Anna Liu: it seems like it would make more sense to have one of the parallel north-south streets be the main bike route, rather than El Camino. El Camino is already very busy with cars and will be more so with additional mixed use along it."
- "Mike Dunham: I have to drive to San Mateo downtown, and it's hard to find parking. Can the city start charging more for parking at busy hours so the spots turn over more? It seems like most parking is free even on Friday or Saturday nights"
- Amy and Binh: Yes
- Dianne Whitaker: Didn't hear any discussion regarding what will do with personal vehicles (movement of and parking).
- "Mike Dunham: Can all of these bike lanes be protected? I don't own a bike, because the Peninsula doesn't seem safe for bikers with so many cars driving so fast. But protected bike lanes would make a huge difference"
- Dianne Whitaker: Not adding a new highway; but will be taking away existing car networks to switch to other modes.

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

- Anna Liu: How far is this location from the Belmont Caltrain station? Would it be walkable to that station?
- Mike Dunham: Is Residential Low or Mixed-Use Low expected to be dense enough to induce the property owners to redevelop when they already make money from current commercial tenants?
- Mike Dunham: Is the Peninsula Golf and Country Club privately owned land or does the city own that?
- "Anna Liu: It seems like residents in this area would have to drive wherever they need to go since there is not a lot of transit here. I could see some residential here to support the office space, but not all residential."
- Chris Conway: Wouldn't the property owners need to sell or change the existing structures?
- Amy and Binh: What is current use for land next to Campus Dr? Is it a candidate for R&D use?

- Mike Dunham: Does the city expect that folks who would move here would come from cities or counties farther away? They might still drive less living in this area than commuting from farther out
- "Dianne Whitaker: think is a good idea to keep commercial in this study area, i.e. alt C."
- Amy and Binh: Could someone on residential property changed to commercial be denied permits for residential improvements?
- Chris Conway: who is the man speaking?
- CHAT TO ME - Mary to Chris Conway(Direct Message) : He is a member of the public
- Chris Conway: Can people in the public speak freely?
- "CHAT TO ME - Mary to Chris Conway(Direct Message) : We request you use the chat but if you want to comment, you can raise your hand"
- Amy and Binh: What is currently between E Hillsdale and Poinsettia?
- "Mike Dunham: The housing here has a similar problem as the housing next to El Camino. Being right next to the freeway is not great due to pollution and noise, unless you're in a very tall building. Can the denser housing be put further back from the highway in the areas in white?"
- Chris Conway: the houses in white are zoned R1
- Amy and Binh: I believe there's some commercial property near the BevMo. Residential low doesn't seem to make sense. This could be a good area for higher density housing.
- Amy and Binh: Consider R&D usage

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

- "Mike Dunham: Re: Bridgepointe - The enormous parking lots force the businesses to be really far apart. Is there a way to encourage all the businesses/housing to be centralized, with parking on the outskirts? Sort of like a mall where you park outside and walk around inside"
- Amy and Binh: Back to previous session. Clarifying R&D usage in the Bridgepoint area.
- Amy and Binh: Please full screen presentation
- Mike Dunham: It looks like all the existing multi-family housing is on the east side of El Camino Real in this area. Can there be more multi-family on the west side of ECR?
- Amy and Binh: Please zoom in on the changes. Completely illegible.
- "Mike Dunham: There are some pretty tall residential buildings in parts of this area. Can the immediate surroundings of those existing buildings also be zoned high density residential? That way, you'd get a lot of new homes with a similar feel for the area"
- Amy and Binh: What is the blue area at the south end of the map
- Anna Liu: it seems important to have some neighborhood commercial / mixed use in this area so residents can walk to amenities.
- Amy and Binh: What's currently there at the blue areas?
- Taso Zografos: This area is already over-congested. Is there an option to not consider any new or additional development in this area?
- Amy and Binh: Please disregard previous question about blue area
- Christina H. - City of San Mateo: 8:35 is end time
- "Mike Dunham: Please add as many new homes in downtown as you can. My wife and I have been looking to buy a condo or rent an apartment walkable to downtown, but there's basically zero supply. Redwood City is doing a much better job of this, with many apartments available for rent right in downtown"
- Anna Liu: I agree- this is a good area to add as much housing as possible

