

MEMORANDUM

DATE February 10, 2022
 TO San Mateo General Plan Subcommittee
 FROM Joanna Jansen and Carey Stone, PlaceWorks
 SUBJECT Summary of Community Input on Preferred Scenario

This memorandum summarizes the community input received on the preferred scenario from the recent Preferred Scenario workshop series and online survey, as well as feedback received to date on the preferred alternative from past outreach events. These events are shown in Table 1.

Table 1 Alternatives Community Engagement

Date	Outreach Event	Number of Participants
Tuesday, March 3, 2020	Draft Alternatives Open House	29
Wednesday, March 24, 2021	Introduction to the General Plan Workshop #1	93
Saturday, March 27, 2021	Introduction to the General Plan Workshop #2	65
Tuesday, March 30, 2021	Introduction to the Housing Element Workshop #1 (San Mateo County)	321*
Saturday, April 3, 2021	Introduction to the Housing Element Workshop #2 (San Mateo City)	128*
Saturday, April 10, 2021	Introduction to the General Plan Workshop #3 (in Spanish)	0**
Thursday, April 15, 2021	Draft Alternatives Virtual Workshop #1	95
Saturday, April 17, 2021	Draft Alternatives Virtual Workshop #2	50
Thursday, April 22, 2021	Let's Talk Housing: All About RHNA Workshop	76*
Tuesday, May 4, 2021	Introduction to the Housing Element Workshop #3 (San Mateo City)	86*
Tuesday, May 18, 2021	Draft Alternatives Virtual Workshop #3	37
Tuesday, April 14, 2021 – Monday, May 31, 2021	Draft Alternatives Online Survey	471 responses

July 29, 2021	Central Park Music Series Pop-up Event	25
August 5, 2021	Central Park Music Series Pop-up Event	30
October 9, 2021	Dia de los Muertos Pop-up Event	115
October 16, 2021	Harvest Festival Pop-up Event	93
October 27, 2021	Storytime in the Park Pop-up Event	4
October 29, 2021	Mi Rancho Market Pop-up Event	26
November 18, 2021	Chavez Market Pop-up Event	25
Tuesdays, October – December 2021	Macedonia Food Distribution Pop-up Event	8
November 2, 2021	Housing Policy Online Workshop	35
October 11, 2021 – January 16, 2022	Housing Element Online Survey	594
January 13, 2022	Fair Housing Online Workshop	29
Saturday, January 22, 2022	Preferred Scenario Virtual Workshop #1	47
Thursday, January 27, 2022	Preferred Scenario Virtual Workshop #2	46
Friday, January 21, 2022 – Monday, March 7, 2022	Preferred Scenario Online Survey	63 responses as of February 10

*Number of participants for the Housing Element workshops is based on the total registrants. These workshops were hosted in partnership with the San Mateo County Let’s Talk Housing Initiative.

**Although the Spanish workshop had no live participants, the meeting recording has been viewed 49 times to date.

About the Workshops and Online Survey

The draft alternatives workshop series occurred in spring of 2021. The goal of the draft alternatives workshops and online survey was to confirm we are considering a sufficient range of alternatives before the General Plan team conducts an in-depth evaluation to compare the pros, cons, and outcomes of each alternative on housing, character, traffic, public services, health and equity, environmental sustainability, City’s fiscal health, conformance with applicable state laws, and other topics. Feedback

that expresses support or dislike for a given alternative from this outreach effort is included in this meeting summary.

After listening to the community's input and receiving direction from the City Council on the three alternative plans for land use and circulation in fall of 2021, the project team completed the alternatives evaluation and published the evaluation on January 14, 2022. The alternatives evaluation was presented to the community at two virtual workshops. During the workshops, community members were able to share ideas on their preferred alternative and raise important issues they believe the General Plan should address related to land use and circulation. The feedback received during these workshops is included in the summary below.

An online survey is also available on www.strivesanmateo.org from January 21, 2022 to March 7, 2022 to allow community members an opportunity to share which land use and circulation alternative they prefer. Respondents can provide feedback on the land use alternatives at a citywide level or by study area. It also includes questions about the tradeoffs implied by different alternatives to better understand the community's preferences. The settings of the survey restrict the number of responses to one per person and track web browser cookies to help ensure that each participant only completes the survey once. All feedback received to date from the online survey is summarized below. It is important to note that this online survey is not considered statistically significant.

