
ATTACHMENT 1

EXISTING CONDITIONS REPORTS



SAN MATEO

EXISTING CONDITIONS REPORT

ECONOMICS

PUBLIC REVIEW DRAFT | OCTOBER 9, 2018



Existing Conditions Report: Economics

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Existing Conditions Report: Economics

This report describes demographic, socio-economic, and real estate conditions and trends to inform the General Plan Update process. The analysis is based on existing and historical data from a variety of public and private sources, which are noted for each table.

A. SOCIO-ECONOMIC CONDITIONS

1. Population and Household Characteristics

As of early 2018, the population in the City of San Mateo is approximately 105,000, as show below in Table 1. The City's population has grown an average of approximately 1.0 percent annually over the past four decades, with recent growth attributable to the boom in the technology and innovation economy that is heavily concentrated in San Mateo and Santa Clara Counties.

Since 2010, the population growth rate increased to 1.2 percent annually, more than double the rate of growth from 2000 to 2010. Similar trends also apply to the County, where the total population is approximately 774,000 as of January 2018. The County's population also grew at a rate of 1.2 percent per year from 2010 to 2018, which represented a significant acceleration from the 0.2 percent annual growth rate from 2000 to 2010. By contrast, the nine-county Bay Area region's total population grew more quickly at a rate of 1.4 percent per year from 2010 to 2018 and stands at nearly 8 million.

The number of households in the City of San Mateo increased to approximately 39,200 as of January 2018 from about 37,300 in 2000, as shown in Table 2. The average household size in the City of San Mateo remained fairly steady at 2.5 people per household from 2000 to 2010 before increasing to 2.6 in 2018. The average household size in the City is slightly smaller than in the County, where the average number of people in a household rose to 2.9 in 2018.

2. Age

The working age population cohort (ages 20 to 64) represents the largest population segment in the City, County, and Bay Area at more than 60 percent, as shown in Table 3. The age cohort breakdown is fairly similar across all age groups between the City, County, and Bay Area. As a result, the median age of all three geographic areas is approximately 39 years.

Age cohorts in all three regions have also remained relatively consistent over time, as shown in Figure 1 below. Since 2000, the share of the population under 20 years and those aged 20 to 34 years has equaled roughly one-fifth each in the City, County, and Bay Area. The share aged 35 to 64 years is roughly twice this size at two-fifths of the population during the same period. Meanwhile, those aged 65 years or more have consistently accounted for about 15 percent of the San Mateo population. Seniors' share of the County and Bay Area populations has increased since 2000 from 12 and 11 percent, respectively, to 15 percent.

3. Education

San Mateo residents are highly educated, with nearly half (48 percent) of people aged 25 years or older holding at least a Bachelor's degree, as shown below in Table 4. This characteristic is true for the County as

well, with 47 percent of those aged 25 and over holding at least a Bachelor's degree. By contrast, only about 32 percent of the state's roughly 26 million residents aged 25 or older have completed at least a Bachelor's degree. The comparable share of the overall U.S. population is even lower, at 30 percent of those aged at least 25 years.

4. Race and Ethnicity

As shown below in Table 5, San Mateo is 60 percent White. Slightly more than one-fifth (21 percent) of the local population is Asian. Another 9 percent of residents are characterized as "Some Other Race." Of the remaining 10 percent, 5.6 percent are Two or More Races, 2.1 percent are Black or African American, and 1.6 percent are Native Hawaiian and Other Pacific Islander. Less than 1 percent are American Indian and Alaskan Native. The racial composition of the County is nearly 54 percent White and 27 percent Asian. Among all races, about one-quarter of both the City and County populations are identified as Hispanic or Latino.

5. Income Distribution

The high level of educational achievement among City residents means many are highly qualified for technology and innovation economy job opportunities, sectors which have grown rapidly since the end of the Recession. As a result of their high educational attainment and employability in high-income, high-growth fields, residents' earnings are relatively high compared with the region and state medians. The median household incomes in both the City and County are \$95,667 and \$98,546, respectively, slightly higher than the Bay Area median of \$85,291 and substantially higher than the state-wide and national median household incomes, which are approximately \$ 63,783 and \$ 55,322, respectively. As shown below in Table 6, the City of San Mateo also has a similar household income distribution to the County. In addition, of the 50 percent of City and County households with incomes below \$100,000, there is a fairly even distribution of households among each of the four income quartiles. Approximately 20 percent of households have incomes between \$100,000 and \$149,999, and another one-fifth of households in these two areas have incomes of \$200,000 or higher. For comparison, only about 9 percent of California households and 6 percent of U.S households have incomes of \$200,000 or more, and roughly 57 percent of California household and 63 percent of U.S. households have incomes of less than \$75,000.

6. Elementary and Secondary Schools

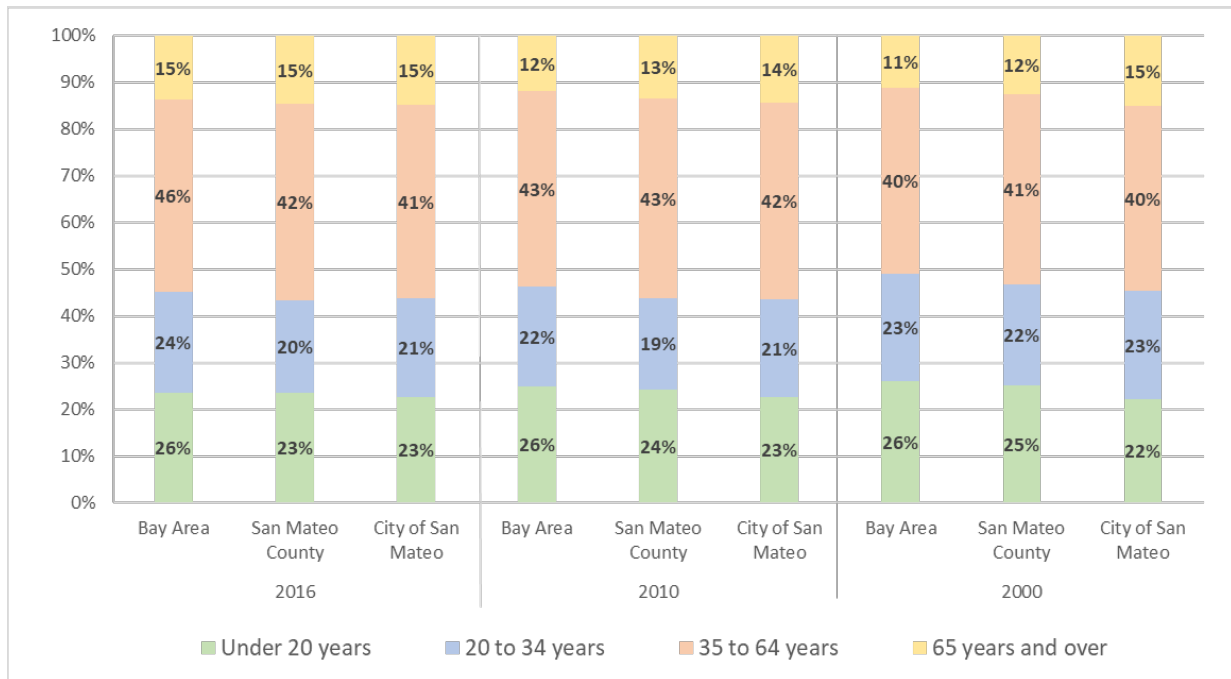
A community's school quality can have significant real estate and economic development implications, especially in relation to home values. The quality of a school district may either provide a benefit to, or limit the appeal of, the local housing market. There are 19 public elementary, middle, and high schools in San Mateo. According to Niche.com's rating system, which relies on data from the U.S. Department of Education, San Mateo's public schools appear to perform relatively well, as shown in Table 7. Niche.com's proprietary formula weighs a range of factors including test scores and academic performance as reported by each of the respective school districts as well as qualitative factors such as cultural diversity and surveys of parents, students, and teachers.¹ Where there is not enough data, the Niche.com system does not include a rating, as is the case with San Mateo Park Elementary School and with Abbott and Borel Middle Schools. The remaining elementary schools are clustered primarily in the B range, with three earning A- ratings. All three of the area's public high schools earned an A+ or A grade. The San Mateo Union High School District ranks among the top ten highest ranking school districts in the San Francisco Bay Area. This school district is also the highest ranking school district in all of San Mateo County.

¹ There are several other sources that can be used to evaluate school performance. EPS has selected Niche.com because of the range of factors considered and because it allows an apples-to-apples comparison among schools.

7. Crime Statistics

Perception of safety is a key factor in local economic success. As of the latest available data (2016), San Mateo experienced 242 incidents of violent crime per 100,000 residents, shown in Table 8. The number of violent crime incidents in the County amounted to 298 crimes per 100,000 residents during the same period. These levels are substantially less than the 2016 statewide total of 445 incidents per 100,000 residents. There were about 2,100 reported property crimes (burglary, larceny, motor vehicle theft, or arson) per 100,000 people in San Mateo in 2016, compared to the roughly 2,800 property crimes per 100,000 people in the County that year and roughly 2,500 incidents per 100,000 people statewide.

FIGURE 1 AGE TRENDS



Sources: 2006-2010 and 2012-2016 American Community Surveys; US Decennial Census 2010; Economic & Planning Systems, Inc.

TABLE 1 **POPULATION TRENDS 1980 – 2018**

Geography	1980	1990	2000	2010	2018
City of San Mateo	77,640	85,200	92,270	97,106	104,490
San Mateo County	586,800	647,400	705,052	718,614	774,155
Bay Area	5,159,800	5,947,700	6,757,390	7,147,042	7,772,586
Percent Growth (by Period)		(1980-1990)	(1990-2000)	(2000-2010)	(2010-2018)
City of San Mateo		10%	8%	5%	8%
San Mateo County		10%	9%	2%	8%
Bay Area		15%	14%	6%	9%
Compound Annual Growth Rate (CAGR)		(1980-1990)	(1990-2000)	(2000-2010)	(2010-2018)
City of San Mateo		0.9%	0.8%	0.5%	1.2%
San Mateo County		1.0%	0.9%	0.2%	1.2%
Bay Area		1.4%	1.3%	0.6%	1.4%

Sources: California Department of Finance; Economic & Planning Systems, Inc.

TABLE 2 **HOUSEHOLD GROWTH AND COMPOSITION 2000 – 2018**

Total Households	2000	2005	2010	2015	2018
City of San Mateo	37,321	37,979	38,240	38,407	39,236
<i>Avg. Size</i>	<i>2.4</i>	<i>2.4</i>	<i>2.5</i>	<i>2.6</i>	<i>2.6</i>
San Mateo County	253,893	256,668	257,969	261,889	265,011
<i>Avg. Size</i>	<i>2.7</i>	<i>2.7</i>	<i>2.8</i>	<i>2.9</i>	<i>2.9</i>
Bay Area	2,459,753	2,543,939	2,606,496	2,688,430	2,733,824
<i>Avg. Size</i>	<i>2.7</i>	<i>2.7</i>	<i>2.8</i>	<i>2.8</i>	<i>2.4</i>

Sources: California Department of Finance; Economic & Planning Systems, Inc.

TABLE 3 **AGE DISTRIBUTION**

Item	City of San Mateo	San Mateo County	Bay Area
Total Population	102,224	754,748	7,530,781
Age			
Under 20 years	22.7%	23.5%	23.6%
20 to 34 years	20.9%	19.8%	21.6%
35 to 64 years	41.5%	42.1%	41.1%
65 and over	14.9%	14.7%	13.8%
Median Age	38.9	39.5	39.1

Sources: 2012-2016 American Community Survey 5-Year Estimates; California Department of Finance (DOF); Economic & Planning Systems, Inc.

TABLE 4 EDUCATIONAL ATTAINMENT

Item	City of San Mateo	San Mateo County	California	United States
Population (25 years or over)	73,677	535,502	25,554,412	213,649,147
Less than high school graduate	12%	11%	18%	13%
High school graduate (includes equivalency)	16%	16%	21%	28%
Some college or associate's degree	25%	26%	30%	29%
Bachelor's degree or higher	48%	47%	32%	30%

Source: 2012-2016 American Community Survey 5-Year Estimates.

TABLE 5 RACE AND ETHNICITY

Subject	City of San Mateo	San Mateo County
Race		
White	60.3%	53.6%
Black or African American	2.1%	2.5%
American Indian and Alaska Native	0.3%	0.3%
Asian	21.0%	27.0%
Native Hawaiian and Other Pac. Islander	1.6%	1.4%
Some Other Race	9.0%	10.2%
Two or More Races	5.6%	5.0%
Total	99.9%	100.0%
Hispanic or Latino (of any race)		
Hispanic or Latino	26.8%	25.1%
Not Hispanic or Latino	73.2%	74.9%
Total	100.0%	100.0%

Source: 2012-2016 American Community Survey 5-Year Estimates.

TABLE 6 HOUSEHOLD INCOME DISTRIBUTION

Household Income Range	City of San Mateo	San Mateo County	Bay Area	California	United States
Less than \$25,000	10%	11%	15%	20%	22%
\$25,000 to \$49,999	15%	14%	15%	21%	23%
\$50,000 to \$74,999	14%	14%	14%	17%	18%
\$75,000 to \$99,999	13%	12%	12%	12%	12%
\$100,000 to \$150,000	19%	18%	18%	15%	14%
\$150,000 to \$200,000	11%	11%	10%	7%	5%
\$200,000 or more	18%	20%	16%	9%	6%
Median Household Income	\$95,667	\$98,546	\$85,291	\$63,783	\$55,322

Source: 2012-2016 American Community Survey 5-Year Estimates.

TABLE 7 SCHOOL QUALITY

School Name	Rating
Aragon High School	A+
San Mateo High School	A+
Hillsdale High School	A
College Park Elementary	A-
Baywood Elementary	A-
Highlands Elementary	A-
North Shoreview Montessori (K-8)	B+
George Hall Elementary	B+
Laurel Elementary	B+
Meadow Heights Elementary	B+
Beresford Elementary	B
Horrall Elementary	B
Parkside Elementary	B
Sunnybrae Elementary	B
Fiesta Gardens International Elementary	B-
San Mateo Math and Science Magnet School	B-
San Mateo Park Elementary	n/a
Abbott Middle School	n/a
Borel Middle School	n/a

Note: This list of schools includes only public schools in the City of San Mateo. Niche.com's proprietary rating methodology relies on survey data from the U.S. Department of Education, weighting criteria such as test scores, academic performance, cultural diversity, and parent/student/teacher surveys.
Source: Niche.com.

TABLE 8 CRIME STATISTICS (PER 100,000 RESIDENTS)

Type of Crime	City of San Mateo	San Mateo County	California
Violent Crime	242	298	445
Property Crime	2,141	2,843	2,553

Note: The violent crime figures include the offenses of murder, rape (revised definition), robbery, and aggravated assault. The property crime figures, at the City and County level include the offenses of burglary, larceny, motor vehicle theft, and arson. At the state level, sufficient data are not available to estimate totals for arson, therefore, state level property crime data includes burglary, larceny, and motor vehicle theft.

Source: FBI 2016 Crime in the United States Report.

B. RESIDENTIAL MARKET TRENDS

As illustrated in Table 9, the housing stock in the City of San Mateo consists of 54 percent owner-occupied housing and 46 percent renter-occupied housing, which is consistent with the Bay Area average. There is a slightly higher rate of homeownership in the County, where 59 percent of housing units are owner-occupied.