- Anna Liu: (downtown)
- Mike Dunham: Re: downtown - The highest density should be on the west side of the railroad tracks. That's really the heart of where people want to be
- Amy and Binh: What is currently at the brown section in option c?
- "Mike Dunham: This study area is too "gerrymandered." It should be a whole cohesive area, even if that includes current single-family homes."
- Amy and Binh: Not true. There are plenty of single family homes on Eldorado and Fremont.
- Anna Liu: This whole area is going to be subject to flooding with sea level rise. Is that being taken into consideration?
- Chris Conway: How can we express our desire for no change in R1 zoning in San Mateo.
- Amy and Binh: This region seems to have very targeted use changes at the small parcel level. Needs more callout of the differences in the scenarios for future consideration.
- "Carey Stone, PlaceWorks. : <https://survey.alchemer.com/s3/6276053/Imagining-Scenarios-for-San-Mateo-s-Future-Workshop-Feedback-Survey>"

May 18, 2021 - City of San Mateo, General Plan Workshop
Room "B" Chat Transcript
Chat Manager: Nick Hamilton

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

- Lindsey, PlaceWorks to Everyone: Message "Project Questions" or "Zoom Questions" in the Chat if you have questions.
- CHAT TO ME (Nick, City) to Everyone: Links: 1. Place Types Menu: http://strivesanmateo.org/wp-content/uploads/2020/03/11x17_Place_Type_Menu_03-01-2020.pdf
 2. Circulation Alternatives: http://strivesanmateo.org/wp-content/uploads/2020/03/Draft_CircAlts_030320.pdf
 3. Online Survey: <http://sqiz.mobi/s3/San-Mateo-Draft-Alternatives-SurveyMichael>
- Christina H. - City of San Mateo: session end times update: 7:26, 7:49, 8:12, 8:35
- CHAT TO ME (Nick, City) to Everyone: dropping links in the chat again for anyone who has joined us in last couple of minutes: Links:
 1. Place Types Menu: http://strivesanmateo.org/wp-content/uploads/2020/03/11x17_Place_Type_Menu_03-01-2020.pdf
 2. Circulation Alternatives: http://strivesanmateo.org/wp-content/uploads/2020/03/Draft_CircAlts_030320.pdf
 3. Online Survey: <http://sgiz.mobi/s3/San-Mateo-Draft-Alternatives-Survey>
- Ginnie: If all three are designated "medium" (orange), how are the numbers so affected?
- Tim Tosta: zoom in on Poplar/ECR alt B
- Tim Tosta: I assume in B that comm'l removes msg opportunities
- Jordan Grimes: I think we should consider higher density residential in that space.
- Tim Tosta: msg should be msg (housing)
- John Oliver: I'm not familiar with this area, but I am curious on all options if when we are changing zoning to residential if we are still going to have food: restaurants, mini-markets, etc within the new residential zones, especially if we are focusing on making more walkable neighborhoods...
- CHAT TO ME (Nick, City) to Tim Tosta(Direct Message): Tim, can you expand upon that idea?
- Ginnie: If numbers increase, will parking garages be added as well?
- William Williams: Alternative A has more new jobs. Jobs are necessary where people live to minimize commute traffic increases.
- Ginnie: Please enlarge B
- Ginnie: I think one of the FEW places that should allow taller buildings are downtown, favormB
- John Oliver: I'd like to see the highest densities of A & C combined!
- Jordan Grimes: I like alternative C, but would like to see high-density options expanded further there
- CHAT TO ME (Nick, City) to Everyone: ***8 minutes left for discussion of this group of study areas***
- Ginnie: I work at the north west corner of Crystal Springs and EC (the Versailles). It's a fairly new building. Alt C shows it changing to office, which is what was torn down before this was built. Seems absurd?
- Ginnie: Yes! This area could be modernized to better use