Lastly, this summary includes feedback from recent Housing Element outreach conducted by the City's housing team to ensure we are listening to all the feedback that applies to land use or circulation. This summary documents community input whether mentioned by one person or many people.

Community input submitted directly to the City outside of the workshops and online survey can be viewed at: <https://strivesanmateo.org/documents/publiccomments/>.

Preferred Scenario Outreach Demographics

A total of 103 participants attended the preferred scenario workshops. During each workshop, the City asked the following two questions to understand who was participating in the process and how to improve communication about the project moving forward.

Is this your first time joining us for a General Plan event?

- 51 percent of the workshop participants were new.
- 49 percent had participated in a previous General Plan meeting.

What kind of stakeholder are you?

- 60 percent of workshop participants said they are either a resident or own property or both.
- 18 percent of participants work in or visit San Mateo.

- 7 percent of the participants are renters.

The online survey also includes six voluntary demographic questions to better understand who is participating in the survey. A total of 40 surveys have been completed as of Friday, January 28, 2022. The questions and responses received so far are listed below.

How long have you lived in San Mateo?

- 54 percent have lived in San Mateo more than 15 years
- 13 percent have lived in San Mateo between 6 to 10 years
- 13 percent have lived in San Mateo between 1 to 5 years
- 8 percent do not live in San Mateo
- 6 percent have lived in San Mateo between 11 to 15 years*
- 5 percent have lived in San Mateo less than 1 year
- One respondent skipped this question.

**Please note, this response was inadvertently left out as a response option when the survey was originally published on January 21, 2022. This response was added as a survey choice on January 27, 2022.*

How are you affiliated with San Mateo?

- 48 percent were residents
- 40 percent were both residents and work in San Mateo
- 8 percent visit San Mateo to shop or dine
- One participant lives in the county
- One respondent skipped this question.

Which best describes your current housing situation?

- 73 percent own their home
- 21 percent rent their home
- 3 percent live with others and do not own or pay rent
- Two participants skipped this question.

What is your age group?

- 35 percent were between 35 to 50 years old
- 29 percent were between 50 to 65 years old
- 25 percent were more than 65 years old
- 6 percent were between 20 to 35 years
- Three participants skipped this question.

What is your race or ethnicity? (Check all that apply).

- 63 percent were white
- 11 percent were mixed or other
- 8 percent were Asian
- 8 percent were Latino/Hispanic
- One participant was Black/African American
- Eight participants skipped this question.

Which best describes your household annual income?

- 33 percent earn greater than \$185,000
- 32 percent prefer not to say
- 11 percent earn \$115,000 to \$150,000
- 6 percent earn \$45,000 to \$80,000
- 5 percent earn \$80,000 to \$115,000
- One participant earns less than \$45,000
- One participant earns \$150,000 to \$185,000
- Six participants skipped this question.

Preferred Circulation Alternative

Most important circulation issue the General Plan should help the City improve.

This section summarizes the issues that community members raised either in the workshop or in the online survey.

Alternate Modes of Travel

- Safer walking and biking options.
- Active transportation strategies to enhance pedestrian and bicycle connectivity.
- Enable bike access as much as possible, especially east west access.
- Offer choices for people to travel on foot, bike, scooter, train and make these spaces safe.
- Incorporate different modes of travel with Green Streets principles.
- Do not provide bike sharrows, install protected biking lanes.
- Locate bicycle improvements on streets without loss of street parking.
- Better crossings for pedestrians, especially near schools.
- Improve people's ability to meet their daily needs without a car.
- Support for low and zero carbon transportation alternatives.
- Create options for people who live more than 1/2 mile from transit and cannot walk or bike.
- New bike paths should connect with transit and rest of the bike network.
- Provide protected walking lanes for pedestrian safety.

- Do not focus improvements in only one area of the city.