Table 10 shows that more than half of San Mateo's residential inventory consists of single-family homes. The share of single-family ("one-unit") homes in the County is somewhat higher at 65 percent. The San Mateo residential inventory includes 8 percent small, multi-family structures containing between 2 and 4 units, while the share of multi-family housing containing at least five units is much higher, constituting 38 percent of the City's housing supply. Comparatively, the County has 7 percent of its residential inventory in small-scale multi-family structures of 2 to 4 units and 27 percent of its housing stock in multi-family structures of five or more units.

As shown on Table 9, there was a slight decline in homeownership from 2010 to 2016 in the City of San Mateo. A little more than half of City residents are home owners while 46 percent of residents are renters. The trend of declining homeownership is more prevalent throughout the Bay Area and the County. As shown in Table 11, the median home sales price was nearly \$1.7 million as of April 2018, more than double from \$800,000 in 2008. The median home price in San Mateo County was \$1.8 million as of April 2018, almost \$1 million higher than in 2008.

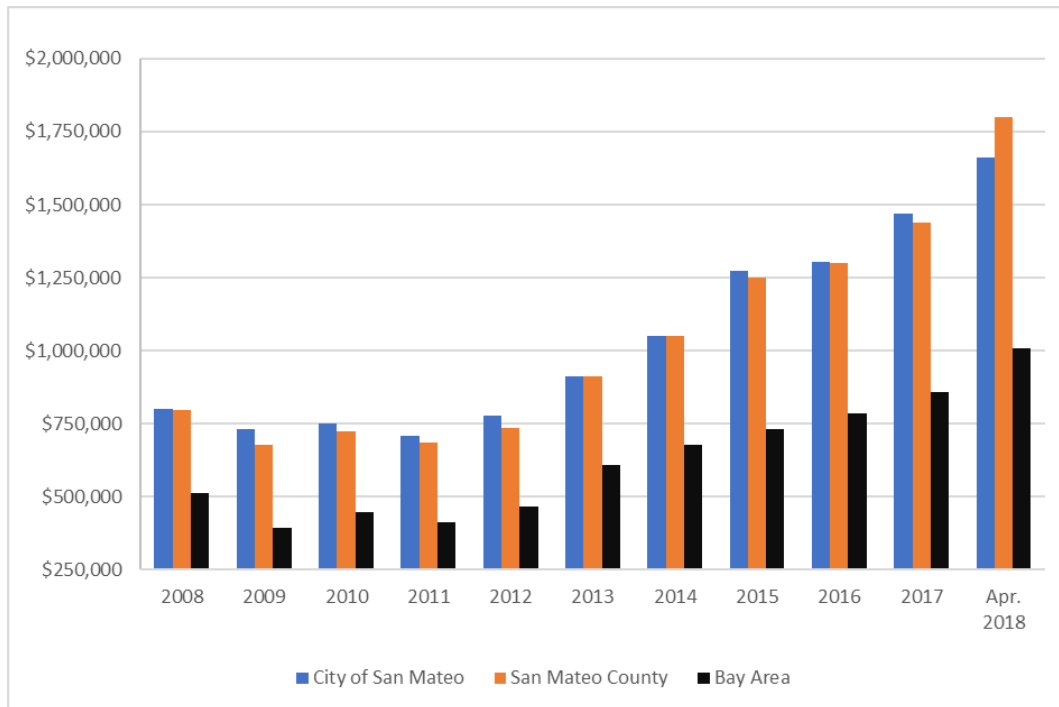
As shown in Table 12, about 88 percent of all housing in the City was built before 1990, with nearly half constructed before 1960. These same patterns also hold relatively true for the County, where 87 percent of housing stock was built before 1990. The County housing stock grew at a slightly faster pace than in the City between 1960 and 1990; however, newer housing stock is relatively rare in both areas. Since the latest Census figures as of 2016, the City has issued permits for approximately 600 multi-family units. Consistent with the substantial share of the City's housing stock that is in larger structures, almost all of the residential permits issued in that 18 month period are for buildings with at least 10 units.

As illustrated in Figure 2, the median home sales price in both the City and County roughly doubled since 2013. While the median price in the City slightly outpaced the County for most of the previous decade, in the past 18 months the median home price in the County exceeds that of the City. By contrast, the rate of price growth throughout the Bay Area, while still very strong in the past five years, has been less aggressive than in the City and County.

Since 2009, rental rates in San Mateo were consistently higher than in the County as well as throughout the region. As of June 2018, the average effective rent for apartments in the City was roughly \$2,900 per month, as shown in Table 13 and Figure 3. The rental rate in the City was consistently about \$100 higher than the County average but since 2015 grew to about \$200, with the average effective monthly rent for apartments in the County at close to \$2,700. The pace of rent increase in both areas slowed slightly between 2015 and 2017 but has picked up in the past 18 months. These broad trends are also true of the average effective rent in the Bay Area region as a whole.

Increasing housing costs reflect the combination of rising demand and relative lack of supply, compounded by high costs of construction. Accordingly, lack of housing at all affordability levels is expected to remain a major concern in San Mateo. In terms of the housing pipeline, as shown in Table 14, there are more than 1,100 multi-family units in the pending application phase, while nearly 400 units are in the pre-application and pending application phase. In addition, 164 units are in the applications under review phase while another 1,050 units are under construction.

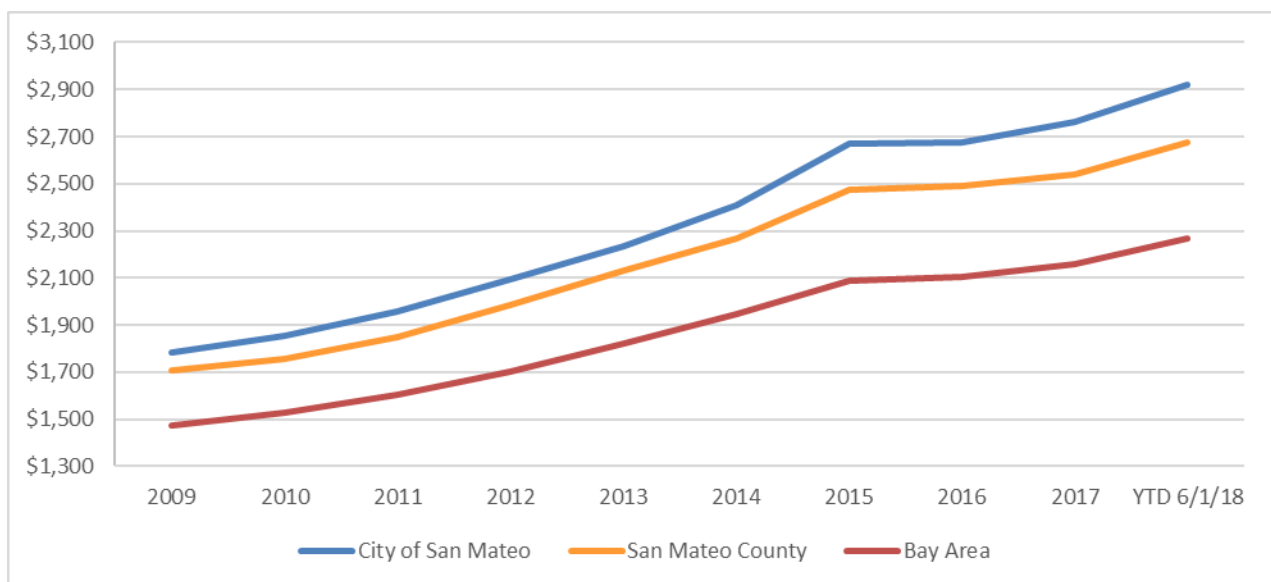
FIGURE 2 SINGLE-FAMILY MEDIAN HOME SALES PRICE (2008 – 2018)



Note: Annual data are year-end figures; 2018 data as of April 2018.

Sources: San Mateo County Association of Realtors; California Association of Realtors; Economic & Planning Systems, Inc.

FIGURE 3 MULTI-FAMILY MONTHLY EFFECTIVE RENT RATES



Note: Figures shown are effective rents

Sources: CoStar; Economic & Planning Systems, Inc.

TABLE 9 HOUSING TENURE

Unit Count/Unit Type	City of San Mateo	San Mateo County	Bay Area
2010			
Owner-occupied units	55%	61%	58%
Renter-occupied units	45%	39%	42%
2016			
Owner-occupied units	54%	59%	55%
Renter-occupied units	46%	41%	45%

Source: 2016 American Community Survey.

TABLE 10 HOUSING STRUCTURES BY UNIT TYPE

Unit Count/Unit Type	City of San Mateo	San Mateo County
1-unit	54%	65%
2 to 4 units	8%	7%
5 or more units	38%	27%
Mobile home	0%	1%
Boat, RV, van, etc.	0%	0%

Source: 2016 American Community Survey.

TABLE 11 SINGLE-FAMILY MEDIAN HOME SALES PRICE

Year	City of San Mateo	% Change in City Sales Prices (YOY)	San Mateo County	% Change in County Sales Prices (YOY)	Bay Area	% Change in Regional Sales Prices (YOY)
2008	\$800,000	n/a	\$795,000	n/a	\$514,364	n/a
2009	\$730,000	-9%	\$678,750	-15%	\$392,988	-24%
2010	\$750,000	3%	\$725,000	7%	\$449,088	14%
2011	\$710,000	-5%	\$685,000	-6%	\$414,028	-8%
2012	\$778,000	10%	\$736,000	7%	\$464,912	12%
2013	\$913,500	17%	\$912,000	24%	\$607,240	31%
2014	\$1,050,000	15%	\$1,050,000	15%	\$677,001	11%
2015	\$1,275,000	21%	\$1,250,000	19%	\$730,536	8%
2016	\$1,305,000	2%	\$1,300,000	4%	\$784,812	7%
2017	\$1,468,500	13%	\$1,437,500	11%	\$859,188	9%
April 2017	\$1,390,000	n/a	\$1,492,500	n/a	\$885,000	n/a
April 2018	\$1,663,000	20%	\$1,800,000	21%	\$1,010,000	14%

Notes: YOY = Year-Over-Year.

Annual data are year-end figures; 2018 data as of April 2018.

Source: San Mateo County Association of Realtors.

TABLE 12 HOUSING STRUCTURE AGE

Structure Age	City of San Mateo	San Mateo County
Built 2010 or later	1%	1%
Built 2000 to 2009	5%	5%
Built 1990 to 1999	6%	7%
Built 1980 to 1989	11%	10%
Built 1970 to 1979	14%	18%
Built 1960 to 1969	15%	17%
Built 1950 to 1959	23%	24%
Built 1940 to 1949	15%	11%
Built 1939 or earlier	10%	8%

Source: 2016 American Community Survey.

TABLE 13 MULTI-FAMILY MONTHLY RENTAL RATES

Jurisdiction	2009	2010	2011	2012	2013	2014	2015	2016	2017	YTD 6/1/18
City of San Mateo	\$1,785	\$1,853	\$1,955	\$2,096	\$2,237	\$2,408	\$2,672	\$2,677	\$2,761	\$2,921
San Mateo County	\$1,709	\$1,759	\$1,851	\$1,987	\$2,131	\$2,265	\$2,474	\$2,490	\$2,542	\$2,676
Bay Area	\$1,476	\$1,527	\$1,603	\$1,704	\$1,823	\$1,945	\$2,089	\$2,103	\$2,159	\$2,268

Note: Figures shown are average effective rents per unit.

Sources: CoStar; Economic & Planning Systems, Inc.

TABLE 14 **MULTI-FAMILY PIPELINE (AS OF AUGUST 31, 2018)**

Project Name	Multi-Family Units			
	Pre-Application and Pending Application	Applications Under Review	Approved Projects	Under Construction
406 E 3 rd Avenue	23			
477 E. Hillsdale Boulevard	151			
Concar Passage	935			
Waters Park Drive	162			
1650 S. Delaware Street		73		
303 Baldwin Avenue		64		
Essex at Central Park		80		
2 West 3 rd Avenue			10	
210 S. Fremont Street			15	
21 Lodato Avenue			3	
2775 S. Delaware			68	
Hillsdale Terraces			68	
220 N. Bayshore Townhomes				42
405 E. 4 th Avenue				15
737 2 nd Avenue				7
Bay Meadows Phase II Development Program				300
Central Park South				60
106, 110, and 120 Tilton Avenue				27
Station Park Green Development				599
Total	1,109	379	164	1,050

Source: City of San Mateo.

C. POPULATION PROJECTIONS

As shown in Table 15, California Department of Finance (DOF) estimates that the population of San Mateo will grow 21.3 percent by 2040 to almost 127,000, a gain of about 22,000 new residents, while the County grows by nearly 166,000 (23 percent) to a population of more than 884,000. The population of the Bay Area region is expected to grow to roughly 10.4 million people by 2040. This gain amounts to nearly 3 million more people.

The Association of Bay Area Governments (ABAG) projects that the population of the City will grow by 27,500 between 2015 and 2040 and that the County population will grow by 160,000. ABAG projects that the regional population will grow by 1.8 million new residents, totaling 9.3 million by 2040. The key difference between ABAG and DOF estimates is that ABAG projects the region as a whole will grow more slowly but that the growth will be more concentrated in key urban areas, such as the City of San Mateo.

TABLE 15 **POPULATION PROJECTIONS**

									2019 - 2040	
Geography	2010	2015	2018	2020	2025	2030	2035	2040	% Growth	Avg. Annual
City of San Mateo	97,106	101,608	104,490	105,954	110,809	115,886	121,195	126,748	21.3%	0.9%
San Mateo County	718,614	760,343	774,155	792,271	820,318	844,778	865,466	884,198	14.2%	0.6%
Bay Area	7,147,042	7,578,345	7,772,586	7,981,115	8,527,244	9,110,743	9,734,170	10,400,256	33.8%	1.4%
									2015 - 2040	
ABAG Projections		2015	2018	2020	2025	2030	2035	2040	% Growth	Avg. Annual
City of San Mateo		105,020	n/a	109,676	114,425	123,027	126,251	132,507	26.2%	1.0%
San Mateo County		757,145	n/a	797,597	817,026	853,779	878,506	917,160	21.1%	0.8%
Bay Area		7,461,400	n/a	7,786,800	8,134,000	8,496,800	8,889,000	9,299,100	24.6%	0.9%

Note: EPS calculated City and Bay Area population projections by applying the long-term annual average population growth rate (1980-2018) to future annual population growth. The County population projections are published by California Department of Finance. Bay Area figures are a summation of all nine counties' population projections published by Department of Finance. Historical population estimates from California Department of Finance are as of January 2010 and January 2018. ABAG published historical estimates for 2015 and projections for every five years thereafter; 2018 data are not available.
Sources: California Department of Finance; Association of Bay Area Governments; Economic & Planning Systems, Inc.

D. EMPLOYMENT AND JOBS TRENDS

Understanding the existing composition of the San Mateo economy helps shed light on the City's competitive position in comparison to other regional job centers. Historical employment trends, current jobs by industry sector, and commercial real estate market trends all contribute to current commercial dynamics in San Mateo and help shape opportunities for future economic growth.

1. Employment

As shown in Table 16, employment in San Mateo increased at a robust average rate of 6.4 percent per year from 2012 through 2016. Much of this growth is a reflection of the concentration of technology and knowledge economy firms in the region and the growth of this industry cluster in recent years. Following several years of strong growth, total employment declined in 2017 by -2.7 percent year-over-year as of the third quarter of 2017, the latest data available at the City level.² The pace of payroll expansion in the County and throughout the Bay Area region was also robust, yet steadier than in the City; annual job growth in both the County and the Bay Area region from 2012 through 2017 averaged 3.3 percent.