- *CHAT TO ME (Nick, City) to Ginnie(Direct Message): **begin discussion of Study area 5***
- *CHAT TO ME (Nick, City) to Everyone: **began discussion of Study area 5***
- Ginnie: Yes modernize this area!
- Christina H. - City of San Mateo: or recap?
- *CHAT TO ME (Nick, City) to Ginnie(Direct Message): **study area 7***
- *CHAT TO ME (Nick, City) to Everyone: **began study area 7 discussion***
- Ginnie: Don't think anyone would want to live so close to 101?
- Ginnie: Commercial service on Amplett could be modernized as well
- Christina H. - City of San Mateo: I think its time though, right?
- William Williams: Where can we find full size graphics for each area showing street names, for example?

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

- John Oliver: what's being looked at in terms of waterfront access and or views for Parkside Plaza
- Ginnie: I'd like to see the waterfront area remain free for park or ?
- Ginnie: Yes
- Jordan Grimes: I like option B, but I think medium mixed-use residential makes more sense for the Fish Market area.
- Ginnie: Save the waterfront!!!!
- William Williams: Can different study areas implement different alternatives? For example, Alternative A for area 7, Alternative C for Area 8.
- *CHAT TO ME (Nick, City) to Everyone: **begin discussion of study area 3***
- Ginnie: By "mixed use medium" for Hillsdale mall, does that mean to add residential?
- William Williams: Is Station Park Green part of the new RHNA quota or is it part of the existing RHNA quota?
- Ginnie: I think residential there would be good (Hillsdale Mall)
- Jordan Grimes: Definitely support higher density residential around Hillsdale Mall/Caltrain
- John Oliver: the current site use map doesn't have the date for the 25th ave buildings, but I know they HAVE to be older than 1980, and the white one on the north west corner is probably historic. it is one of the few walkable commercial areas in san mateo's southern side, and has lots of small unique businesses, I would like to see it protected (along with 37th ave(
- Ginnie: Agree
- Ginnie: Maybe build residential above 25th and 37th
- John Oliver: yep!
- Ginnie: But save the ground floor
- William Williams: Is the Concar shopping center development that has been approved, but not started, part of the new RHNA quota or is it part of the existing RHNA quota/
- *CHAT TO ME (Nick, City) to Everyone: **begin discussion of study area 1***
- John Oliver: El Camino would have to be made a lot safer for pede
- John Oliver: pedestrians before you put big apartments on it!
- Ginnie: Just for the aesthetics of it, like to see buildings stay lower no more than 4 stories in this area. Tall buildings ONLY in downtown
- John Oliver: sorry, for option b
- John Oliver: 37th should be protected

- CHAT TO ME (Nick, City) to Everyone: ****begin discussion of study area 1-south****
- Ginnie: Some of that long strip on Pacific should be residential
- John Oliver: it dates to 1947 & has great unique businesses (restaurants, vets, Romolo's!)
- Jordan Grimes: Four story along El Camino isn't sufficient. It should allow for higher heights/densities. At least 8 stories, and at least 100 units/acre.
- John Oliver: 37th
- Ginnie: NOOOOO!!!!
- Ginnie: Don't build up EC tall. Ugly
- Ginnie: And traffic