Transit

- More frequent and reliable transit service.
- There is a need for east to west public transit access.
- Allow residents to share job shuttles or other shared transit.
- Bus-only lanes and more bus frequency, especially on El Camino Real.
- For regional transit to work buses need to run late into the evening.
- Provide transit access to BART and Caltrain stations and adjoining counties.
- Sam Trans needs more convenient routes that cover more of the city.
- Educate and promote the use of public transportation and biking aimed at kids.
- Partner with Foster City to build public transportation to FC-Hillsdale that way Foster City residents do not have to drive to Caltrain or the Hillsdale Mall.
- More accessible routes to downtown.

Vehicles and Roadways

- Vehicle driving, road care and improvements.
- Address traffic congestion, in particular near Hillsdale mall and Hillsdale/101 entrance and traffic flowing east to west assuming it returns to pre-pandemic levels.
- Recognize most people need their cars to shop, travel to work and school.
- Size of the street width that allows driving, parking and bicycle lanes both ways.
- Increased policing of traffic violators.
- Maintain peak hour travel times in major corridors.
- Improve traffic flow from west to east of Highway 101.
- Improve Hillsdale corridor into Foster City.
- Consider capacity of roads to handle cars due to increased population.
- Improve east west connectivity between 9th Avenue and Highway 92 to 16th Avenue for cars, pedestrians, and bicyclists.
- In north central, traffic congestion makes it impossible to maneuver for all modes of transit.

Parking

- Charge for parking garages in downtown to entice alternative modes of travel to downtown.
- Maintain on-street parking in areas that do not have on-site parking.
- Transform parking spaces into parks.

Other

- Focus on the needs of our senior population. Provide the ability for seniors to use private vehicles to access downtown if they are unable to use pedestrian or bike alternatives.
- Keep the East Bay commuters from cutting through the neighborhoods.
- Micro-communities need to be deeply involved in circulation changes to their community.
- Phase development to real transit improvements.
- Provide grade separations at all train crossings.

- Fine cars with loud noise.
- Preserve historic neighborhoods.
- More greenery.

Ideas from the circulation alternatives that should be part of the adopted General Plan.

Attendees of the preferred scenario workshops were able to share ideas from the circulation alternatives they believe should be a part of the General Plan. The responses are summarized below.

- Pedestrian and bicycle only streets and paths.
- Better transit connections, especially from the east to west.
- More streets that are closed to cars in downtown.
- High frequency bus access on El Camino Real.
- Autonomous vehicles that provide free shuttles to pedestrian only B Street activities.
- Pedestrian-friendly downtown and El Camino Real.
- Bike share and e-bike incentive programs.
- Address transit access for people that live in the hills of San Mateo.
- Make modal filters standard on side neighborhood streets.
- Expand the pedestrian mall on B street one block west between 1st and 2nd avenues.
- Support for a hyperloop or self-driving vehicles in lieu of public transit.
- Reduce the number of lanes on El Camino Real and prioritize bike and/or bus lanes.
- Support for on-demand rides, especially for seniors.
- New residents should not be able to own cars.
- Employers should provide shuttles to ease congestion.
- Do not plan for more congestion.
- Incorporate traffic calming measures.
- Streets around schools should not be accessible by cars.
- Line transit corridors with trees.

Preferred circulation alternative input from the workshops and online surveys.

The support received for each circulation alternative during the draft alternatives range workshops, preferred scenario workshops, and preferred scenario online survey is listed below.

- 16 workshop participants and 29 online survey respondents prefer Circulation Alternative C.
- 6 workshop participants and 20 online survey respondents prefer Circulation Alternative A.
- 2 workshop participants and 9 online survey respondents prefer Circulation Alternative B.

Key words or sentences used to describe the preferred circulation alternative.

The preferred scenario online survey asks participants to identify a key word or sentence to describe their preferred circulation alternative. The responses submitted are listed below.

- Enhance all modes of public transit, including bus, BART, Caltrain.
- More clean alternatives like walking and bicycling.
- Prioritize road and bridge repair and build new roads when needed.
- Protect the Downtown's character of small and medium sized businesses.
- Maintain character of historical housing previously zoned for single family only.
- Encourage higher density to encourage non-automotive transit.
- Make it convenient for people to get out of their cars.
- Provide for higher density uses to support transit.
- Minimize new traffic but still meet the Fair Share requirements.
- Provide a network of multiple circulation modes.
- Prioritize vehicle and motorcycle use.
- Improve regional connections.
- Improve traffic flow throughout the city for cars.
- Prioritize bicycle infrastructure.
- Widen bridges and highways.
- Improve walkability, beautification and parking.
- Emerging mobility solutions.
- More lanes to reduce congestion.
- Maximum coverage to build.
- Walkable city.

