

From: Paul Krupka [REDACTED]
Sent: Tuesday, March 22, 2022 8:18 AM
To: Planning <planning@cityofsanmateo.org>
Subject: Planning Commission Meeting 3/22/22 > Comments > Agenda Item 3

Dear Planning Commission Members,

Good day and thank you for excellent service to the community!

I live and work in San Mateo, and have called this lovely city my home for over 30 years.

Please consider my comments in your deliberations about a Preferred Land Use and Circulation Scenario.

Land Use

- We need more homes. We must be a bold leader and plan to meet or exceed the estimates in Alternative C.
- Increased density and height along transit corridors are essential and compatible, as are jobs and housing there.
- Mixed-use offers great opportunities to reduce auto usage. Existing commercial centers should be considered for creative reuse.
- The mix and allocation of homes must stress affordability, meaning products tailored to income levels and communities that are underserved (low and middle income) within an objective of market and fiscal feasibility and balance.
- Overall, we must emphasize personal space and environment in considering and defining elements, especially downtown. The urban design attention included in Alternative C is very important.

Circulation

- We must be a bold leader and provide visionary and realistic alternatives to the single-occupant vehicle. Generally, I believe Alternative C provides this by emphasizing multimodal improvements.
- Transformation of downtown into a truly personal scale environment with realistic, creative and structured accessibility and mobility, is critical.
- *However, circulation elements relating to streets are not sufficiently defined for laypersons or experts to understand.* Put simply, there are no layouts or dimensions shown in the exhibits presented to date by the City's team. Therefore, a critical next step is to require stringent definition of layouts and dimensions of all preferred street elements. This will set the stage for effective and efficient environmental evaluations.
- Proper definition will allow necessary traffic operations analysis, using standard intersection and roadway Level of Service (LOS) procedures, to determine feasibility and tradeoffs of alternative elements.

I am a Registered Traffic Engineer and Registered Civil Engineer in California with over 40 years of relevant experience in all aspects of transportation planning and engineering, and have substantial

CEQA knowledge and experience with requirements regarding evaluation of transportation impacts.

I appreciate the opportunity to provide comments.

Sincerely,

Paul Krupka

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