The impact of growth in the technology sector can also be seen in the trends in industry concentrations of employment in the City and throughout the region. Figure 4 shows that professional and technical services in San Mateo, the sector that encapsulates most of the technology and knowledge economy jobs, grew significantly since 2005 when its 4,800 jobs constituted approximately 12.8 percent of all jobs in the City. As a result of the boom in the technology and innovation economy following the Great Recession, professional services jobs grew to a peak of 11,500 in mid-2016. As tech job growth slowed in recent quarters, professional services jobs decreased somewhat to roughly 10,400 as of the third quarter of 2017, the latest available data. Despite this slight decline, the City of San Mateo and the broader Peninsula region continues to be a strong concentration of technology and innovation economy jobs.³ The share of professional services jobs still accounted for almost one-fifth of all City jobs as of September 2017, a substantial increase since 2005. This proportion of professional services jobs is matched only by San Francisco.

Please note that for the sake of clarity and legibility, only the largest six employment sectors are shown in Figure 4. The six sectors shown capture the majority of employment across these five Bay Area Counties and therefore capture the most significant employment trends and dynamics in the region since 2005.

The health care industry is traditionally a demographically-driven sector that generally is thought to grow in tandem with population growth. This sector grew modestly during the period when population growth in San Mateo accelerated. As of the third quarter of 2017, the share of the City of San Mateo's employment that constituted health care jobs was 10.5 percent, up from 9.9 percent in 2010. By contrast, health care grew more substantially in adjacent San Francisco and Santa Clara Counties. However, as the baby boomer generation ages, the growth of this age group is expected to increase demand for health care services. Therefore the recent historical trend of modest growth in the health care services sector may not be predictive of future growth in the health care industry.

² 2017 data is as of the third quarter of 2017 and may not yet reflect the seasonal adjustments that are factored into annual estimates. Until data for the full year is available, EPS cannot be certain if the 2017 decline in jobs in the City is the beginning of a trend or simply has not yet been seasonally adjusted.

³ For more information on particular firms and employment trends, see the Silicon Valley Index and the SV150 list as well as published data, reports, and indicators from regional economic institutions such as the Silicon Valley Leadership Group, Joint Venture Silicon Valley, SPUR, and Bay Area Council Economic Institute.

Similarly, in terms of the impact of population growth on other public services and jobs, a modest growth in the school age population is implied by the most recent school district forecast update, which cited a projected increase of slightly more than 100 students through 2024.⁴

The ten largest employers in the City of San Mateo in 2017 were mostly public-sector entities. As shown in Table 17, the County Medical Center employs nearly 1,400 people, and the school districts collectively employ about 2,200 people. Another 650 work at the County Behavioral Health and Recovery Services Center in San Mateo, the City employs 539 people, and the San Mateo Community College District employs 520. Importantly, even as several individual public sector agencies are the largest employers in the City, in the aggregate, the government employment sector (which consists of federal, state, and local government employees) is not one of the six largest employment sectors in other areas in the region. Therefore, for comparison purposes, government employment is not shown on Figure 4.

In terms of private sector employers, entertainment and gaming giant Sony employs 1,149 people in the City of San Mateo. Franklin Templeton Investor employs nearly 1,000 people. Collectively, the cloud computing firm, Net Suite, Inc. and the digital marketing firm, Marketo, Inc. employ another 1,052 people. These large employers account for nearly 8,500 jobs in the City of San Mateo, over 13 percent of the more than 63,000 jobs in the City.

2. Commute Patterns

Commute patterns play an increasingly important role in population growth and thus, land use demand. Information on San Mateo's resident to employment ratio and the travel patterns of both local residents and employees provide important insight into opportunities for and constraints on the local and regional economy. Given the centrality of the City of San Mateo in relation to major regional transportation corridors such as U.S. Highway 101, State Route (SR) 92, and El Camino Real, the City is a through-point for commuters traveling across the Peninsula. Many large office parks and employment centers are located along this corridor; therefore, employment and commute patterns are heavily concentrated on or around U.S. Highway 101. As show in Figure 5, roughly 50,000 workers commute into San Mateo County from San Francisco County. In addition, 46,000 Santa Clara County residents and 41,500 Alameda County residents commute into San Mateo County, as of 2016.

In addition to origin-destination data, commute patterns are also largely governed by the concentration of particular industry sectors. The sectors with the greatest concentration of jobs in the City of San Mateo closely match the industry sectors in which many San Mateo residents are employed. For example, the highest share of City residents are employed in the professional services sector, followed by health care and social assistance, and retail trade.⁵ However, as illustrated in Table 18, only about 13 percent of residents are employed within the City, suggesting that many of the City residents that commute out to work are replaced by residents of other nearby cities and towns employed in similar industries as local City residents.

Approximately, 46 percent of City residents work elsewhere on the Peninsula or in San Francisco, and 42 percent commute further away—with only a small portion of City of San Mateo residents traveling to San Jose or Oakland, two of the region's largest jobs centers. Of all employees in the City of San Mateo, about 13 percent reside in the Peninsula cities of Redwood City, Foster City, Daly City, South San Francisco, and San

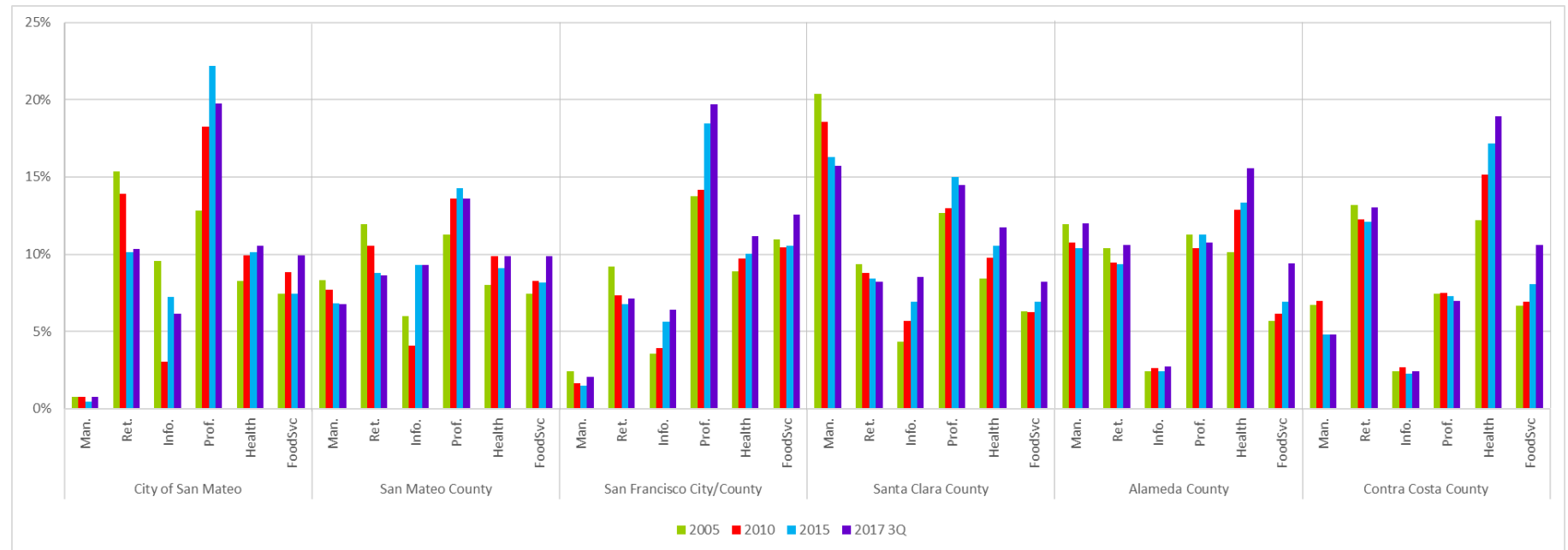
⁴ Enrollment Projection Consultants' March 2018 Forecast Update Report for San Mateo – Foster City School District

⁵ The latest available data on the employment sector of City residents is as of 2015 and available through the LEHD OnTheMap tool from the U.S. Census.

Bruno. Approximately 10 percent come in from San Francisco, another 6 percent commute from San Jose, and about 4 percent commute from the East Bay cities of Fremont and Hayward.

ADMIN DRAFT EXISTING CONDITIONS MEMORANDUM: ECONOMICS

FIGURE 4 REGIONAL EMPLOYMENT TRENDS (2005 – 2017)

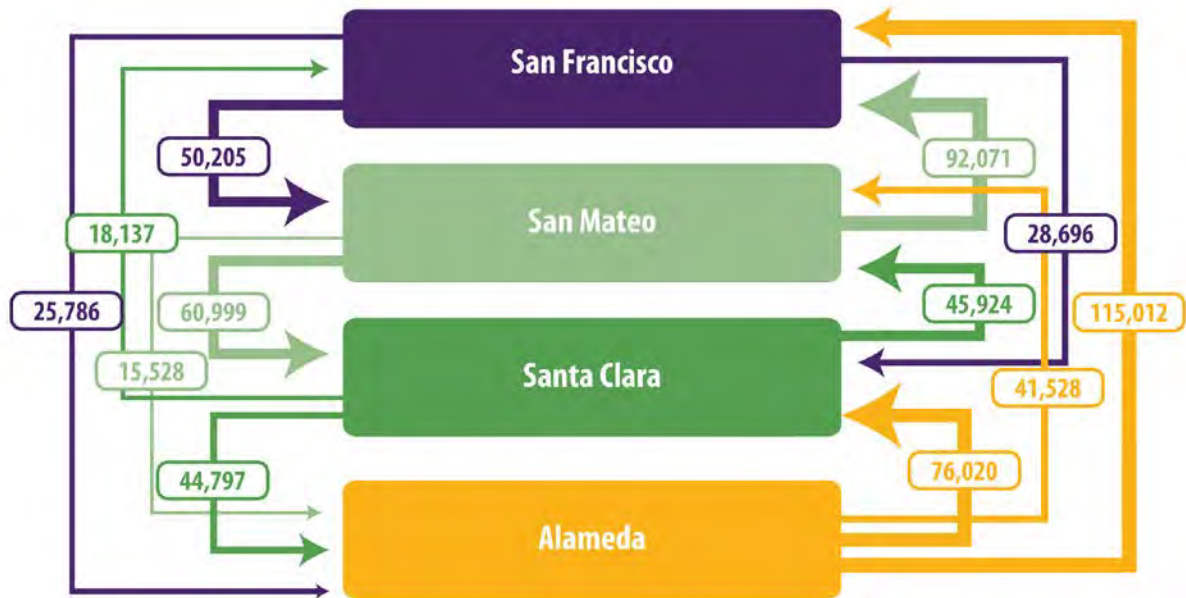


Industry Sectors and NAICS Codes

- Man.** Manufacturing (31-33)
- Ret.** Retail Trade (44-45)
- Info.** Information (51)
- Prof.** Professional, Scientific, and Technical Services (54)
- Health.** Health Care and Social Assistance (62)
- Food Svc.** Accommodation and Food Services (72)

Sources: Census LEHD OnTheMap; California Employment Development Department; Economic & Planning Systems, Inc.

FIGURE 5 REGIONAL COMMUTING PATTERNS (2016)



Source: Joint Venture Silicon Valley (<https://siliconvalleyindicators.org/data/place/transportation/commuting/commute-patterns/>)

TABLE 16 TOTAL EMPLOYMENT (2012 – 2017)

Geography	2012	2013	2014	2015	2016	2017
City of San Mateo	41,700	44,143	48,468	49,881	53,456	52,497
<i>% Growth (YOY)</i>		5.9%	9.8%	2.9%	7.2%	-2.7%
San Mateo County	340,075	354,891	372,192	383,668	391,640	400,809
<i>% Growth (YOY)</i>		4.4%	4.9%	3.1%	2.1%	2.3%
Bay Area	3,284,023	3,404,388	3,525,908	3,643,118	3,778,951	3,864,139
<i>% Growth (YOY)</i>		3.7%	3.6%	3.3%	3.7%	2.3%

Note: 2012-2016 data for City and County are annual averages reported by EDD; 2017 annual averages are not yet reported by EDD as of June 2018. Bay Area employment is the sum of annual average employment in all nine counties from 2012 through 2017. Latest City data reported by EDD are as of the third quarter of 2017 (annual growth rate is calculated by EPS using 3q16 and 3q17 data). EPS calculated Bay Area and San Mateo County annual average using county employment data of four quarters in 2017. Sources: California Employment Development Department; Economic & Planning Systems, Inc.

TABLE 17 CITY OF SAN MATEO LARGEST EMPLOYERS (2017)

Largest Employers	Employees On-Site
Public Sector	
County of San Mateo Medical Center	1,377
San Mateo-Foster City Unified School District	1,157
San Mateo Union High School District	1,027
San Mateo County Behavioral Health	650
City of San Mateo	539
San Mateo Community College District	520
Private Sector	
Sony	1,149
Franklin Templeton Investor	976
Net Suite, Inc.	600
Marketo, Inc.	452
Total Largest Employers	8,447
Total Employment in City of San Mateo	63,288
Large Employers' Share of Total City Employment	13.3%

Sources: City of San Mateo 2017 Comprehensive Annual Financial Report; InfoUSA; Economic and Planning Systems, Inc.

TABLE 18 CITY OF SAN MATEO COMMUTE PATTERNS

Region	2015 Levels
Where Workers are Employed Who Live in the Selection Area	
All Other Locations	36%
San Francisco, CA	18%
San Mateo, CA	13%
Redwood City, CA	6%
Burlingame, CA	6%
Palo Alto, CA	5%
South San Francisco, CA	4%
San Jose, CA	4%
Foster City, CA	3%
Menlo Park, CA	2%
Oakland, CA	2%
Where Workers Live Who are Employed in the Selection Area	
All Other Locations	54%
San Mateo, CA	12%
San Francisco, CA	10%
San Jose, CA	6%
Redwood City, CA	3%
Foster City, CA	3%
Daly City, CA	3%
Hayward, CA	2%
South San Francisco, CA	2%
San Bruno, CA	2%
Fremont, CA	2%

Source: Census LODS OnTheMap.

E. COMMERCIAL PROPERTY TRENDS

Given the City's strong economic and demographic growth in recent years, the City of San Mateo's office, industrial, retail, and hotel markets are dynamic and ever-changing. Commercial property trends suggest a number of opportunities and challenges. The historical data for this section is derived from CoStar, a leading provider of real estate data. Information about projects that are in the planning pipeline or currently under construction was provided by the City of San Mateo.

1. Office Trends

The office market in San Mateo has expanded recently, with approximately 860,000 square feet coming online between 2016 through June 2018. By comparison, only 15,000 square feet were delivered from 2010 through 2015. Beginning in 2013, as demand for office space increased, the overall vacancy rate decreased and asking rents increased. In response, new construction delivered roughly 136,000 square feet in 2016 and nearly 700,000 square feet in 2017. As shown in Table 19 and Figure 6, the increase in new supply affected occupancy and rents. The vacancy rate increased to 12.9 percent while rents declined in 2017 and remained relatively unchanged in 2018 as of June.

The City's Class A office properties, which constitute approximately one-third of the City's office inventory, are heavily clustered in several large office parks along the SR 92 corridor. The average asking rent of these properties was \$61.61 as of June 2018, substantially higher than the Citywide average. The vacancy rate was 10.6 percent, somewhat less than the City on the whole. Class B and C office properties are the larger share of office space in the City. Class B and C office space commands an average asking rent of approximately \$51 as of mid-2018. Vacancies in Class B and C offices are closer to the Citywide average at 12.2 percent.

By contrast, office market conditions in San Mateo County remain tight. Table 20 shows that even as new supply of more than 2 million square feet has steadily come online throughout the County's office submarkets since 2015, the vacancy rate has remained steady in the mid-to-high 7 percent range since 2016. The County's office space accounts for nearly 12 percent of the Bay Area office space market. The asking rent increased substantially every year between 2013 and 2017 and appears stable in 2018 at \$60.75 per square foot per year, compared to the current \$54.64 in the City.