Changes suggested to the preferred circulation alternative.

Alternative A

- More vehicle lanes.
- Less development.

Alternative B

- More green spaces.
- Intersection improvements and traffic flow.
- Decrease bike and pedestrian use.

Alternative C

- More walkable city areas protected by trees.
- Make it easier for transit, pedestrians, and cyclists to get around safely.
- Include the area around Hillsdale and expand to the west side of El Camino Real.
- Dramatically increased frequency of bus service.
- Mandate electric car charging at all apartment buildings.
- More parking structures.

Land Use

Most important land use issue the General Plan should help the City improve.

Downtown

- Would like to see a vibrant downtown.
- Protect the Downtown to preserve the successful mix of small and medium businesses.
- More homes near jobs, transit, amenities and downtown.

Housing

- Increase mixed use areas throughout the city.
- Providing more affordable housing options throughout the city is essential.
- New affordable housing development should include services for residents and visitors.
- Avoid high density housing that dramatically impacts traffic.
- Quantity of housing should be kept to minimal levels that will still meet any state demands.
- Make it feasible for affordable housing developers and private developers to build lower-cost housing, especially missing-middle housing.
- Single-family neighborhoods should allow multifamily, including in Aragon and San Mateo Park.
- Address overcrowding and loss of single-family homes to multi-family.
- Adequate parking should be provided for new housing.
- Maintain single-family neighborhoods as they currently are.
- Protect all single family neighborhoods, including in and adjacent to North Central San Mateo, similar to the other side of El Camino Real.
- Increase the required percentage of affordable housing.
- More mid-level homes that are three to five stories in height.
- Seek State funding as a permanent source of funding for affordable housing.
- Workforce housing with three to four bedrooms is needed for families.

Transit

- Need more transit-supportive land uses for SamTrans and Caltrain to increase transit service.
- Increase heights and densities around transit stations and main corridors like El Camino Real.
- Locate multi-family near public transportation.

Amenities

- More community gathering areas, open space, recreation facilities and parks.
- Bring culture to San Mateo by adding public art, museums and theaters.
- New housing should be developed in conjunction with amenities, such as transit, parking, open space. Do not build the housing first and add the amenities after.
- New multi-family housing needs recreational areas for families.

Other

- Mixed use buildings with retail on the ground floor, and housing above.
- Keep heights as is, there are too many tall buildings.

- Measure Y height restrictions must be withdrawn.
- Maintain current heights but increase density.
- Protection and enhancement of the existing built environment, including neighborhoods, historic and cultural resources. Implement adaptive reuse.
- Neighborhood parking structures in lieu of on street parking.
- Parking is an issue in neighborhoods because people do not use their garages for cars.
- Address unused parking lots and aging shopping centers.
- Concern the City Council is only listening to developers.
- Increase the tree cover in the city.
- Do not allow people to pitch tents in public areas.
- Address severe climate threats and public health and equity issues.
- There are too many old commercial properties that could be repurposed.
- Slow growth to maintain city integrity.
- Do not add new businesses.

Ideas from the land use alternatives that should be part of the adopted General Plan.

Attendees of the preferred scenario workshops were able to share ideas from the land use alternatives they believe should be a part of the General Plan. The responses are summarized below.