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

- Jordan Grimes: I have to leave a little early, but wanted to thank staff and the consultants for all the hard work! Greatly appreciate you helping us improve our city.
- Ginnie: As a frequent pedestrian myself, I avoid EC due to noise. No need to improve walkways there, IMHO. Better to improve automobile
- Ginnie: Walking and biking elsewhere than EC would be preferable.
- Ginnie: Are studies showing that folks would really use busses? They are mostly empty now
- John Oliver: I love that you are looking to Barcelona's Superblocks (my brother lives there & loves it!) I would also suggest looking to El Paso TX for bus/transit ideas. My vote would be for alternative C. I would specifically want to focus on sidewalk widths, I can barely push a stroller down some of them, when they actually exist... and some streets are too narrow & shouldn't have on street parking if they don't have sidewalks
- William Williams: Bikes and buses on El Camino are not a good mix. When I rode I used parallel routes like Palm Ave. or San Mateo Ave. as safe alternatives to El Camino.
- Ginnie: We were told in the beginning that traffic impact would be addressed in next phase. Please, we need this
- John Oliver: I live on 42nd and we have a lot of through traffic between El Camino & Alameda. Have you looked into traffic calming over here, and other through streets?
- John Oliver: Why wasn't signal timing looked into ages ago? LA has had it for 30 years?
- Ginnie: What are purple dots on 42nd? The previous commenter was correct
- Ginnie: That would be dangerous

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

- John Oliver: my biggest concern is rezoning Mollie Stones - there's been a grocery store there for 50 years & is the only one that's walkable for the nearby homes, many of which are already multi-family! Why not make it mixed use, like Whole Foods at Hillside with condos above it?
- Ginnie: The strip along south side of 43rd would be appropriate for residential above businesses. Yes should save Mollie Stones
- William Williams: Do these maps mean Mollie Stones and Bel Mateo will be replaced by housing. We need groceries and recreation in San Mateo.
- John Oliver: I like all the mixed use in B along 42nd, and the additional high density mixed in C on Laurie Meadows
- CHAT TO ME (Nick, City) to Everyone: ****begin discussion of study area 6****

- Ginnie: Bring back restaurants and residential in this lovely view area. No need for office use.
- Ginnie: Laurel wood should stay
- William Williams: How about a park or open space in Area 6?
- Ginnie: Yes a park or open space would be nice
- John Oliver: high rise office in B would be great so closed to hillsdale transit & would be a good mix with the mixed-use across the street!
- CHAT TO ME (Nick, City) to Everyone: ****begin discussion of study area 9****
- Ginnie: Alt. B for Marina mixed-use residential makes sense
- John Oliver: Commercial regional tends to mean chain stores, and marina shopping has a lot of unique business
- John Oliver: B is great, but I worry the residential area in all 3 where the hotel is currently (by saratoga/hillsdale) because that traffic is already a nightmare!
- CHAT TO ME (Nick, City) to Everyone: ****begin discussion of study area 10****
- Ginnie: Alt C looks good. Higher residential works here as long as some stores can remain
- William Williams: Alternative C would create a transportation nightmare for new residents in this area.
- Ginnie: Still not sure so much office space is needed. Post-pandemic we need to see what happens here
- John Oliver: B & C, but it's a bit of a bottleneck for people trying to reach the trains (but great for freeway access!)
- CHAT TO ME (Nick, City) to Everyone: Links again:
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 2. Circulation Alternatives: http://strivesanmateo.org/wp-content/uploads/2020/03/Draft_CircAlts_030320.pdf
 3. Online Survey: <http://sgiz.mobi/s3/San-Mateo-Draft-Alternatives-Survey>
- William Williams: This Zoom has been more informative than the previous presentations.
- Ginnie: Some open space/park would be nice here
- Ginnie: Yes you guys are doing better this time around
- John Oliver: i 2nd open space!
- Ginnie: Thank you
- Ginnie: Room for open air concerts etc
- John Oliver: thank you all!