2. Office Pipeline

Another 396,507 square feet of office space is currently under construction in seven projects throughout the City of San Mateo, as shown in Table 20. One additional 6,379-square-foot office project has been approved but has yet to break ground. As new supply comes online, some of the older stock may become relatively more affordable for young and growing businesses, and some of the oldest stock may be redeveloped as they become obsolete. The pipeline numbers provide estimates of gross square feet under construction or recently approved, and do not account for existing stock that may become obsolete.

3. Industrial Trends

As shown in Table 21 and Figure 7, the industrial space market in the City of San Mateo remains small but in-demand and faces multiple, simultaneous pressures. The industrial uses in the City primarily consist of light industrial such as auto repair/service establishments or warehousing but generally do not include heavy manufacturing. The City faces a challenge in balancing the need to retain light industrial land uses in order to remain attractive to innovation industries which often require "hacker" or "maker" spaces to incubate new startups even as there are market pressures to convert these spaces into residential or commercial spaces.

Following tight market conditions in the industrial space market for several years, there is very little viable space left in the market. Therefore, it appears some prospective tenants are looking elsewhere and leasing activity in the City slowed somewhat in 2018, reversing the trend of rising rents since 2013. As of June 2018, average annual asking rents decreased to \$18.31 per square foot. Still, the vacancy rate is extremely low, ranging between 0.3 percent and 2.0 percent between 2010 and 2018 year-to-date.

The County industrial market, which accounts for roughly 15 percent of the Bay Area industrial space market, also remained tight for several years and only recently indicated some weakening, as shown in Table 21. Several thousand square feet of new supply has come online every other year since 2011. Yet, given growing demand for industrial space in support of increasing online retail trends, the vacancy rate continued to trend downward, reaching a low-point of 1.5 percent in 2017. Conditions weakened somewhat in 2018, but the vacancy rate remains very low at 2.1 percent. The average asking annual rent increased steadily, despite intermittent new additions of industrial space.

4. Retail Trends

The health of the retail market in San Mateo has remained fairly strong with two major regional shopping centers in the City of San Mateo (Hillsdale Mall and Bridgepoint) as well as distinct commercial districts like the Downtown, as well as traditional neighborhood strip centers.

As shown in Table 22 and Figure 8, only a small amount of new supply delivered on the market since 2010. However, please note that the CoStar data does not reflect the recent demolition of the Kmart store and its redevelopment into the mixed-use Station Park Green development, which is under construction. The vacancy rate oscillated somewhat, yet remained very low in recent years. As of June 2018, the vacancy rate increased slightly to 3.0 percent. The average asking rate held relatively steady in the mid-\$20 range before spiking to \$40.17 in 2017 and decreasing to \$33.37 as of mid-2018.

By comparison, the County's retail market added new supply every year since 2011, and the vacancy rate oscillated somewhat and decreased to 1.6 percent to 2017 before increasing to 2.2 percent as of mid-2018. The average asking retail rent in the County increased incrementally from 2013 through 2016 and spiked in 2017 and stabilized at \$36.27 in June 2018. There has been slightly more new construction throughout the Bay Area region, proportionally speaking, than in San Mateo County. The County's retail space accounts for less than nine percent of the regional retail space market.

Another metric for evaluating the health of an area's retail market is per-capita sales tax revenue. The City's high per capita sales revenue is a result of the popularity of its regional shopping destinations. The annual per-capita sales tax ratio in San Mateo is \$265, compared to \$139 in the County, as shown in Table 23. In other comparably sized cities on the Peninsula, only the per capita sales tax revenue in Redwood City exceeds that of San Mateo.

Consumer trends making online retail increasingly popular mean that brick-and-mortar retail is likely to be challenging for the foreseeable future. Some establishments that are able to adapt to trends such as offering experiential features, showrooming, and providing omnichannel shopping (e.g., online, in a physical store, and by phone) are more likely to survive. Experiential features often involve incorporating dining and entertainment establishments into retail settings. Showrooming is calling for smaller retail footprints, where physical stores essentially become testing areas for customers to see or try on an item. The actual item is then purchased via the online shop and delivered to the customer. In addition, omnichanneling allows customers to have a seamless digital and real-world experience with a retailer. This often translates into convenient features such as shopping online and picking up items at a nearby retail branch. These trends pose significant

competitive challenges to traditional brick-and-mortar shops, regional malls, and “main street” shops. Accordingly, retailers and city officials are experimenting with multiple approaches to address transformative trends. A recent report by the Downtown San Mateo Technical Assistance Panel found that the area is a walkable and vibrant district with many thriving retail businesses, yet could be strengthened with a focus on urban design and accessibility.⁶

The Hillsdale Shopping Center, in the southeastern corner of the City of San Mateo, is one such experimentation site. The mall’s “North Block” has been under renovation for the past two years and plans to re-open in late 2018. The plans include demolishing the Sears store and neighboring shops and parking lot and remodeling these spaces into a more walkable, experiential retail setting with a public plaza with open-air seating surrounding water fountains, bowling alley, luxury cinema, and restaurants, along with boutique shops. The aim is to shift away from big box, indoor shopping to creating a more engaged public space with retail components.

5. Retail Pipeline

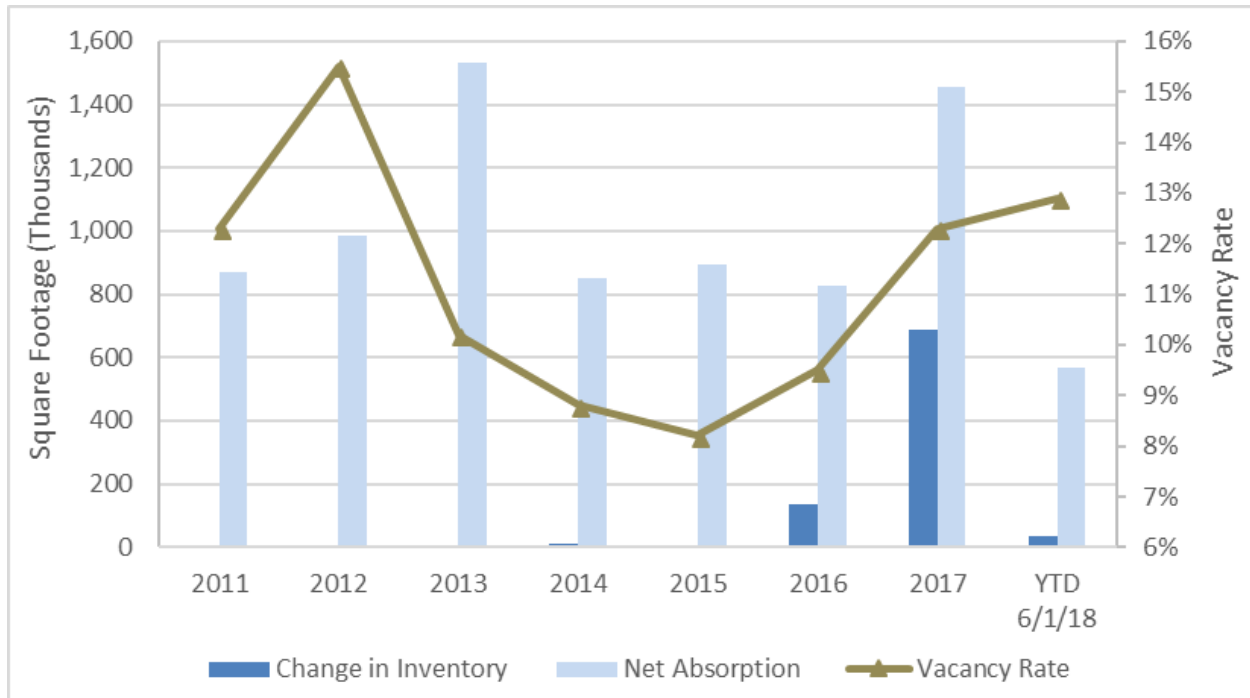
Table 24 shows 25,000 square feet of retail space currently under construction at the Station Park Green Development and 24,175 square feet of retail space under construction at Bay Meadows. The Hillsdale Mall renovation is expected to add approximately 13,000 net new square feet upon completion. In addition, two projects amounting to more than 22,000 square feet have been approved but have not yet broken ground. There are also five projects containing a cumulative 63,330 square feet of retail space that are presently under review or engaged in the pre-application process.

6. Hotel Trends and Pipeline

The Silicon Valley region, given its concentration of technology and innovation industry hubs, experiences a high rate of business travel, fueling the region’s accommodation and hospitality sectors. Given that the City of San Mateo is located just south of the San Francisco Airport, there are a number of existing hotels along the major transportation corridors of U.S. Highway 101, SR 92, and the El Camino Real that criss-cross the City. To this end, the City is currently evaluating a proposal to redevelop and expand an existing hotel along U.S. Highway 101 near the City’s southeastern corner into a Hampton Inn & Suites. The proposed 90,000 square-foot project would increase the number of hotel rooms in the City to 182.

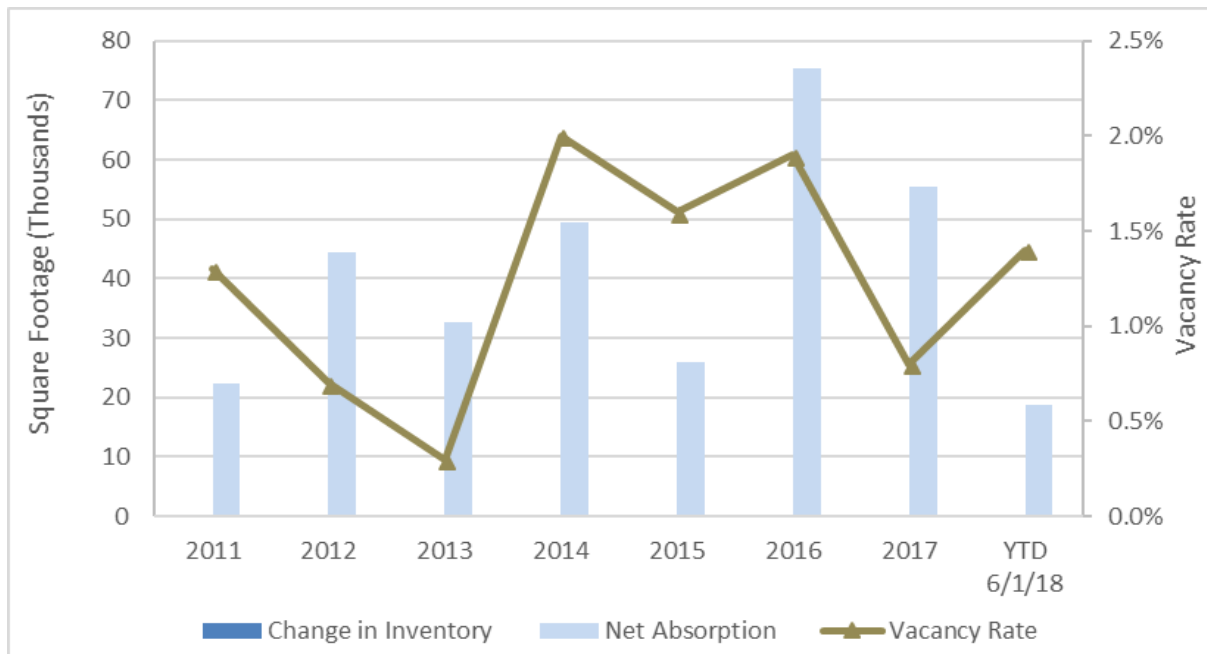
⁶ An evaluation of the Downtown was done for the City of San Mateo was conducted in May 2015 by ULI’s Technical Assistance Panel in partnership with Bay Area consulting firms and City officials (https://sf.uli.org/wp-content/uploads/sites/47/2011/06/Downtown-San-Mateo-ULI-TAP_Final-2.pdf).

FIGURE 6 CITY OF SAN MATEO OFFICE MARKET TRENDS



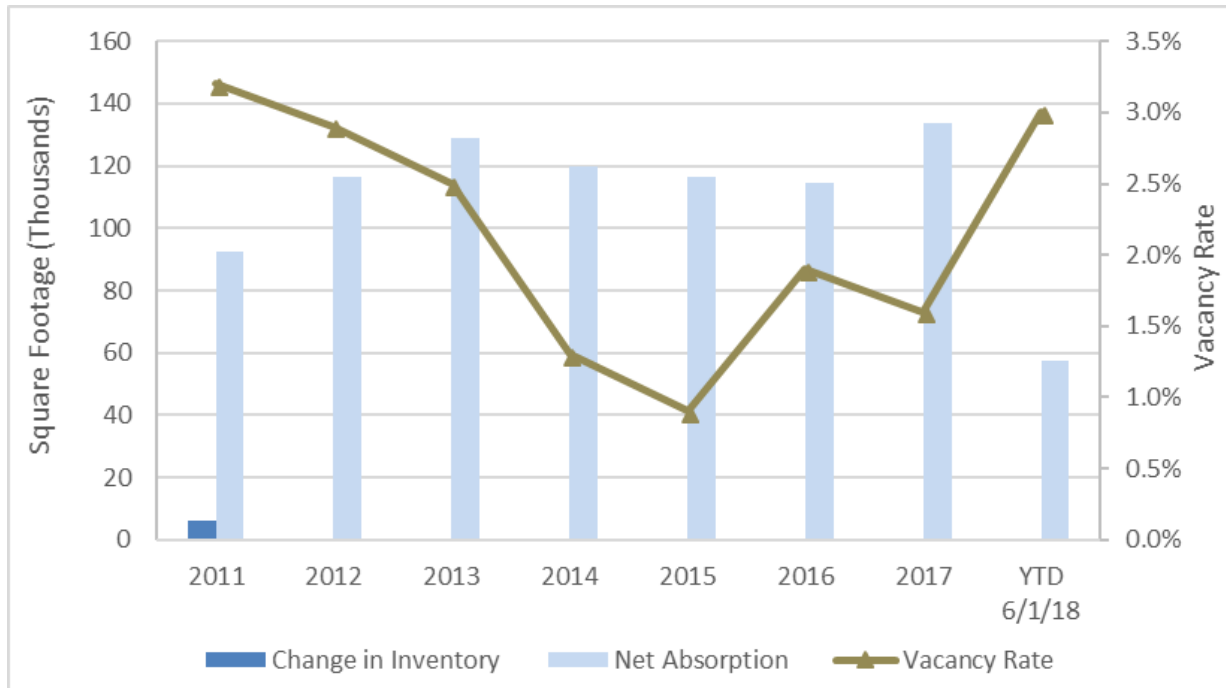
Sources: CoStar; Economic & Planning Systems, Inc.

FIGURE 7 INDUSTRIAL MARKET TRENDS



Sources: CoStar; Economic & Planning Systems, Inc.

FIGURE 8 RETAIL MARKET TRENDS



Sources: CoStar; Economic & Planning Systems, Inc.