- Focus on adding jobs and housing near transit.
- Housing diversity throughout the city, not just where transit is currently.
- Reduce size of unused parking lots.
- Increase affordable housing options.
- Support redevelopment of Hillsdale Mall to incorporate housing and supportive uses.
- Allow development to the next increment of density citywide.
- Housing densities need to be increased along Alameda and El Camino Real and within low density neighborhoods, including Aragon Beresford and San Mateo Park.
- Support for various housing types distributed throughout the city, including in San Mateo Park, Baywood, and Beresford Hillsdale.
- Create a special mello-roos community facilities district that allows higher heights/densities in exchange for paying a special tax to fund transportation improvements.
- New development should be built at the same time as new services for the community.
- Support for new mid-level housing that is 4 to 7 stories tall.
- Mixed use zones should have a minimum percentage of housing with density bonuses.
- Rehabilitating underused shopping centers and commercial buildings.
- Consider impacts to schools as a result of new residents.
- Keep the height limits as is.
- More parks and community space. Parkland needs to be added in the San Mateo Heights.
- Reduce or eliminate parking minimums.
- Support developers allocating 15 to 20% of new housing units as affordable housing.
- More pedestrian friendly areas. Walkability is critical moving forward.
- Housing at Bridgepointe is a great idea to slow the closing of retail.

- Address services for the community, especially medical services.
- Provide housing for only city and county employees.
- Strike a balance between housing and preservation.

Preferred land use alternative input from the workshops and online survey.

Citywide

The support received for each land use alternative during the draft alternatives range workshops, preferred scenario workshops, and preferred scenario online survey are listed below.

- 28 workshop participants and 9 online survey respondents prefer Land Use Alternative C.
- 12 workshop participants and 9 online survey respondents prefer Land Use Alternative A.
- 8 workshop participants and 13 online survey respondents prefer Land Use Alternative B.

Study Area

To allow community member to provide feedback at a study area level, the preferred scenario online survey allows participants the ability to choose whether they want to provide feedback at a citywide level or by study area. Of the 63 participants that completed the online survey as of February 10, 2022, 21 survey participants chose to select their preferred land use alternative by study area. The table below lists the number of participants that selected each alternative by study area. The land use alternative with the highest number of responses for each study area is shaded.

TABLE 1 NUMBER OF SURVEY RESPONDENTS THAT SELECTED EACH STUDY AREA

Study Area	Land Use Alternative A	Land Use Alternative B	Land Use Alternative C
Study Area 1 – El Camino Real NORTH	5	6	9
Study Area 1 – El Camino Real CENTRAL	6	7	7
Study Area 1 – El Camino Real SOUTH	5	6	9
Study Area 2 – Bel Mateo/ Mollie Stone Area	11	6	3
Study Area 3 – Rail Corridor Area	9	4	8
Study Area 4 – Downtown	8	3	9
Study Area 5 – Peninsula Ave. Area	5	6	9

TABLE 1 NUMBER OF SURVEY RESPONDENTS THAT SELECTED EACH STUDY AREA

Study Area	Land Use Alternative A	Land Use Alternative B	Land Use Alternative C
Study Area 6 – Campus Dr. Area	8	6	6
Study Area 7 – North Shoreview and Shoreview Area	6	5	10
Study Area 8 – Parkside Plaza Area	7	11	3
Study Area 9 – Hillsdale/ Norfolk Area	7	9	5
Study Area 10 – Bridgepointe	5	7	7

Source: PlaceWorks, 2022.

Key works or sentences used to describe the preferred land use alternative.

The preferred scenario online survey asks participants to identify a key word or sentence to describe their preferred land use alternative. The responses submitted are listed below.

- Balance and thoughtfulness.
- Maintain current heights but increase density.
- Responsible, thoughtful, and intentional growth.
- Well-designed growth with a meaningful number of affordable units.
- Provide at least 15-20 % affordable units in any development of more than 10 units.
- Density, affordable, rugged (fire safe, flood safe, wind safe, sea level rise safe, of course earthquake retrofitted), and shaded by trees.
- Equitable growth. Enable the whole city to grow organically by relaxing zoning restriction throughout, favoring housing and mixed use over office developments, and not relying on housing towers by train stations to solve the problems.
- More updates shopping/stores in Shoreview area.
- Concentrate high density buildings in specific areas of the city.
- Moderate growth.
- Protect the Downtown's character of small and medium sized businesses.
- Minimize new traffic but still meet the Fair Share requirements.
- Build new housing in place of existing aging shopping centers, business parks, and downtown.
- Do not build new housing in existing single family neighborhoods.
- Let the market determine growth.
- Maintain a community vibe.

Changes suggested to the preferred land use alternative.