May 18, 2021 - City of San Mateo, General Plan Workshop
Room "C" Chat Transcript
Chat Manager: Vivian Seto

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

- **CHAT TO ME* (Vivian Seto - City of San Mateo):*
 1. Place Types Menu: http://strivesanmateo.org/wp-content/uploads/2020/03/11x17_Place_Type_Menu_03-01-2020.pdf
 2. Circulation Alternatives: http://strivesanmateo.org/wp-content/uploads/2020/03/Draft_CircAlts_030320.pdf
 3. Online Survey: <http://sqiz.mobi/s3/San-Mateo-Draft-Alternatives-Survey>
- wayne feinstein: I continue to be concerned about the effort, statewide, to penalize cities that do not meet the state imposed new housing goals....where is the housing element at this stage?
- Maureen: I continue to believe the lack of planning for water allotment is unreasonable. This is so serious, and it is not being considered seriously. Why does the Peninsula have to absorb all this density?
- Christina H. - City of San Mateo to **CHAT TO ME* (Vivian Seto - City of San Mateo)*(Direct Message): session end times update: 7:26, 7:49, 8:12, 8:35
- **CHAT TO ME* (Vivian Seto - City of San Mateo)* to Christina H. - City of San Mateo(Direct Message): thanks.
- Maureen: Is there a consideration for the amount of traffic on Campus Drive? Residential density will create a bottleneck of traffic.
- Tyler Issadore: Recommend keeping a flexible zoning to allow office or residential in this area as some office is newer vintage and wouldn't get redeveloped
- Tyler Issadore: Does the general plan consider zoning changes such as not counting garage square footage as FAR? Many other cities do not count parking structures as FAR
- Tyler Issadore: zoning code*
- Laurie Watanuki: The process is designed for planning professionals. I would like to see a comparison of these areas with the current General Plan. Need to maintain Laurelwood Shopping Center in C.
- Maureen: It seems developers have one view in mind - building. Is there a conflict of interests with particular builders who automatically are awarded the right to build?
- Paul Krupka: I think range of alternatives - related to Laurelwood Shopping Center are good.
- Tyler Issadore: In this area the recently approved housing project, would be better zoned as residential low. This area is not near transit, so a high density housing development would not be best here.
- Paul Krupka: In 10, is it possible to fit in commercial regional in have the site?
- Paul Krupka: Half
- Paul Krupka: half the current Bridgepointe site
- Paul Krupka: Sorry about that. I noticed the small size of commercial regional on the existing Bridgepointe site. Is that practical?

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

- Paul Krupka: Please zoom on the red area.
- Paul Krupka: In 4, please comment on variations of use along Caltrain, south of 5th Avenue.
- Paul Krupka: Thanks for that!
- Tyler Issadore: Recommend studying high density around the train station in alternative B similar to alternative C
- Maureen: How high are the buildings, and when did we change from five stories to higher levels?
- Maureen: Julia, comment about sewers usage, water usage, and the demand for water in a drought ridden state/
- Maureen: Celia's Restaurant? Will you buy them out?
- Christina H. - City of San Mateo to *CHAT TO ME* (Vivian Seto - City of San Mateo)(Direct Message): 6 minutes to go
- *CHAT TO ME* (Vivian Seto - City of San Mateo) to Christina H. - City of San Mateo(Direct Message): noted
- Paul Krupka: Speaking to the point about restaurants like Celia's, does mixed use allow restaurants?
- Christina H. - City of San Mateo to *CHAT TO ME* (Vivian Seto - City of San Mateo)(Direct Message): time
- *CHAT TO ME* (Vivian Seto - City of San Mateo) to Christina H. - City of San Mateo(Direct Message): I know

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

- Maureen: The arteries connecting traffic from those areas to 92, 101, and other areas will be too congested.
- Maureen: What do you plan to alleviate the congestion?
- Paul Krupka: In 8, is a shopping center like Parkside Plaza allowed in the noted mixed use designation?
- Maureen: Would you plan to build large buildings along El Camino similar to what has occurred in Redwood City and San Carlos? The density of their Lego Type buildings throw shade and give the impression one is going through a tunnel.
- Paul Krupka: The red designation is 1-2 story right?
- *CHAT TO ME* (Vivian Seto - City of San Mateo) to Paul Krupka(Direct Message): Paul are you talking about study Area 1?
- Paul Krupka : Yes 1-S
- Christina H. - City of San Mateo to *CHAT TO ME* (Vivian Seto - City of San Mateo)(Direct Message): recap
- *CHAT TO ME* (Vivian Seto - City of San Mateo) to Christina H. - City of San Mateo(Direct Message): yes we are recapping and see if there is any further questions or concerns.
- *CHAT TO ME* (Vivian Seto - City of San Mateo) to Christina H. - City of San Mateo(Direct Message): comments**