TABLE 19 OFFICE MARKET TRENDS

Jurisdiction	2010	2011	2012	2013	2014	2015	2016	2017	YTD 6/1/18
City of San Mateo									
Total Inventory	8,574,258	8,574,258	8,576,908	8,576,908	8,589,228	8,589,228	8,725,181	9,413,848	9,447,348
Change in Sq.Ft. (YOY)	-	0	2,650	0	12,320	0	135,953	688,667	33,500
% Change (YOY)	-	0.0%	0.0%	0.0%	0.1%	0.0%	1.6%	7.9%	0.4%
Vacancy	15.5%	12.3%	15.5%	10.2%	8.8%	8.2%	9.5%	12.3%	12.9%
Class A	13.7%	8.9%	11.6%	11.2%	6.4%	7.1%	11.1%	14.7%	10.6%
Class B	16.3%	12.6%	9.3%	9.5%	9.0%	8.6%	7.9%	10.2%	12.2%
Avg. Ann. Asking Rent	\$26.67	\$30.33	\$34.19	\$40.57	\$46.29	\$55.03	\$57.23	\$54.47	\$54.64
Class A	\$26.79	\$32.60	\$37.21	\$42.80	\$52.97	\$62.17	\$62.69	\$60.95	\$61.61
Class B	\$26.35	\$28.53	\$31.51	\$37.64	\$40.00	\$45.66	\$48.51	\$47.05	\$50.87
San Mateo County									
Total Inventory	48,471,810	48,627,315	48,785,823	48,865,297	48,963,109	49,932,755	50,980,029	51,673,576	51,997,118
Change in Sq.Ft. (YOY)	-	155,505	158,508	79,474	97,812	969,646	1,047,274	693,547	323,542
% Change (YOY)	-	0.3%	0.3%	0.2%	0.2%	2.0%	2.1%	1.4%	0.6%
Vacancy	14.5%	11.6%	11.5%	11.1%	8.9%	8.2%	7.9%	7.5%	7.8%
Avg. Ann. Asking Rent	\$31.21	\$35.38	\$39.93	\$41.59	\$45.36	\$50.87	\$56.72	\$60.46	\$60.75

Note: Rents are overall (direct and sublet), and full service. Class B/C vacancies and rents are weighted averages of both classes.

Sources: CoStar; Economic & Planning Systems, Inc.

TABLE 20 OFFICE PIPELINE (AS OF AUGUST 31, 2018)

Project Name	Square Footage			
	Pre-Application and Pending Application	Applications Under Review	Approved Projects	Under Construction
1495 S. El Camino Real	20,910			
406 E 3 rd Avenue	122,031			
Bay Meadows II SPAR Modifications		367,488		
Trag's Market		60,664		
520 S. El Camino Real			6,379	
341 N. Delaware (Cal-Water)				17,007
333-345 S. B Street Facade & Office SPAR				7,034
405 E. 4 th Avenue				55,291
Bay Meadows Phase II Development Program				28,415
Central Park South				33,500
Franklin Templeton				245,260
Station Park Green Development				10,000
Total	142,941	428,152	6,379	396,507

Source: City of San Mateo, <https://www.cityofsanmateo.org/1176/Whats-Happening-in-Development>.

TABLE 21 INDUSTRIAL TRENDS 2010 – PRESENT

Jurisdiction	2010	2011	2012	2013	2014	2015	2016	2017	YTD 6/1/18
City of San Mateo									
Total Inventory	1,328,257	1,328,257	1,328,257	1,328,257	1,328,257	1,328,257	1,328,257	1,328,257	1,328,257
Change in Sq.Ft. (YOY)	-	0	0	0	0	0	0	0	0
% Change (YOY)	-	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Vacancy	0.6%	1.3%	0.7%	0.3%	2.0%	1.6%	1.9%	0.8%	1.4%
Avg. Ann. Asking Rent	\$10.87	\$10.37	\$11.29	\$10.42	\$11.43	\$14.17	\$18.48	\$20.49	\$18.31
San Mateo County									
Total Inventory	41,534,808	41,554,808	41,554,808	41,591,876	41,591,876	41,601,876	41,601,876	41,621,876	41,621,876
Change in Sq.Ft. (YOY)	-	20,000	0	37,068	0	10,000	0	20,000	0
% Change (YOY)	-	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Vacancy	7.8%	7.3%	6.8%	4.7%	3.0%	3.1%	1.7%	1.5%	2.1%
Avg. Ann. Asking Rent	\$9.11	\$9.39	\$9.42	\$10.26	\$10.50	\$12.29	\$14.06	\$16.08	\$17.24

Note: YOY = Year-Over-Year. Rents are overall (direct and sublet), and full service.

Sources: CoStar; Economic & Planning Systems, Inc.

TABLE 22 RETAIL TRENDS 2010 – PRESENT

Jurisdiction	2010	2011	2012	2013	2014	2015	2016	2017	YTD 6/1/18
City of San Mateo									
Total Inventory	4,957,244	4,963,244	4,963,244	4,963,244	4,963,244	4,963,244	4,963,244	4,963,244	4,963,244
Change in Sq.Ft. (YOY)	-	6,000	0	0	0	0	0	0	0
% Change (YOY)	-	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Vacancy	2.3%	3.2%	2.9%	2.5%	1.3%	0.9%	1.9%	1.6%	3.0%
Avg. Ann. Asking Rent	\$20.32	\$23.38	\$24.00	\$23.77	\$25.77	\$25.94	\$27.45	\$40.17	\$33.37
San Mateo County									
Total Inventory	30,586,630	30,649,333	30,658,590	30,733,194	30,813,411	30,871,698	30,993,759	31,022,834	31,022,834
Change in Sq.Ft. (YOY)	-	62,703	9,257	74,604	80,217	58,287	122,061	29,075	0
% Change (YOY)	-	0.2%	0.0%	0.2%	0.3%	0.2%	0.4%	0.1%	0.0%
Vacancy	3.3%	3.4%	3.4%	2.7%	2.0%	2.2%	2.4%	1.6%	2.2%
Avg. Ann. Asking Rent	\$23.71	\$24.30	\$24.69	\$26.31	\$27.25	\$29.11	\$30.62	\$37.16	\$36.27

Note: Inventory as of 6/1/2018 does not reflect the redevelopment of Station Park Green. YOY = Year-Over-Year. Rents are overall (direct and sublet), and full service.

Sources: CoStar; Economic & Planning Systems, Inc.

TABLE 23 PER CAPITA SALES TAX REVENUE COMPARISON

Item	City of San Mateo		City of Daly City		City of Redwood City		City of Sunnyvale		San Mateo County	
	Amount	per Capita	Amount	per Capita	Amount	per Capita	Amount	per Capita	Amount	per Capita
Sales Tax Revenue	\$27,458,762	\$265	\$13,805,000	\$128	\$24,826,000	\$288	\$29,408,000	\$195	\$107,398,000	\$139
Area Population (2017)	103,465		107,733		86,271		150,599		770,256	

Sources: 2017 City Comprehensive Annual Financial Reports for Cities of San Mateo, Daly City, Redwood City, Sunnyvale; 2017 County of San Mateo.

TABLE 24 RETAIL PIPELINE (AS OF AUGUST 31, 2018)

Project Name	Square Footage			
	Pre-Application and Pending Application	Applications Under Review	Approved Projects	Under Construction
1495 S. El Camino Real	2,000			
Concar Passage – Concar, S. Delaware and S. Grant	32,000			
2750, 3150 & 3190 South Delaware Street – Bay Meadows II SPAR Modifications		2,378		
Trag's Market		19,952		
Essex at Central Park		7,000		
2 West 3 rd Avenue			8,745	
Hillsdale Terraces			13,462	
Bay Meadows Phase II Development Program				24,175
Hillsdale Shopping Center				20,157
Station Park Green Development				25,000
Total	34,000	29,330	22,207	69,332

Source: City of San Mateo, <https://www.cityofsanmateo.org/1176/Whats-Happening-in-Development>.

F. JOBS PROJECTIONS

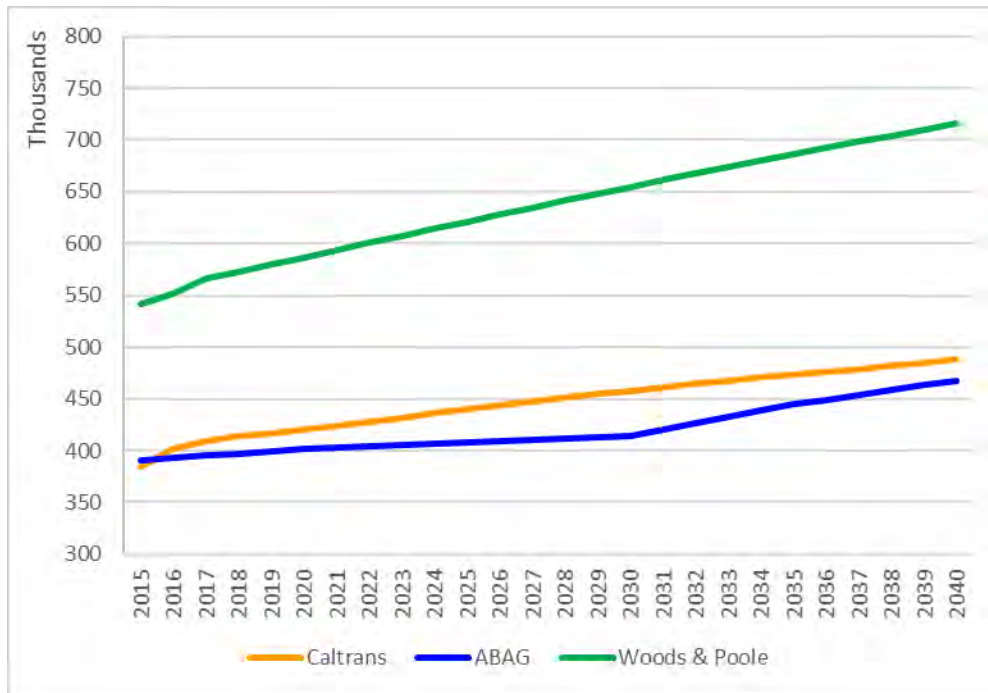
The California Department of Transportation (Caltrans) and a private, non-governmental economic data collection firm, Woods & Poole Economics, Inc., publish data on employment projections at the County level. City level employment projections are not widely available. EPS calculated that the proportion of jobs in the City of San Mateo as a share of the overall County's jobs between 2012 and the third quarter of 2017, based on data published by the California Employment Development Department, averaged 12.9 percent. If this proportion were to stay constant during the forecast period, using employment projections for the County of San Mateo published by Caltrans, EPS estimates that there would be nearly 63,000 jobs in the City of San Mateo by 2040.⁷ This figure represents an increase of more than 10,000 new jobs since September 2017. Furthermore, if the sector-level composition of jobs in the City were to remain the same, roughly one-fifth of all jobs, or approximately 12,400 jobs in the City would be accounted for in the professional services industries, including in the technology and innovation economy, by 2040.

According to the Caltrans projection, the number of jobs in the County of San Mateo would increase to slightly more than 488,000, an increase of about 79,000 from 2018 through 2040 as shown in Figure 9. Caltrans projects that job growth is likely to average 0.8 percent per year during the forecast period. In roughly the same time period, ABAG also projects that jobs in the County will grow at an annual average pace of 0.8 percent. ABAG's projections amount to an increase of roughly 77,000 new jobs, totaling 468,000 by 2040. Woods & Poole employment figures are substantially higher because in addition to data from establishments, Woods & Poole collect data on self-employed residents as well as a portion of untaxed, informal sector jobs. Caltrans and ABAG employment figures, by contrast, primarily include establishments' data only. According to Woods & Poole, there would be roughly 716,000 jobs in the County of San Mateo by 2040. This represents an increase of approximately 150,000 new positions throughout the County, with annual employment growth averaging 1.2 percent over the next 23 years (Table 25).

Please be advised that these forecasts are estimates and, by definition, cannot be known with certainty. Even in the short-term, no projections can be assumed to be completely accurate.

⁷ EPS used Caltrans figures to estimate potential future employment growth in the City of San Mateo because the Caltrans employment historical estimates, which are the basis of Caltrans' employment projections, more closely match the historical employment estimates published by the California Employment Development Department (EDD), some of which are summarized in Table 15.

FIGURE 9 JOBS PROJECTIONS FOR THE COUNTY OF SAN MATEO



Note: ABAG published annual data for 2015 and projections for every five years thereafter. Therefore, figures for the intervening years shown on the graph have been extrapolated to show a smooth trend line. Woods & Poole employment figures include self-employed residents as well as a portion of untaxed, informal sector jobs.

Sources: California Department of Transportation; Association of Bay Area Governments; Woods & Poole Economics, Inc.; Economic & Planning Systems, Inc.

TABLE 25 **JOBS PROJECTIONS FOR THE COUNTY AND CITY OF SAN MATEO**

Geography	2017	2020	2030	2040	Annual Average Growth Rate (2018 – 2040)
San Mateo County (Caltrans Employment Projection)	408,913	420,055	458,033	488,306	0.8%
San Mateo County (ABAG Employment Projection)	n/a	401,775	414,647	467,908	0.8%
San Mateo County (Woods & Poole Employment Projection)	565,793	586,053	654,612	715,893	1.2%
City of San Mateo Employment Projection	52,497	54,187	59,086	62,992	0.8%
City of San Mateo (ABAG Employment Projection)	n/a	60,322	64,198	65,027	0.4%
Bay Area (Caltrans Employment Projection)	3,906,028	4,048,000	4,384,626	4,649,709	0.9%
Bay Area (ABAG Employment Projection)	n/a	4,084,434	4,349,480	4,640,120	0.7%
Bay Area (Woods & Poole Employment Projection)	5,403,991	5,653,536	6,486,957	7,222,327	1.5%

Note: 2017 data are historical estimates; City of San Mateo data are as of September 2017. ABAG projected annual average rate of growth for the City and County are based on growth from 2015 through 2040. City employment projections are calculated as a consistent share of 12.9% (which is the historical average proportion of San Mateo City employment data as a share of the County from 2012 through 3Q17, as reported from California Employment Development Department) of the Caltrans employment projection for San Mateo County.

Sources: California Department of Transportation; Association of Bay Area Governments; Woods & Poole Economics, Inc.; California Employment Development Department; Economic & Planning Systems, Inc.

SAN MATEO

EXISTING CONDITIONS REPORT

CIRCULATION

PUBLIC REVIEW DRAFT | OCTOBER 9, 2018



Existing Conditions Report: Circulation

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Existing Conditions Report: Circulation

A. INTRODUCTION

This report provides an overview of the City of San Mateo's existing plans, policies, and regulations that affect circulation patterns in San Mateo. It describes the City's travel characteristics, roadway system, parking standards and management, pedestrian and bicycle networks, transportation demand management (TDM) programs, Safe Routes to School program, and public transit services. Also included is a description of how shared and emerging autonomous vehicle technologies are changing and could change travel behaviors, with immediate and long-term implications for the transportation system and its connection to land use.

B. REGULATORY FRAMEWORK

Transportation through and within the City of San Mateo is provided by a network of facilities serving different travel modes and capacities. Various public agencies oversee the planning, development, operation, and funding of transportation facilities. The US Department of Transportation (USDOT) oversees the Nation's interstate freeway system, airports, rail lines, and ports. The California Department of Transportation (Caltrans) manages more than 45,000 miles of highway and freeway lanes as well as other transportation facilities across the state. The California Public Utilities Commission (CPUC) has jurisdiction over safety regulations for common carriers (including trucks and rail) and at-grade railroad crossings.

At the regional level, the City/County Association of Governments of San Mateo County (C/CAG) is responsible for developing and updating a variety of transportation plans and programs and serves as the Congestion Management Agency for the County. SamTrans, Caltrain, and AC Transit transbay bus service provide transit transportation within the City.

At the local level, the City of San Mateo Public Works Department operates, maintains, and improves municipal infrastructure, including citywide transportation systems of roadways, bicycle, and pedestrian facilities.

The existing City of San Mateo General Plan, approved in 2010, establishes the majority of transportation policies in the City, along with a multi-modal transportation framework. The 2010 General Plan is described in further detail below.

Appendix A compiles links to the sources for all federal, State, regional, and local regulations cited below.

1. Federal Regulations

Federal Highway Administration

The Federal Highway Administration (FHWA) is the agency of the USDOT responsible for the federally funded roadway system, including the interstate highway network and portions of the primary State highway network, such as US Highway 101.