Land Use Alternative A

- Housing increases need to be minimized until mass transit capacities catch up with current existing housing for Study Area 1 - El Camino Real NORTH.
- Fewer MTU/MDU housing for Study Area 1 - El Camino Real NORTH.
- At Borel ,change office high to office medium in Study Area 1 - El Camino Real CENTRAL.
- On 20th Avenue, change the mixed use high to mixed use medium for Study Area 3.
- Change mixed use low to mixed use medium for Study Area 7.
- Do not allow people to pitch tents in public areas.
- New development should be low height in Study Area 3.
- Modernize current strip malls.
- Slow growth.

Land Use Alternative B

- Allow more housing everywhere.
- Focus on the missing middle housing.
- Encourage conversion of underused commercial space to mixed use.
- Add more height while still focusing on homes for Study Area 4 – Downtown.
- Avoid underground parking for new shopping areas in Study Area 3.
- Add a bit more commercial neighborhood areas at Norfolk in Study Area 9.
- More pocket parks in dead end streets next to railroad tracks.

Land Use Alternative C

- More native grasses in parklands, expand park lands and open spaces, less concrete jungle look, tree lined transit corridors, community gardens and beehives.
- Insist that good design and quality building materials prevail.
- Add housing as a priority in Study Area 10.

Feedback on Tradeoffs

The preferred scenario online survey asks participants the following questions about tradeoffs to help understand the community's priorities and guide decision-making. As mentioned above, a total of 40 surveys have been completed as of Friday, January 28, 2022.

Rank how you would allocate City budget spending on transportation improvements.

Responses ranked as follows:

1. Pedestrian improvements
2. Improvements to make driving a vehicle easier
3. Improving bicycle, pedestrian, and vehicle connections to transit

4. New and improved bicycle lanes and bicycle parking
5. Studying future transportation technologies

Because there is limited space in the public right of way on City streets, there are tradeoffs to the improvements that can be constructed. Knowing this, what top three transportation options would you prioritize for each type of street listed below?

El Camino Real

- 60 percent would like to maintain or add landscaping, lighting and street trees
- 56 percent selected add or improve pedestrian sidewalks
- 49 percent would like to maintain and add vehicle lanes.
- 49 percent selected enhance public transit.
- 33 percent would like to see new bicycle lanes.
- 32 percent would like to preserve or add parking spaces.
- Other responses submitted by participants:
 - No left turns during peak traffic times.
 - More efficient flow light synchronization.
 - Increase frequency of bus services everywhere.
 - Add light rail with shuttles connecting to businesses.
 - Create more pocket parks in perimeters of large developments instead of just center of these large developments. Also disallow businesses from using public parking spaces, public alleys and dead end streets to park cars they are fixing- central/down.

Main Corridors (e.g. Hillsdale Boulevard, Alameda De Las Pulgas, Delaware Street)

- 59 percent selected add or improve pedestrian sidewalks.
- 54 percent would like to maintain or add landscaping, lighting and street trees.
- 48 percent would like to maintain and add vehicle lanes.
- 44 percent would like to see new bicycle lanes.
- 33 percent selected enhance public transit.
- 29 percent would like to preserve or add parking spaces.
- Four respondents chose other:
 - Traffic signals in high foot traffic areas (Barneson and Hillsdale High School) and convert either Sunnybrae or Fiesta Gardens to a K-8 School to reduce the number of cars needing to get west of El Camino.
 - Study impact of expected growth in traffic due to population increase.
 - Connect shuttles with light rail along El Camino Real.
 - Need better connections for after school driving to sports fields.

Neighborhood Streets

- 71 percent would like to maintain or add landscaping, lighting and street trees.
- 67 percent would like to see new or improved pedestrian sidewalks.
- 40 percent would like to see new bicycle lanes.
- 33 percent would like to preserve or add parking spaces
- 24 percent would like to maintain or add vehicle lanes.
- 19 percent selected enhance public transit.
- Other responses submitted by participants:
 - Streets are too narrow in north Shoreview do not allow two vehicles to pass while cars are parked. Remove parking from one side of the street.
 - Many corners do not have ramps which makes it challenging to walk with kids.
 - Develop mitigation measures to combat ride sharing and delivery services that have made our streets more dangerous through the monetization of public infrastructure.
 - Add more curb extensions that are dual purpose stormwater capture and safety.
 - Add more green bike lanes in high traffic roads.
 - Landscaping and trees, and convert lighting to motion sensor or bio-friendly lights.
 - Reduce speed limits in some neighborhood areas that are currently used as cut-throughs or as alternatives to major arterials.
 - Add speed bumps, provide better lighting and fix potholes.
 - Reduce congestion, add parking, and provide safe sidewalk crossings. The waits to cross El Camino Real are too long.
 - Duplicate San Mateo Drive pedestrian improvements in more places.