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

- Paul Krupka: Hi Vivian: Can Brian show the whole map?
- Paul Krupka: In A, does the El Camino improvement consider changing the number of vehicle lanes?
- Paul Krupka: On El Camino, how many vehicle traffic lanes are being considered with BRT?
- Maureen: Thank you, Brian, for the very best future plan for our San Mateo residents. You are ecologically aware, environmentally respectful, and health consciousness for all. Thank you.
- Paul Krupka: The Alt C vision is creative and forward looking. Thanks!
- Paul Krupka: I think this range of alternatives is reasonable
- Jonathan Stone: Can you elaborate on the Barcelona super block comment you made?
- Jonathan Stone: Do you have a visual you can show us of Barcelona?
- Jonathan Stone: Thank you for the detail here.
- Carey, PlaceWorks : <https://survey.alchemer.com/s3/6276053/Imagining-Scenarios-for-San-Mateo-s-Future-Workshop-Feedback-Survey>

May 18, 2021 - City of San Mateo, General Plan Workshop
Room "D" Chat Transcript
Chat Manager: Nicolette Chan

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

- *CHAT TO ME* : Message "CHAT TO ME" if you have questions.
- *CHAT TO ME* : OCirculation Alternatives: http://strivesanmateo.org/wp-content/uploads/2020/03/Draft_CircAlts_030320.pdf
- Richard Hedges: You show almost nothing of my neighborhood 94401
- Christina H. - City of San Mateo to *CHAT TO ME*(Direct Message): session end times update: 7:26, 7:49, 8:12, 8:35
- Sue-Ellen A., City of San Mateo: which zip code was that?
- *CHAT TO ME* to Sue-Ellen A., City of San Mateo(Direct Message) : 94401
- Sue-Ellen A., City of San Mateo: thanks
- Richard Hedges: There is a lot of transit in 94401 my question is why are you not showing my neighborhood on the map
- Peter Mandle: Can you please describe the changes to El Camino Real. Would the plan remove travel lanes to allow for the bike lanes?
Can you explain the "enhanced" Caltrain service? Does this mean more trains/greater frequency, longer trains, or both?
Would BRT on El Camino require elevated stops, removal of traffic lanes?
Has any thought been given to making 3rd Avenue one-way westbound, and 4th Avenue one-way eastbound?
- Belinda Chlouber: I have a question. Is the area that is downtown that closes the block considered for all three alternatives?
- Preston O'Connell: Why isn't there a difference regarding FAR between Low and Medium mixed-use density but there is material height difference. Seems like there should be a gradient difference between low to high i.e. 3.0, 4.0, and 5.0 FAR. Especially along the B Street corridor near transit on Alternatives B & C. It seems like we should promote higher density near transit on all these alternatives
- Peter Mandle: What is meant by advanced technology bus loop?
- *CHAT TO ME* to Sue-Ellen A., City of San Mateo(Direct Message) : is that all for the presentation?
- Peter Mandle: If you don't do design details during the development of alternatives how can you evaluate the traffic impacts?
- Sue-Ellen A., City of San Mateo: yeah
- Peter Mandle: Can you explain how--during subsequent portions of the General Plan--we can evaluate the traffic impacts without the knowing the information to result from the Complete Street plan?
- *CHAT TO ME* to Sue-Ellen A., City of San Mateo(Direct Message) : great. plenty of time.
- Peter Mandle: Can you explain the "enhanced" Caltrain service? Does this mean more trains/greater frequency, longer trains, or both?
- Belinda Chlouber: Boulder has a wonderful pedestrian avenue that seems to thrive.
- Richard Hedges: the City Council said last night they were in favor of keeping B Street closed between 1st and 3rd.