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to assure equality of opportunity, full participation, independent living, and economic self-sufficiency for people with disabilities. To implement this goal, the US Access Board, an independent federal agency created in 1973 to ensure accessibility for people with disabilities, has created accessibility guidelines for public rights-of-way. While these guidelines have not been formally adopted, they have been widely followed by jurisdictions and agencies nationwide in the last decade. These guidelines, last revised in July 2011, address various issues, including roadway design practices, slope and terrain issues, and pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, public transit, and other components of public rights-of-way.

2. State Regulations

State Transportation Improvement Program

The California Transportation Commission (CTC) administers the public decision-making process that sets priorities and funds projects envisioned in long-range transportation plans. The CTC's programming includes the State Transportation Improvement Program (STIP), a multi-year capital improvement program of transportation projects on and off the State highway system, funded with revenues from the State Highway Account and other funding sources. Caltrans manages the operation of State highways.

California Department of Transportation

Caltrans is the primary State agency responsible for transportation issues. One of its duties is the construction and maintenance of the State highway system. Caltrans approves the planning, design, and construction of improvements for all State-controlled facilities in San Mateo, and the associated interchanges for these facilities located in the City. Caltrans has established standards for roadway traffic flow and developed procedures to determine if State-controlled facilities require improvements. For projects that may physically affect facilities under its administration, Caltrans requires encroachment permits before any construction work may be undertaken. For projects that would not physically affect facilities, but may influence traffic flow and levels of service at such facilities, Caltrans may recommend measures to mitigate the traffic impacts of such projects.

The following Caltrans procedures and directives are relevant to the General Plan Update, particularly to State roadway facilities:

- **Level of Service Target.** Caltrans maintains a minimum level of service (LOS) at the transition between LOS C and LOS D for all of its facilities. Where an existing facility is operating at less than either LOS C or D (as determined by Caltrans), the existing measure of effectiveness should be maintained.¹
- **Caltrans Project Development Procedures Manual.** This manual outlines pertinent statutory requirements, planning policies, and implementing procedures regarding transportation facilities. It is continually and incrementally updated to reflect changes in policy and procedures.
- **Caltrans Deputy Directive 64-R2.** This directive requires Caltrans to enable the safe and efficient movement of all people, regardless of age, physical ability, or travel mode. Caltrans supports bicycle, pedestrian, and

¹ California Department of Transportation (Caltrans), 2002, Guide for the Preparation of Traffic Impact Studies, page 1.

transit travel with a focus on “complete streets” that begins early in system planning and continues through project construction and maintenance and operations.

- **Caltrans Director’s Policy 22.** This policy establishes support for context-sensitive solutions that balance transportation needs with community, aesthetic, historic, and environmental objectives. When making a design, construction, maintenance, or operation decision, Caltrans shall use “a collaborative, interdisciplinary approach” that involves all stakeholders. Caltrans seeks to involve and integrate community goals in the planning, design, construction, and maintenance and operations processes, including accommodating the needs of bicyclists and pedestrians.

California Complete Streets Act of 2008 (Assembly Bill 1358)

Originally passed in 2008, California’s Complete Streets Act took effect in 2011 and requires local jurisdictions to plan for land use transportation policies that reflect a “complete streets” approach to mobility. “Complete streets” comprises a suite of policies and street design guidelines which provide for the needs of all road users, including pedestrians, bicyclists, transit operators and riders, children, the elderly, and the disabled. From 2011 onward, any local jurisdiction—county or city—that undertakes a substantive update of the circulation element of its general plan must consider “complete streets” and incorporate corresponding policies and programs.

Senate Bill 743

On September 27, 2013, Senate Bill (SB) 743 was signed into law.² The Legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the State had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32). Additionally, AB 1358, described above, requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users. To further the State’s commitment to the goals of SB 375, AB 32 and AB 1358, SB 743 adds Chapter 2.7, Modernization of Transportation Analysis for Transit-Oriented Infill Projects, to Division 13 (Section 21099) of the Public Resources Code.

SB 743 started a process that could fundamentally change transportation impact analysis as part of CEQA compliance. These changes will include the elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts in many parts of California (if not statewide). Further, parking impacts will not be considered significant impacts on the environment for select development projects within infill areas with nearby frequent transit service. SB 743 includes amendments that allow cities and counties to opt out of traditional LOS standards where Congestion Management Programs (CMPs) are used and requires the Office of Planning and Research (OPR) to update the CEQA Guidelines and establish “criteria for determining the significance of transportation impacts of projects within transit priority areas.”³ As part of CEQA Guidelines, the new criteria “shall promote the reduction of

² An act to amend Sections 65088.1 and 65088.4 of the Government Code, and to amend Sections 21181, 21183, 21186, 21187, 21189.1, and 21189.3 of, to add Section 21155.4 to, to add Chapter 2.7 (commencing with Section 21099) to Division 13 of, to add and repeal Section 21168.6.6 of, and to repeal and add Section 21185 of, the Public Resources Code, relating to environmental quality.

³ A “transit priority area” is defined in as an area within ½-mile of an existing or planned major transit stop. A “major transit stop” is defined in Public Resources Code Section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail

GHG emissions, the development of multimodal transportation networks, and a diversity of land uses.” OPR is in the process of investigating alternative metrics, but a preliminary metrics evaluation suggests that auto delay and LOS may work against goals such as GHG reduction and accommodation of all transportation modes. OPR published the draft CEQA guidelines in November 2017, which will require certification and adoption by the Secretary for Resources before they go into effect.⁴

California Building Code

The State of California provides a minimum standard for building design through the California Building Code (CBC), which is located in Part 2 of Title 24 of the California Code of Regulations. The CBC is based on the 1997 Uniform Building Code, but has been modified for California conditions. The CBC provides fire and emergency equipment access standards for public roadways in Part 9, Appendix D. These standards include specific width, grading, design, and other specifications for roads, which provide access for fire apparatuses; the code also indicates which areas are subject to requirements for such access. The CBC also incorporates by reference the standards of the International Fire Code (IFC). The modification of streets in the City of San Mateo would be subject to these and any modified State standards.

3. Regional Regulations

Metropolitan Transportation Commission/Association of Bay Area Governments (Bay Area Metro)

In 2017, the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) merged to form Bay Area Metro as a way to improve coordination between the two agencies. While MTC and ABAG are each governed by separate boards, combining MTC/ABAG will enable the agencies to improve integration of their work on regional goals and plans, like Plan Bay Area 2040.

Regional Transportation Plan/Sustainable Communities Strategy

MTC is the transportation planning, coordinating, and financing agency for the nine-county Bay Area, including San Mateo County. It also functions as the federally mandated metropolitan planning organization (MPO) for the region. It is responsible for regularly updating the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities.

The passage of AB 32 and the associated State commitment to reducing statewide GHG emissions has placed a new emphasis on accommodating new housing production as a condition of securing transportation grant funding. Subsequent to adoption of AB 32, the State adopted SB 375 as the means for achieving regional transportation-related GHG targets. Among the requirements of SB 375 is the creation of a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the RTP must be consistent with one other, including action items and financing decisions. MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the State CTC.

transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

⁴ http://opr.ca.gov/docs/20171127_FAQs_Nov_2017.pdf, accessed on June 13, 2018.

The current RTP, *Plan Bay Area 2040*, was adopted on July 26, 2017 and includes both the region's SCS and the 2040 Regional Transportation Plan. *Plan Bay Area 2040* was prepared by MTC in partnership with ABAG and cities and counties throughout the region. *Plan Bay Area 2040* is an integrated long-range transportation and land-use/housing plan intended to support a growing economy, provide more housing and transportation choices, and reduce transportation-related pollution in the Bay Area.

Grant Funding

MTC is one of the primary transportation funding agencies for the region. MTC's transportation funding comes from a variety of sources including federal transportation funding and State and local gasoline and sales taxes. Funding from sales tax and gas tax primarily goes to highway, local street, and transit improvement projects. MTC allocates its share of federal funds, approximately \$150 million/year, through the One Bay Area Grants (OBAG) program. OBAG funds are used to finance the transportation projects identified in the RTP which targets projects in Priority Development Areas (PDAs), areas of transit-oriented and infill development that will accommodate the majority of future growth. As a result, 70 percent of OBAG funding must be invested in PDAs for local street preservation, bicycle and pedestrian access improvements, planning activities, and other specific transportation programs that support infill development.

Complete Streets

MTC has established its policy on Complete Streets in the Bay Area. The policy states that projects funded all, or in part, with regional funds (e.g. federal, STIP, and bridge tolls) must consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans Deputy Directive 64. These recommendations do not replace locally adopted policies regarding transportation planning, design, and construction. Instead, these recommendations facilitate the accommodation of pedestrians, including wheelchair users, and bicyclists into all projects where bicycle and pedestrian travel is consistent with current adopted regional and local plans.

San Mateo County Congestion Management Program

MTC requires the local transportation authority, such as C/CAG, to establish transportation plans that can feed into the larger RTP. In San Mateo County, C/CAG is the Congestion Management Agency (CMA) tasked with preparing the Congestion Management Plan that describes the strategies to address congestion problems and monitoring compliance. C/CAG works cooperatively with MTC, transit agencies, local governments, Caltrans and the Bay Area Air Quality Management District (BAAQMD). The CMP contains LOS standards for roadway segments and intersections, a capital improvement program, a program for analyzing land use decisions, and a transportation demand management (TDM) program. The CMP roadway system comprises of 53 roadway segments and 16 intersections.

San Mateo County Comprehensive Bicycle and Pedestrian Plan

The 2011 San Mateo County Comprehensive Bicycle and Pedestrian Plan designates Pedestrian Focus Areas and a Countywide Bikeway Network. The plan identifies El Camino Real as the corridor in the county with the highest densities of population and employment, and thus potential pedestrian activity. The Plan notes that the high level of through-movement along this corridor necessitates the need for bicycle and pedestrian improvements. Although biking, walking, and transit percentages in San Mateo County are lower than the averages for the Bay Area, in 2000 the City of San Mateo had the highest percentage of commuters walking to work in San Mateo County at 2.6 percent.

Priority bicycle and pedestrian projects identified in the City of San Mateo included new separated crossings of US Highway 101 at E. Hillsdale Blvd, Lodi Avenue/Haddon Drive, and an interchange reconstruction at 3rd Avenue/4th Avenue. Corridor improvements on El Camino Real through Downtown San Mateo were also identified as a priority project.

Caltrans District 4 Bike Plan

Caltrans District 4 released its first ever Bike Plan in 2018 as an evaluation of bicycle needs and a listing of proposed improvements across the nine county Bay Area. Recognizing that the 1,400 miles of State highways in District 4 often act as barriers to bicycling, the Bike Plan seeks to enhance bicycle safety and mobility by removing barriers to bicycling. The list of priority project was identified through an existing conditions and needs analysis of the District 4 bicycle network. Projects were then identified and prioritized with a cost to benefit analysis. The Plan will help inform future investments on the State transportation network.

4. Local Regulations

San Mateo City Council Vision, Goals, and Priorities

San Mateo City Council envisions the City as a pre-eminent peninsula city and cultural center of the County. The Council Vision also includes well maintained infrastructure and becoming a leader in reducing carbon emissions. To achieve their vision, the City Council sets goals and priorities such as investing in long-term infrastructure needs and supporting growth in locations such as Downtown, in commercial areas, and along transportation corridors. Examples of some of the 2018 transportation priorities include reconstructing all streets with failed pavement quality by 2024 and creating additional parking supply for Downtown.

2030 General Plan

The City of San Mateo's most recent General Plan Update, Vision 2030, was approved in 2010. The Circulation Element identifies goals, policies, and actions, many of which support a balanced and multimodal transportation system and a complete streets approach to planning (for a complete list, see Table 1). Key policies regarding regional transportation are to:

- prioritize roadway investments with growth (C2.6);
- continue support of Caltrain as an essential element of overall circulation system (C3.2); and
- to promote grade separation of the rail line (C3.5).

For local travel, the 2030 General Plan calls for:

- a reduction in single occupant automobiles for local trips (C6.2);
- increasing bus ridership (C3.1); and
- increasing walking and riding a bike for short trips. The Plan specifically set a mode share target for bicycle and pedestrian travel for trips of a mile or less from 3 percent to 20 percent by 2020 (C6.1).

Sustainable Streets Plan

The 2015 Sustainable Streets Plan, which has not been formally adopted by the City Council, expresses the City's desire and commitment to create and maintain streets that provide safe, comfortable, and convenient travel for all categories of users and abilities through a comprehensive, integrated transportation network. A

key element of creating Sustainable Streets is the commitment to design streets in a way that reduces conflicts between vehicles and other modes to ensure safe transportation options for all. The Sustainable Streets Plan outlines a vision for using public rights-of-way to serve all users, present and future, and lays out guidelines and policies that will help implement Sustainable Streets over time through a clear implementation plan. Street design guidelines and identifying funding sources that might be able to support Sustainable Streets projects are also included in the Plan.

The Sustainable Streets Plan also provides a potential new functional classification for street typologies (Figure 1). This classification provides a potential framework for updating the Circulation Element map to support General Plan goals while still maintaining FHWA requirements for functional street classifications for projects to be eligible for federal funds.

Bicycle Master Plan

The 2011 City of San Mateo Bicycle Master Plan provides a blueprint for a citywide system of bike lanes, bike routes, bike paths, bicycle parking and other related facilities to allow for safe, efficient, and convenient bicycle travel within the City and to regional destinations in the Bay Area. The purpose of the plan is to build on the success of previous bicycle infrastructure improvements by enhancing and expanding the existing bikeway network, connecting gaps, addressing constrained areas, and providing for greater local and regional connectivity. The City is currently updating the Citywide Bicycle Master Plan beginning in Summer 2018.

Pedestrian Master Plan

The Citywide Pedestrian Master Plan was adopted in 2012 and provides a broad vision, strategies, and actions for improving the pedestrian environment and increasing the number of walking trips in San Mateo. The purpose of the Plan is to prioritize pedestrian improvements through a needs analysis of the City's network to identify gaps in the network and potential improvements. The Plan applies prioritization criteria to the output of the needs assessment to establish rankings for infrastructure improvements as well as programmatic recommendations.

Climate Action Plan

The City of San Mateo is in the process of updating its Climate Action Plan beginning in 2018. The previous Climate Action Plan was adopted in 2015 and serves as the City's comprehensive strategy to reduce GHG emissions and streamline environmental review of future development projects to comply with State and BAAQMD guidelines. The plan establishes a 2020 GHG reduction target of a 15 percent below 2005 levels and identifies quantifiable strategies to achieve the target. In the 2005 GHG inventory, on-road transportation made up 58 percent of citywide GHG emissions. Additionally, the Plan includes a work plan and monitoring program for the City to evaluate progress over time.

Neighborhood Traffic Management Program

The City of San Mateo is in the process of updating its Neighborhood Traffic Management Program (NTMP) beginning in 2018. The previous Program was adopted in 2006, and is intended to provide consistent citywide policies for neighborhood traffic management to ensure equitable and effective solutions that enhance the safety and livability of neighborhoods in San Mateo. The document provides instruction for residents in identifying appropriate neighborhood traffic management measures such as driver education, enforcement, and engineering physical improvements that can be utilized in addressing specific neighborhood traffic issues.

An important component of the NTMP is to build consensus through neighborhood and stakeholder meetings and resident surveys, as well as trial installations prior to permanent installation of physical improvements.

