

transit stations – the creation of a safe, comfortable, and convenient walking and biking experience should be prioritized.

- The language about residential building design should be clear about enabling transitions between lower-density and higher-density areas.
- The City should provide greater predictability and streamlined review for approvals of both horizontal and vertical development. Some specific suggestions are included in the following redline.

Below please find our proposed redlines to specific Policies and Actions:

Policy LU-P1.3 Mixed-Use. Encourage mixed-use developments to include a residential and commercial component provide greater proximity between jobs and housing, promote pedestrian activity, and reduce traffic congestion.

Policy LU-P2.2 Community Benefits. Develop a framework to Aallow density/intensity bonuses based on provision of community benefits such as affordable housing, increased open space, public plazas or recreational facilities, and/or off-site infrastructure improvements above minimum requirements.

Policy LU-P3.2 Commercial Development. Encourage development that is compatible with the desired character of the area and with adjacent residential areas, and provides an appropriate transition in terms of intensity of use, height, bulk and design. Encourage the location of commercial development near transit hubs. Require commercial development adjacent to residential areas to appropriately address traffic, truck loading, trash/recycling, noise, visual impacts, public safety, hazardous material storage, fire safety, air pollutant emissions and odors in a way that minimizes impacts on neighboring uses.

Policy LU-P3.5 Support Service Uses. Encourage businesses that provide a variety of support service uses such as restaurants, daycare facilities, medical clinics, gyms, pharmacies, and markets in locations that are appropriate to serve residential neighborhoods and commercial uses, prioritizing underserved areas of the city. Incentivize the incorporation of support services by allowing them to be excluded from FAR calculations and/or parking reductions for these uses when they occur in medium- to high-density or TOD land use areas.

Action LU-A5.1 Multi-modal Improvements. Collaborate with Caltrans and other partners to plan and design improvements to El Camino Real that will prioritize safe, convenient transit and alternative transportation. *[Comment] We believe there should be stronger language here about the need for El Camino Real to support*

other modes -- like cyclists and walking -- through right of way redesign, the addition of street trees, and protected bike lanes.

Policy LU-P6.2 Hillsdale Shopping Center. Allow redevelopment of the Hillsdale Shopping Center for a mix of uses, including commercial, retail, office, hotel, and residential uses. Update the Hillsdale Station Area Plan or Rrrequire preparation of a Master Developmentsite-specific Plan to ensure the site is developed comprehensively and provides appropriate transitions to the adjacent neighborhoods. *[Comment] We propose the use of the term “site-specific plan” because there does not appear to be any procedure or definition for Master Development Plan, despite it being referred to here as a proper noun.*

Action LU-A6.1 Hillsdale Station Area Plan. Update the Hillsdale Station Area Plan to foster higher density residential, office, and mixed-use, transit-oriented development that connects to neighborhoods to the east and west, improves bicycle and pedestrian circulation and adds park and open space areas.

[New proposed Action] Action LU-A10.9 Streamlining of Approvals for Sustainable Infrastructure. Develop a streamlined City approval process for district approaches to sustainable infrastructure, including private utilities that may cross public rights of way.

[New proposed Action] Action LU-A11.5 Transit-Oriented Jobs. Prioritize jobs growth within San Mateo in Downtown and around Caltrain Stations.

GOAL LU-13 ~~Maintain-Streamline~~ Development Review and Building Permit processes that are comprehensive and efficient.

Policy LU-P13.1 Development Review Process. Review development proposals and building permit applications in an efficient and timely manner while maintaining quality standards in accordance with City codes, policies, and regulations, and in compliance with State requirements. Implement a maximum number of days for each stage of City Review.

[Comment] Other policies / actions which would be helpful to streamline review:

- 1. Create Objective Development Standards for residential, office, and mixed-use*
- 2. Develop checklists for project applications*
- 3. Offer inter-departmental pre-application meetings to coordinate requirements for projects*

Action C-A1.8 Transportation Fees. Adopt and maintain fees and fiscal policies to fund circulation improvements and programs equitably and achieve operational goals. Transportation fees generated by a project should be used to improve the transportation network (pedestrian, bike, transit, and vehicular) within the project site and/or greater neighborhood.

Action C-A2.7 Unbundled Parking. Allow all parking to be unbundled. Encourage residential developments to unbundle the costs of providing dedicated parking spaces. Encourage additional parking capacity created by unbundling to be reallocated as shared or public parking spaces.

Policy C-P4.3 First- and Last-Mile Connections. Encourage and facilitate provision of bicycle parking and shared mobility options at transit centers to provide first- and last mile connections and invest in creating safe, high-quality, separated bike paths and intersection safety improvements within a 1/2 mile of transit centers.

Action C-A6.1 Multimodal Level of Service Standard. Evaluate and adopt an operational metric for all roadway users that accounts for the safe, equitable, and efficient roadway access and prioritizes the safety and comfort of pedestrians and cyclists.

Action C-A7.1 Parking Maximums. Amend the zoning ordinance to replace parking minimums with parking maximums to allow developers and the City the flexibility to provide parking at levels that encourage desired development and are appropriate to the conditions of the development and its context. *[Comment] We support this idea, and would love to participate in public meetings regarding establishing these maximums.*

Policy CD-P5.1 Building Mass and Scale. Encourage new residential developments to be compatible with the scale of the surrounding neighboring and create appropriate transitions between low- medium-and high-density areas. *[Note it says “neighboring”; should this be changed to “neighborhood”?]*

Policy CD-P6.3 Respect Existing Scale. Encourage new mixed-use and commercial development to respect the scale of surrounding buildings by providing breaks or other methods of architectural modulation in the building face at spacings common to buildings in the area and by stepping back upper floors.

Policy CD-P6.4 Orient Buildings Toward the Street. Encourage commercial development to be located at the facing streets or plazas in retail areas to encourage pedestrian activity and an active streetscape.

Thank you,



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