- Peter Mandle: Has any thought been given to making 3rd Avenue one-way westbound, and 4th Avenue one-way eastbound?
- Richard Hedges: I am in favor of higher density down town.
- Peter Mandle: But wouldn't simple details like the number of traffic lanes, on El Camino, for example would be a major input. Won't you need to decide if El Camino has three lanes, two lanes or four lanes in each direction?
- Belinda Chlouber: Cal train is so expensive to just say go to San Carlos. Is there any thought to making it cheaper to take it locally?
- Carey Stone, PlaceWorks: This question was sent to me: What funding is available from the state for the city taking on a large increase of housing and transit? For example money will be needed to hire more police officers to enforce speeding. Money will be needed to enlarge our third party parking enforcement company. Money would be needed for Public Works to install traffic calming devices such as round bumps on 28th Ave. Who is responsible for getting this money? City Council?
- Peter Mandle: Even use of ITS is a big assumption and implies a range of benefits. Will the assumptions be posted beforehand?
- Richard Hedges: Businesses in the past were against one way streets, but in the last few years they have changed as long as there are bike lanes
- Preston O'Connell: How long will the crossing guards be down post electrification of the trains vs pre-covid? Will this materially impact the flow through of vehicular traffic during peak times.
- Peter Mandle: It seems like the use of a circulator bus system would have much impact on traffic flow/traffic operations than the type of street changes, roadway lane additions/subtractions that you've described as "details". SORRY IF THIS SOUNDS like an argument. Just curious about the process.
- Peter Mandle: oops much "less" impact on traffic flow/traffic operations than...
- Peter Mandle: How
- CHAT TO ME to Brian M.- Nelson\Nygaard(Direct Message) : we are out of time.

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

- CHAT TO ME : Place Types Menu: http://strivesanmateo.org/wp-content/uploads/2020/03/11x17_Place_Type_Menu_03-01-2020.pdf
- Peter Mandle: Just to confirm, is that a possible 7 story residential in the far southwest?
- Peter Mandle: sorry, I meant by off North Road
- Belinda Chlouber: It's very hard to see what places would be taken away
- Peter Mandle: Again, potentially, Alternative C would allow--potentially, 7 story residential adjacent to the Pico Avenue/Sequoia Neighborhood
- CHAT TO ME : O Online Survey: <http://sgiz.mobi/s3/San-Mateo-Draft-Alternatives-Survey>
- Belinda Chlouber: So would Laurelwood Shopping center go away in these alternatives?
- Peter Mandle: Might another alternative be to have higher densities near Laurelwood but low residential as you get closer to the single family neighbor
- Preston O'Connell: This project area was recently approved for-sale housing community. It seems the proposed residential density should follow the recently approved residential density of 15-25 units per acres vs. 40+ units per acre which is an apartment development. This would better fit the context of the established neighborhood.