Downtown Area Plan

Adopted in 2009, the San Mateo Downtown Area Plan covers a geographic area of approximately 70 city blocks and includes seven sub-areas with distinct characters and needs. The plan presents a vision of Downtown San Mateo as a focal point in the community with a pedestrian friendly environment and a blend of historic buildings, new development, and mixed uses. Its goals include:

- Enhance Downtown's role as the City Center and maintain its unique sense of place.
- Enhance the Downtown's pedestrian environment and enhance the safety and attractiveness of Downtown.
- Ensure adequate parking to meet expected needs, enhance the quality of the parking environment, and improve public perceptions about parking availability.
- Facilitate ease of access without impacting Downtown's character and sense of place.
- Support sustainable initiatives in Downtown.

The immediate priorities include the establishment of a public plaza, the completion of 4th Avenue pedestrian improvements, the implementation of a new financing mechanism for Downtown parking, the creation of an improvement district, and support for sustainable transportation initiatives. An update to the 2009 Downtown Area Plan is in progress.

Bay Meadows Specific Plan

The 2010 Bay Meadows Specific Plan has been partially implemented, with construction of later phases ongoing at the time of the writing of this report. Located adjacent to the Hillsdale Caltrain station, the Specific Plan plans for a transit-supportive, mixed-use neighborhood. The Bay Meadows Specific Plan includes investments to build a better connected street and pedestrian network to serve the new development and improve connections to transit for adjacent neighborhoods.

Hillsdale Station Area Plan

The Hillsdale Station Area plan, adopted in 2011, is focused on transit oriented development around the Hillsdale Caltrain station. The Plan established criteria for new mixed-use developments, encourages shared parking with Caltrain users, facilitates establishment of a new transportation hub for Caltrain and other mass transit services, and plans for new pedestrian/bicycle access connections from west of El Camino Real to the station area.

San Mateo Rail Corridor TOD Plan

Adopted in 2005, the San Mateo Rail Corridor TOD Plan addresses development within a half-mile radius of the Hillsdale and Hayward Park Caltrain station areas. The policies and objectives of the Plan are to:

- Increase multimodal accessibility to these station areas, enhancing the appeal of transit.
- Concentrate transit-oriented development in these station areas.
- Encourage higher intensity land uses that synergize well with transit.
- Maintain and improve development for existing residents and businesses.

The Rail Corridor TOD Plan includes circulation and land-use components, design guidelines to protect and enhance the character of the station area communities, and a phased implementation plan.

El Camino Real Master Plan

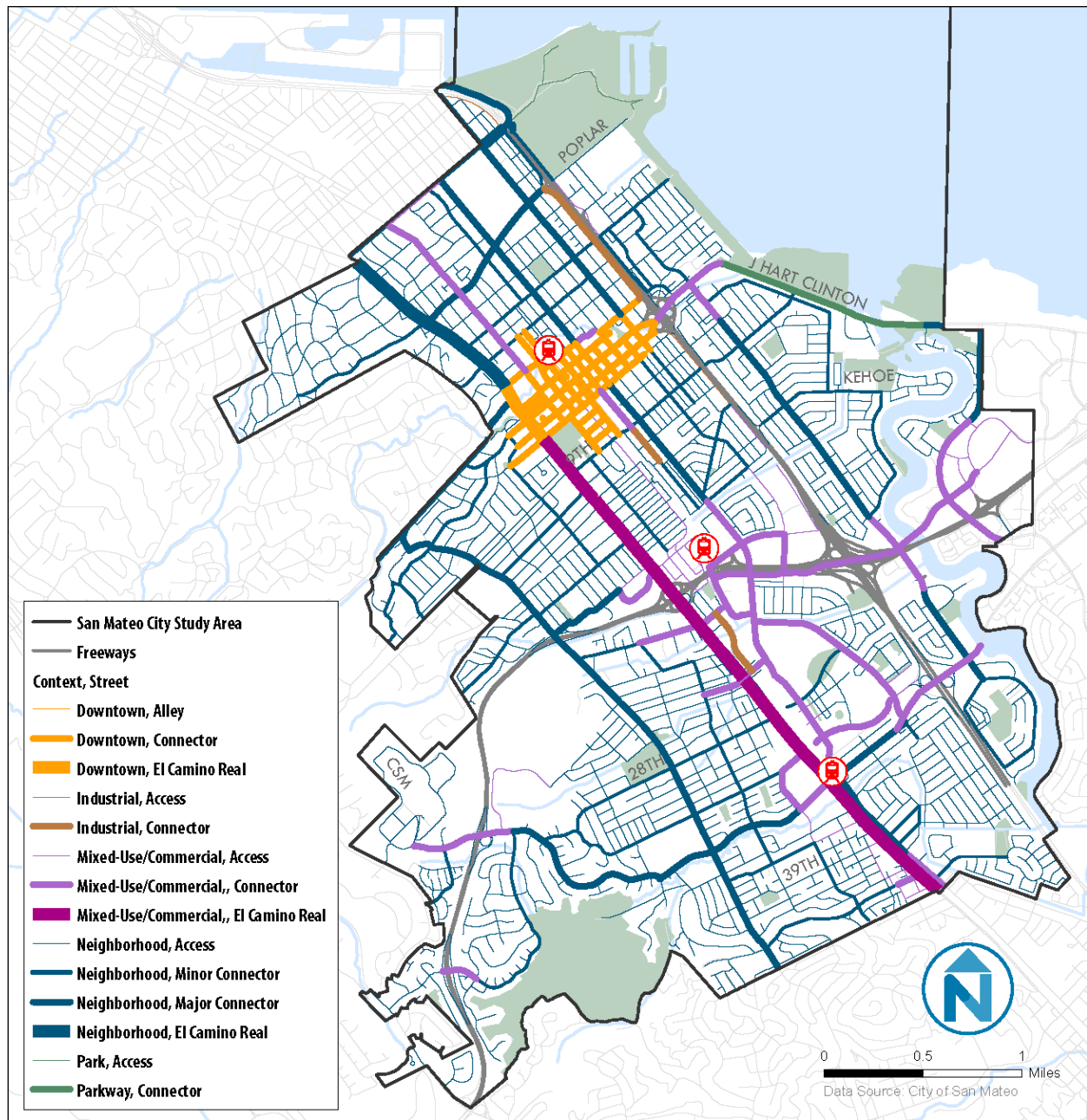
The City of San Mateo's El Camino Real Committee (ECRC) developed a vision for the future of El Camino Real from State Route (SR) 92 south to the Belmont city border.⁵ Designed to be the framework for decision makers, designers, developers, City officials, and the community, the El Camino Real Master Plan was adopted by the San Mateo City Council on September 18, 2001.⁶ The El Camino Real Master Plan area is within the greater San Mateo Rail Corridor TOD Plan area.⁷ The Master Plan includes the vision for El Camino Real corridor, a plan for streetscape improvements, design guidelines, potential land use alternatives for the corridor, and implementation strategies.

⁵ City of San Mateo, *El Camino Real Master Plan*, Executive Summary.

⁶ City of San Mateo, *El Camino Real Master Plan*, Executive Summary.

⁷ City of San Mateo, *San Mateo Rail Corridor Transit-Oriented Development Plan*, page 1-9.

FIGURE 1 STREET TYPOLOGY MAP



Source: Sustainable Streets Plan, 2015.

TABLE 1 GENERAL PLAN GOALS AND POLICIES RELEVANT TO CIRCULATION AND TRANSPORTATION

Goal/Policy #	Goal/Policy Text
Roadway Network	
Goal 2	Maintain a street and highway system which accommodates future growth while maintaining acceptable levels of service.
Policy C2.1	Acceptable Levels of Service. Maintain a Level of Service no worse than mid LOS D, average delay of 45.0 seconds, as the acceptable Level of Service for all intersections within the City.
Policy C2.2	Traffic Improvement Master Plan. Maintain a master plan for street system improvements necessary to accommodate future growth and maintain acceptable levels of service. Intended improvements within the time frame of the Plan are listed in Appendix D ^a and may be updated by Resolution of the City Council consistent with Policy C2.1.
Policy C2.3	Roadway Improvement Implementation. Enact fiscal policies to provide that the roadway improvements listed in Appendix D are funded and accomplished throughout the timeframe of the General Plan to achieve the Level of Service standards set forth in Policy C2.1.
Policy C2.5	Traffic Studies. Require site-specific traffic studies for development projects where there may be a substantial impact on the local street system. Traffic impacts caused by a development project are considered to be unacceptable and warrant mitigation if the addition of project traffic results in a cumulative intersection level of service exceeding the acceptable level established in Policy C2.1; where there may be safety hazards created; or where there may be other substantial impacts on the circulation system.
Policy C2.6	Prioritization and Timing of Roadway Improvements. Roadway improvements shall be periodically prioritized to be correlated with the distribution and pace of development, and to reflect the degree of need for mitigation.
Policy C2.8	Traffic Signal Installation. A development project may be required to fund signalization of off-site unsignalized intersections if warranted as a result of project generated traffic. In addition, existing conditions may warrant signalization of unsignalized intersections. A warrant analysis to determine the need for signalization shall include consideration of both existing and projected traffic and pedestrian volumes, traffic delays and interruptions, accident history, and proximity of sensitive land uses, such as schools.
Policy C2.9	Dedication of Needed Right-of-Way for Roadway Improvements. Require dedication of needed rights-of-way for roadway improvements shown in Appendix D, which are deficient in land area. Dedication shall be required where the development project contributes to the need for the roadway improvement and where the cost of dedication is not so disproportionate to the size of the project or traffic generated to make it unreasonable.
Public Transit	
Goal 3	Support the provision of public transit services adequate to provide a viable alternative to automobile travel for all citizens and to provide a convenient means of transportation to the "transit dependent" population.
Policy C3.1	<p>Increase Bus Ridership. Strongly promote increased bus ridership and improved accessibility to bus transit by encouraging SamTrans to implement the following bus service improvements:</p> <ul style="list-style-type: none"> a. Evaluate the need to provide service in areas exceeding a quarter mile from local routes and designated bus stops, as shown on Figure C-4. b. Evaluate the need for improved bus service in high concentration employment centers, including: Downtown, Mariner's Island, Peninsula Office Park, Crossroads, and the Corridor Plan Area among others as shown in the Land Use Element, Figure LU-2 (Employment Locations). Evaluate the need to improve bus service to the College of San Mateo, between schools and recreation facilities, and to special events. c. Promote increased usage of the Park-N-Ride lot at the US 101 and SR 92 Interchange. d. Promote increased bus ridership through an expanded Public Information Program such as at train stations, public institutions, and through TDM. e. Recognize the importance of complementary land uses, such as higher-density, compact development with pedestrian-friendly environments, to especially justify increasing levels of transit service.

TABLE 1 GENERAL PLAN GOALS AND POLICIES RELEVANT TO CIRCULATION AND TRANSPORTATION

Goal/Policy #	Goal/Policy Text
Policy C3.2	<p>Caltrain. Continue the City's strong support of Caltrain as an essential element of the overall circulation system on the Peninsula and in the City. Support the following rail service improvements:</p> <ul style="list-style-type: none"> a. Continue to work with the Joint Powers Board which locally manages and oversees improvement plans for Caltrain. b. Increased service during non-commute periods and increase system capacity. c. Development of a Downtown San Francisco terminal within the vicinity of the Transbay Terminal or Financial District to improve commute service and linkage to other regional transit systems. d. Expenditure of Measure A (1/2-cent sales tax) funds and other available funds for grade crossing improvements at existing at grade crossings and where existing grade separations have inadequate vertical clearance above the crossing street. e. Caltrain Public Shuttle Programs. f. Caltrain's Project 2025 future vision includes three major phases of development: state of good repair, electrification enhancements and post-electrification enhancements. All three phases of the program will provide increased frequency of service to San Mateo and Peninsula residents and commuters.
Policy C3.5	<p>Grade Separation of Rail Line. Promote the elimination of existing at grade crossings to improve local circulation and safety.</p>
Policy C3.6	<p>Below Grade Rail Line. Depress the rail line through the Downtown with street crossings remaining at grade as Caltrain service is increased and high speed rail through the corridor is implemented. Depressing the rail line in Downtown should include examination of a tunnel alternative and potential use of air rights.</p>
Policy C3.7	<p>San Mateo Rail Corridor Transit-Oriented Development Plan (Corridor Plan). Improve east-west access via new grade-separated rail crossings at 28th and 31st Avenues.</p>
Transportation Demand Management	
Policy C2.10	<p>Transportation Demand Management (TDM). Participate in the TDM Program as outlined by the San Mateo City/County Association of Governments (C/CAG). Encourage TDM measures as a condition of approval for development projects, which are anticipated to cause substantial traffic impacts. C/CAG requires the preparation of a TDM program for all new development that would add 100 peak hour trips or more to the regional road network.</p>
Policy C2.11	<p>Transportation Demand Management (TDM) in Rail Corridor Transit Oriented Development Plan (Corridor Plan). Establish and implement a TDM program consistent with the Corridor Plan policy and program requirements for development in Transit Oriented Development (TOD) areas.</p>
Policy C2.12	<p>Transportation Demand Management (TDM) Downtown. Establish and implement a TDM program, a Transportation Management Association (TMA), and other measures to reduce vehicle trips and encourage transit use and promote bicycle and pedestrian accessibility for development within the Downtown Core.</p>
Policy C3.8	<p>Child Care Facilities Adjacent to Public Transit Stations. Consider including child care space in, or adjacent to, public transit stations/hubs.</p>
Policy C3.9	<p>Child Care Traffic Mitigation Credit. Promote traffic mitigation credit for child care space in large developments.</p>
Goal 6	<p>Implement the transportation objectives of the Sustainable Initiatives Plan (SIP) adopted by the City Council and developed by the Sustainable Advisory Committee.</p>
Policy C6.2	<p>Single Occupancy Vehicles. Reduce single occupant automobile usage for local trips by implementing flexible alternative transportation programs within San Mateo such as bike share programs, car share programs, additional local shuttles for Caltrain connections and other programs that support reduced single-occupant vehicle trips. Partners and program opportunities are identified and in the Climate Action Plan.</p>
Policy C6.4	<p>Commuting. Reduce single occupant commuting 20% before 2020 by expanding the Transportation Management Association beyond Corridor Plan Area, establishing parking maximums, requiring trip reduction for all development and facilitating the provision of transit passes or other direct transit subsidies for residents and employees within San Mateo. Additional actions to reduce single occupant commuting is detailed in the Climate Action Plan, Appendix of the General Plan</p>