Understanding the Preferred Land Use Scenario should plan for the next two and a half (2.5) housing cycles (RHNA) over the next 20 years, which could be 15,000 to 20,000 units, how should those new housing units be accommodated?

- 40 percent would like to maintain current height limits and densities, but explore growth opportunities beyond the study areas.
- 21 percent said to focus growth within the study areas by exploring increases to height limits and densities beyond what's currently allowed under Measure Y.
- 17 percent said to explore growth beyond the study areas and increases to height limits and densities beyond what's currently allowed under Measure Y.
- 5 percent would like to maintain current height limits, but explore increased densities.
- Other responses submitted by participants:
 - Lower priced single family dwellings.
 - Couple growth to increased public mass transit capacities.
 - Stop building because we are overpopulated and overtaxed.
 - None of these seem reasonable, should redevelop older apartments and 10 units or less into more dense buildings. Tie density to lot size versus a blanket zoning designation.
 - Do not build 10 story buildings next to single family or small apartment units. Preserve setbacks for small parks, sidewalks and overshadowing of small homes and apartments.

- Keep height limits without increasing density.
- Revise the alternatives to slow growth.
- Make commuting into and out of San Mateo easier.
- The RHNA targets in the question are not correct because they have been doubled.
- Explore re-zoning some commercial areas as mixed use and/or repurposing office complexes into residential or mixed-use instead.

Where should new multi-family housing be located (select all that apply)?

- 63 percent would like to see multi-family near transit and along transit corridors.
- 62 percent would like to see multi-family in downtown or near downtown.
- 60 percent would like to see multi-family in aging shopping centers and commercial areas.
- 33 percent would like to see this housing spread around throughout the city, including single-family neighborhoods.

What's the most critical risk from climate change that the General Plan should minimize?

- 69 percent believe sea level rise or prolonged drought is the most critical risk.
- 22 percent believe increased wildfire hazard is the most critical risk.
- 10 percent believe high heat days is the most critical risk.
- Other comments received:
 - All of these are critical risks that are a byproduct of climate change. The only specific thing I can imagine the city of San Mateo's general plan helping with is increasing housing density to reduce emissions from transit and logistics.
 - Start planning and funding for desalinization to deal with chronic drought.
 - Keep the power grid up and running with clean natural gas.
 - Forest management that the governor cut back on.
 - All climate risks need to be mitigate, we cannot focus on two only.
 - Availability of utilities and waste treatment capacity.
 - Air pollution created by traffic.
 - Increase capture of water via new reservoirs.
 - Wildfire management should include controlled burns and clearing of brush.
 - None, the Peninsula will not be affected.
 - Politicians.

Attendees of the preferred scenario workshop series also responded to this question:

- Many believe sea level rise and flooding are a major risk.
- Some believe potential wildfires are a threat to the city, although one participant does not believe wildfires are a threat to San Mateo.
- Some believe sustainability and water shortage is a major risk the city should help minimize.
- Warming temperatures and lack of tree canopies is also a concern.

- Pandemics, not having adequate housing, loss of historic resources, artificial intelligence, earthquakes, and high winds were also mentioned as a critical concern.

Other comments received:

- Work towards getting cars off the roads to reduce greenhouse gas emissions.
- More dense infill housing can combat climate change and hopefully mitigate sea level rise.
- We need to improve bike ability and walkability to reduce carbon emissions from transit.
- All this planning is taking away our freedoms.
- Concern we are turning our wonderful city into a cesspool like San Francisco.
- Skepticism about whether the city can make a difference in combatting climate change.
- Concern there is not sufficient water for all alternatives.
- Developers should contribute to funding this mitigation for sea level rise, rather than raising taxes on residents that live in the city.
- Keep the height of buildings and street size accessible for the fire department.
- Concern the City will go bankrupt.