- Peter Mandle: I know we're not supposed to comment, but this area is poorly served by transit so perhaps it should be preserved for less intense use
- Preston O'Connell: Please respond
- Preston O'Connell: to my question
- CHAT TO ME to Preston O'Connell(Direct Message) : I will ask when we have another pause in the presentation
- Joanna, PlaceWorks: I received this Preston O'Connell. I think they meant to send it about the last area.
- Joanna, PlaceWorks : "This project area was recently approved for-sale housing community. It seems the proposed residential density should follow the recently approved residential density of 15-25 units per acres vs. 40+ units per acre which is an apartment development. This would better fit the context of the established neighborhood."
- Belinda Chlouber: B looks good!
- CHAT TO ME to Belinda Chlouber(Direct Message) : Feel free to share why you like Alternative B.
- Peter Mandle: It seems that due to the proximity to the VISA building and existing Gilead this would be a good place for commercial/mixed use and high density
- Belinda Chlouber: It is more dynamic and people can access local stores easier. Also, there is an awful lot of parking there.
- Peter Mandle: Gilead is a bio research facility--may have misspelt
- Peter Mandle: Yes, please
- Belinda Chlouber: Study area 6—Alternative B looks good! Because, I think in the future we may not need so much office space.
- Peter Mandle: Thanks for considering our comments
- Belinda Chlouber: With people working at home.
- Peter Mandle: After the meeting could you please post the various weblinks
- Peter Mandle: Not just tonight,, but during today other websites have been mentioned. Would it be possible to post these links on the Strive sight

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

- Peter Mandle: Does high refer to buildings 8+ stories whether residential or commercial
- Peter Mandle: For this study area and others, should there a broader blend of density--3 to 5, 6 to 7, and 8+ It seems like lumping 5 to 8 in one grouping, regardless of the use might not be as clear. This would apply to all study areas.
- Peter Mandle: Could you please zoom in the area with high use
- Belinda Chlouber: Is Caltrain going to be raised downtown?
- Peter Mandle: Will we have an opportunity to comment upon the refined land use designations
- Belinda Chlouber: It seems like that if the population of downtown is going to be raised so much, caltrain should be elevated for safety and traffic congestion.
- Peter Mandle: Given the proximity to 101, might this better reserved for office or commercial
- Peter Mandle: Why does do Alt 3 have less population increase in Study area 1

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

- CHAT TO ME to Peter Mandle(Direct Message) : Facilitators Brian and Sandra have entered the room
- Peter Mandle: could you please post the link to the Place Types map. Thanks
- CHAT TO ME : Facilitators Brian and Sandra have entered the room
- CHAT TO ME : Place Types Menu: http://strivesanmateo.org/wp-content/uploads/2020/03/11x17_Place_Type_Menu_03-01-2020.pdf
- Peter Mandle: Thanks!
- Peter Mandle: Might be worth considering using the site adjacent to 101 for office or mixed use, rather than residential medium
- Peter Mandle: Yes, adjacent to the Marriott
- Peter Mandle: suggest expanding boundaries to include existing high rise office further along Bovet and Borel
- Peter Mandle: could you review one more time.
- Peter Mandle to CHAT TO ME(Direct Message) : This is a complex area. Also might consider splitting into north and south. Just the major differences please
- CHAT TO ME : Place Types Menu: http://strivesanmateo.org/wp-content/uploads/2020/03/11x17_Place_Type_Menu_03-01-2020.pdf
- CHAT TO ME : Online Survey: <http://sgiz.mobi/s3/San-Mateo-Draft-Alternatives-Survey>
- Peter Mandle: any consideration to extending this study area along 16th avenue past Safeway toward the Caltrain station?
- Peter Mandle to CHAT TO ME(Direct Message) : There is good access to the Hayward station. Might make sense to encourage more intense develop immediately to the west.
- Peter Mandle: where are the new residential to accommodate 2000+ residents in this zone
- Peter Mandle: sorry for the spelling. Thanks for deciphering :)
- Peter Mandle: 16th or 19th.
- Peter Mandle: Forget the street
- Peter Mandle: street name
- Peter Mandle: yes. same comment
- Peter Mandle: Can't blame it on-going basketball or baseball games
- Peter Mandle: :)
- Peter Mandle: Correct. Include the officepark
- Peter Mandle: Also this a really complex area--more than others. Easier to evaluate if it were two zones
- Peter Mandle: Thanks for explanations and considering our comments/suggestions
- Carey Stone, PlaceWorks. : <https://survey.alchemer.com/s3/6276053/Imagining-Scenarios-for-San-Mateo-s-Future-Workshop-Feedback-Survey>