Feedback from Housing Element Outreach

The City of San Mateo is in the process of updating its Housing Element. As part of the update, the City is reaching out to community members to better understand their housing needs. In the fall, City staff and their consultant team conducted an intercept survey and received 156 responses. The City also had an online survey available from October 11, 2021 to January 16, 2022. The online survey received 594 responses. Major themes that are related to land use, housing, and circulation are summarized below; questions and responses tailored to Housing Element content not relevant to the land use or circulation alternatives are not included.

Housing Element Intercept Survey Results

- To manage the production of housing overall, there was notable interest in in redeveloping existing properties that have potential for more housing (45%), creating accessory units on existing single-family properties (22%), and encouraging mixed-use projects that have both commercial and residential uses (21%).
- Construct new housing to address housing affordability.
- Redevelop around Interstate 280.
- More housing means more traffic and less parking.
- High cost of housing is an issue.
- Infrastructure development.
- Stop building.
- Remove height limit.
- Allow taller buildings.
- Include up-scale neighborhoods in zoning changes.
- Commuting to work is difficult due to traffic.

- Address traffic on Hillsdale.
- Crowded street parking is an issue.
- Address housing for people that are unhoused.
- Improve traffic flow through dense areas.
- More golf courses.
- Build more housing.

Housing Element Online Survey - Preliminary Results

- The top three locations to add more housing are:
 - New housing should be walkable/bikeable to shops and services (53.8 %).
 - New housing should be concentrated near public transit (53%).
 - New housing should be located where it will have the least impact on traffic (38.4%).
 - New housing should be spread evenly across all parts of the city (36.9%).
 - New housing should be located where it will have the least impact on the environment overall (32.7%).
 - New housing should be concentrated close to job centers (22.8%).
 - New housing should be located near community services and parks (19.9%).
 - Other (13.7%).
- The top three strategies to manage the production of new housing are:
 - Encourage mixed-use projects (50.9 %).
 - Redevelop existing properties that have additional potential (49.1%).
 - Increase the allowable density in areas that are close to transit (46.2%).
 - Allow taller developments if they include open space (33.1%).
 - Streamline housing approval process (26.6%).
 - Create ADU's on existing single-family properties (23.9%).
 - Convert single-family homes into duplexes (15.0%).
 - Other (17.4%).
- The top three housing types that should be prioritized:
 - Smaller units that are less expensive (52.3%).
 - Larger units for families and/or multi-generational (36.6%).
 - Ownership units (35.9%).
 - Rental units (35.8%).
 - Preserve existing housing (31%).
 - Adding units to existing single family properties (22.7%).
 - Interim/transitional housing for the unhoused (21.8%).
 - Housing assist for those with special needs (16.4%).
 - Other (12.4%).

- The top three ways to address housing affordability:
 - Incentives for private developers to build more affordable housing (44.3%).
 - Locate affordable housing near transit and jobs (41.7%).
 - Streamline residential approval process (29.6%).
 - Develop programs that help people experiencing homelessness find permanent housing (24.3%).
 - Encourage conversions of single-family units to duplexes in single-family neighborhoods (19.1%).
 - Financial assistance to homeowners to add accessory dwelling units (14.9%).
 - Other (19.3%).

- The top three ways to ensure housing opportunities are available to all members of the city:
 - Ensure affordable housing opportunities are created throughout the entire city (51.1%).
 - Improve infrastructure, transit and services in underserved neighborhoods (51.1%).
 - Target outreach for new affordable housing to underserved groups (37.3%).

- Other comments:
 - Preserve single family neighborhoods.
 - Do not build new housing.
 - Provide infrastructure for new housing.
 - Allow taller developments.
 - Need faster transit systems.
 - Rezone vacant office buildings and other underutilized areas to residential.
 - Stop building offices.
 - No more ADU's.
 - Make it easier to commute around the city.
 - Ensure adequate parking is provided.
 - Higher buildings in downtown.
 - Create greened rooftops, living walls, and streets that can better manage storm water runoff and improve climate.