TABLE 1 GENERAL PLAN GOALS AND POLICIES RELEVANT TO CIRCULATION AND TRANSPORTATION

Goal/Policy #	Goal/Policy Text
Policy C6.5	Transit Oriented Development Areas (TOD). Concentrate future development near rail transit stations in the City's designated TOD areas by collaborating with partners to provide incentives for development and transportation demand management within TOD areas, and encouraging developments within Transit Oriented Development Areas (TOD) to maximize population and employment within allowable zoning limits, consistent with direction from the City's Climate Action Plan.
Policy H 2.13	Transportation Oriented Development (TOD). Encourage well-planned compact development with a range of land uses, including housing, commercial, recreation and open space, in proximity to train stations and other transit nodes. Encourage the maximization of housing density where possible
Bicycles	
Policy C2.4	Transportation Fee Ordinance. Require new developments to pay for on-site improvements to meet the needs of development and their proportionate share of the costs for mitigating cumulative traffic impacts within the City of San Mateo. Utilize a Transportation Fee Ordinance to finance necessary off-site improvements equitably. The offsite improvements will include intersection and street improvements to maintain intersection levels of service, traffic safety improvements and improvements to reduce single occupant vehicle trips such as bicycle system enhancements, pedestrian improvements, and trip reduction measures.
Policy C4.1	Bicycle Master Plan. Develop a bicycle master plan with a prioritized capital improvement program that creates and maintains a safe and logical bikeways system; supports the City's Sustainable Transportation Actions; and is coordinated with the countywide system.
Policy C4.2	Bicycle Facilities on Transit. Encourage additional bicycle capacity on Caltrain and SamTrans (especially to the College of San Mateo). Provide an adequate supply of secure covered bicycle parking at the Caltrain stations.
Policy C4.3	Dedication of Needed Right-of-Way for Bikeways. Require dedication of necessary rights-of-way for bike lanes and paths, which are deficient in land area. Dedication shall be required where the development of dedication is not so disproportionate to the size of the project to make it unreasonable.
Policy C4.8	Pedestrian and Bicycle Mobility Needs. Balance pedestrian mobility and bicycle accessibility and safety with vehicular congestion when considering intersection improvements to address level of service degradation.
Policy C4.9	Pedestrian and Bicycle Connections. Implement an area-wide pedestrian and bicycle circulation plan which will result in convenient and direct connections throughout the Rail Corridor Transit-Oriented Development Plan (Corridor Plan) area and into adjacent neighborhoods and districts.
Policy C4.10	Bikeway Systems. Review the City's planned bikeways systems for adequacy, consistency and connectivity throughout the City to facilitate ease of use and safety for the users including adequate parking for bicycles.
Policy C4.11	Hillsdale Bicycle and Pedestrian Over Crossing. Construct a bicycle and pedestrian over crossing in the vicinity of Hillsdale Boulevard over US 101.
Policy C6.1	Modal Share. Increase mode share from pedestrian and bicycle travel, for trips of one mile or less, from three percent in 2005 to 30 percent by 2020 by introducing paid parking in other commercial areas outside of the Downtown, improving pedestrian walkways and amenities within commercial areas and residential neighborhoods and by providing adequate, secure, covered parking for bicycles in city garages for new multifamily and commercial development. Additional potential supportive actions to increase mode share are detailed in the SIP, Appendix T of the General Plan.
Policy C6.3	Travel to Schools. Reduce private automobile school trips by 50 percent before 2020 by working with private and public schools to increase the number of students walking or bicycling to school, implementing "walking pools" to schools, increasing carpooling for students, and making flexible local transit available for student travel.
Policy C/OS9.3	Crystal Springs Road Access. Pursue safe pedestrian/bicycle access to San Francisco Water District lands via Crystal Springs Road through coordination with the Town of Hillsborough and with State and County assistance.
Policy C/OS 9.4	Interjurisdiction Coordination. Support the coordination of adjacent jurisdictions in the development of bicycle and pedestrian trails, the connection of trails in San Francisco watershed lands, the development of the Bay Trail and Ridge Trail systems, and potential connections into the City of Belmont in the development of a trail system with Sugarloaf Mountain.

TABLE 1 GENERAL PLAN GOALS AND POLICIES RELEVANT TO CIRCULATION AND TRANSPORTATION

Goal/Policy #	Goal/Policy Text
Policy C/OS 14.3	Active Use Facilities. Provide sufficient active use facilities to support current needs and future trends including at least three new multi-use athletic turf areas; an evaluation of existing turf fields for possible conversion to synthetic turf; a tennis complex that optimizes revenue generation; and a system of pedestrian and bike trails that will provide interconnectivity between parks.
Pedestrians	
Policy C3.3	Hayward Park Station. Improve pedestrian and vehicular access to the station. Redevelop the surrounding area with mixed-use and transit-oriented development.
Policy C3.4	Hillsdale Station. In conjunction with Caltrain, relocate the Hillsdale Station northward to a new location in the vicinity of between 28th Avenue and 31st Avenue, allow parking lot expansion, improve vehicular circulation and pedestrian access, and facilitate direct on-site bus/train transfer. Establish a circulation system for Hillsdale Station that will safely meet the needs of the station as a major transit hub and heart of a transit village, and will efficiently accommodate the many modes of transit it will serve. Also, incorporate the concepts of transit-oriented development into the designs of the areas surrounding the station – i.e. mixed-use development, pedestrian friendly design, a variety of housing within walking distance, etc.
Goal 4	Develop and maintain a comprehensive bicycle and pedestrian circulation network which provides safe recreation opportunities and an alternative to automobile travel.
Policy C4.4	Pedestrian Circulation. Develop a pedestrian master plan and prioritized capital improvement program that creates and maintains a walkable environment in San Mateo and supports the City's Sustainable Transportation Actions.
Policy C4.5	Pedestrian Enhancements with New Development. Continue to require as a condition of development project approval the provision of sidewalks and wheelchair ramps where lacking and the repair or replacement of damaged sidewalks. Require that utility poles, signs, street lights, and street landscaping on sidewalks be placed and maintained to permit wheelchair access and pedestrian use. Increase awareness of existing trails and routes by promoting these amenities to residents.
Policy C4.6	Wheelchair Access and Pedestrian Accessibility. Continue to assess and improve wheelchair access throughout the City. Install wheelchair ramps or take other corrective measures where most needed in accordance with the established Citywide Wheelchair Program.
Policy C4.7	Pedestrian Safety. Pedestrian safety shall be made a priority in the design of intersection and other roadway improvements.
Policy C/OS 11.1	Active and Healthy Lifestyles. Active living, physical development and a healthy body and mind are among the most critical elements of a fulfilled life. We provide the tools necessary to begin, sustain and expand active and healthy lifestyles and to incorporate health and wellness practices into everyday life.
Policy C/OS 11.6	Aging Adults. Facilitate an aging-friendly community that meets the interests of older adults in the areas of housing, mobility and transportation, active and healthy living, lifelong learning, civic engagement and community connections, lifestyle planning, and information and resource support through direct city services, cooperative and collaborative partnerships, and encouraging services by other community service providers.
Policy C/OS 16.6	Cooperative Service Delivery. Utilize opportunities for cooperative acquisition, development, operation, and programming with private organizations or other public agencies that will provide more effective or efficient service delivery.
Policy LU4.3	Location of Critical Facilities. Encourage active, healthy lifestyles, by promoting pedestrian and bicycle connectivity between civic facilities. Avoid locating critical facilities, such as hospitals, schools, fire, police, emergency service facilities and utilities in areas subject to slope failure, flooding and other hazards as identified in the Safety Element, where feasible.
Policy UD 1.7	Minor Corridors. Provide visual and pedestrian improvements on arterial streets such as Alameda de Las Pulgas, Peninsula Avenue, San Mateo Drive, Delaware Street, Norfolk Street and Mariner's Island Boulevard.
Policy UD 2.6	Orient Buildings Toward the Street. Encourage commercial development to be located at the street in retail areas to encourage pedestrian activity and the use of on-street parking. Locate required parking towards the side and rear of parcels.
Policy UD 2.9	Pedestrian Oriented Design. On retail commercial projects, designate pedestrian activity as a priority through the design and provision of adequate sidewalk widths, locating windows along ground floor street

TABLE 1 GENERAL PLAN GOALS AND POLICIES RELEVANT TO CIRCULATION AND TRANSPORTATION

Goal/Policy #	Goal/Policy Text
	facades, trees and awnings, and human scale construction materials and features.
Parking	
Goal 5	Provide an adequate parking supply for new development.
Policy C 5.1	<p>Parking Standards.</p> <p>a. Review parking requirements periodically to ensure adequate parking supply as a condition of development approval.</p> <p>b. Review parking requirements periodically to ensure adequate parking supply for change and/or expansion of land use resulting in increased parking demand.</p>
Policy C6.6	<p>Fuel Consumption and Emissions. Expand the use of alternative- and clean-fuel vehicles to reduce fuel consumption and vehicle emissions for trips originating in or destined for the City of San Mateo by expanding infrastructure for electric vehicle charging stations at public and private locations; promoting the use of alternative fuel vehicles; and providing requirements and incentives for the provision of alternative fuel infrastructure such as electric vehicle charging stations. Community-wide targets for share of electric or alternative-fuel vehicles are established in the City's Climate Action Plan.</p>

Source: City of San Mateo, 2010, General Plan 2030.

C. EXISTING CONDITIONS

1. Overview of Existing Circulation System

Roadway System

The roadway system in the City of San Mateo is made up of freeways, arterials, collectors, local streets and alleyways. Each is described in detail below with the existing classification shown on Figure 2.

Freeways

Freeways route traffic through the community and are characterized by large traffic volumes and high-speed travel. There are two freeways in the City of San Mateo: US Highway 101 (Bayshore Freeway) and SR 92 (J. Arthur Younger Freeway). I-280 also provides regional access to the community and is located just west of the City's Sphere of Influence.

US Highway 101 is an 8- to 10-lane north-south freeway that traverses the eastern portion of the city. US Highway 101 extends northward through San Francisco and southward through San Jose and is a roadway of regional significance to the intercity circulation within the Bay Area. US Highway 101 provides access to the city via eight interchanges. One of the interchanges is a freeway-to-freeway interchange with SR 92. Two of the interchanges, at 3rd Avenue/4th Avenue and at Hillsdale Boulevard, are full-access interchanges. The remaining five interchanges are partial access interchanges. Within the City Limits, average daily traffic volumes on US Highway 101 range between 240,000 south of SR 92 and 270,000 north of SR 92.

SR 92 is a 4- to 6-lane east-west freeway extending from Half Moon Bay in west San Mateo County to Hayward in Alameda County. SR 92 traverses across the San Francisco Bay via a six-lane bridge (San Mateo Bridge), which is one of the seven bridges that cross the San Francisco Bay within the Bay Area. SR 92 provides access to the city via eight interchanges. One of the interchanges is a freeway-to-freeway interchange with US Highway 101. All remaining interchanges are full-access interchanges. Within City Limits, average daily traffic volumes on SR 92 range between 60,000 to 80,000 west of El Camino Real, approximately 100,000 between El Camino Real and US Highway 101, and over 150,000 east of US Highway 101.

Arterials

The primary function of arterial streets is to connect the regional network with the local network. Because the primary function of arterials is to move relatively high volumes of traffic, interruptions to traffic flow caused by turning movements at driveways and intersections should ideally be minimized. In San Mateo, however, established patterns of development have created driveways along most arterials. Arterials typically serve between 10,000 to 50,000 vehicles per day. Access to most freeway interchanges within the city are provided by arterials.

El Camino Real (SR 82) is a four- to six-lane north-south arterial within the City that is of regional significance. El Camino Real extends from Santa Clara County through San Mateo County. Within the City Limits, El Camino Real provides access to the Hillsdale Shopping Center, Downtown San Mateo, the Hillsdale Caltrain Station, and nearby residential neighborhoods. El Camino Real provides direct access to SR 92 via a full interchange.

Collectors

Collector streets link neighborhoods to arterials and are not intended for through traffic but are nonetheless intended to move traffic in an efficient manner. Collectors should not form a continuous system, so that they are not used as convenient substitutes to arterials. In San Mateo, as drivers avoid congested thoroughfares, traffic diversion onto collectors has become prevalent on collectors parallel to and within close proximity to major arterials and freeways. Collectors typically serve between 1,000 and 10,000 vehicles per day. While access to freeway interchanges within the City is mostly provided by arterials, two collector roads (North Bayshore Boulevard, and Kehoe Avenue) provide access to two partial interchanges with US Highway 101.

Existing Traffic Conditions

Level of Service Standard and Analysis Methodology

Traffic conditions at 64 intersections (see Figure 3) were evaluated using LOS. LOS is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methodology is described below.

The 2010 Highway Capacity Manual (HCM) methodology for signalized intersections is utilized to evaluate intersection operation conditions. This method evaluates intersection operates on the basis of average control delay for all vehicles at the intersection. This average delay can then be correlated to a LOS. Table 2 presents the LOS definitions for signalized intersections. The City of San Mateo level of service standard is mid-LOS D (delay of 45 seconds) or better for all signalized intersections.

Existing Intersection Level of Service

Existing intersection lane configurations at all 64 intersections were obtained from field observations (see Figures B1-B3 in Appendix B). Existing traffic volumes were obtained from new peak-hour turning movement counts conducted between 2016 and 2018 while schools were in session (see Figures B4-B6 in Appendix B).

The existing intersection level of service analysis results (see Table B1 in Appendix B and Figure 4) show that most intersections are currently operating at acceptable levels of service (mid-LOS D or better). The following intersections are currently operating at unacceptable levels of service:

- Norfolk Street & Fashion Island Boulevard – AM & PM Peak Hours (high LOS D and LOS E, respectively).
- Norfolk Street & Hillsdale Boulevard – PM Peak Hour (high LOS D).
- US Highway 101 Southbound Ramps & Fashion Island Boulevard – PM Peak Hour (LOS F).
- US Highway 101 Northbound Ramps & Hillsdale Boulevard – PM Peak Hour (LOS F).
- US Highway 101 Southbound Ramps & Hillsdale Boulevard – PM Peak Hour (LOS F).
- Grant Street & 19th Avenue – PM Peak Hour (LOS E).
- Saratoga Drive & Franklin Parkway – PM Peak Hour (high LOS D).
- Saratoga Drive & Hillsdale Boulevard – PM Peak Hour (LOS F).
- El Camino Real & 20th Avenue – PM Peak Hour (high LOS D).

Peak Spreading

As Bay Area traffic congestion worsened in recent years, one phenomenon commuters have experienced is the effect of peak spreading. Peak spreading occurs when demand for a roadway exceeds its capacity, and as a result, the excess traffic is pushed to the shoulder hours, creating instead of one hour of peak traffic, a peak period of traffic that lasts multiple hours. Peak spreading is most prominent along freeways where demand is

much greater than local roadways. To illustrate peak spreading, Hexagon summarized hourly volume reported by Caltrans on a segment of US Highway 101 near San Mateo for the month of March in 2018. Data for only typical weekdays (Tuesday through Thursday) are summarized as volumes experienced on these days are typically stable. Northbound traffic typically peaks during the AM peak period. As shown on Figure 5, hourly volume in the northbound direction peaks at 7:00 a.m., but volumes between 6:00 a.m. and 9:00 a.m. are very similar to the peak volume at 7:00 a.m. Southbound traffic typically peaks during the PM peak period. As shown on Figure 6, there is no distinguishable “peak hour” for southbound traffic on US Highway 101. Instead, traffic between 2:00 p.m. and 5:00 p.m. forms a long peak period, clearly illustrating the peak spreading phenomenon.

Vehicle Miles Travelled

Pursuant to SB 743, the Governor’s Office of Planning and Research (OPR) published the *Updates to the CEQA Guidelines* in November 2017. The guidelines stated that level of service will no longer be considered to be an environmental impact metric under CEQA and considers VMT the most appropriate measure of transportation impact. Per OPR’s April 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA, cities must incorporate new procedures by July 1, 2020. Existing daily residential VMT and employment VMT for the City of San Mateo versus the average of the San Francisco Bay Area are presented in Table 3. San Mateo residential VMT per capita (13.39) is currently slightly above the Bay Area average (13.31). San Mateo employment VMT per job (15.37) is currently slightly below the Bay Area average (15.97). Given that no standard approach or guidelines have yet been adopted by the City of San Mateo, the VMT presented in this report is for informational purposes only.

2. Travel Characteristics

Travel characteristics are indicators of the success of a transportation system. A successful transportation system should balance all modes of travel, increase mobility and access, contribute to quality of life, and provide options for residents and workers. This section reviews current travel characteristics associated with San Mateo in an effort to measure its current performance.

Journey to Work

Journey-to-work mode splits are integral to understanding transportation habits and patterns in San Mateo. As shown in Table 4, San Mateans have similar journey to work mode splits as San Mateo County as a whole. These trends provide context for understanding vehicle ownership rates. Table 4 also provides trends over time, illustrating the significant increase in San Mateo residents commuting by transit between 2000, when six percent took transit, and 2016, when an estimated 10 percent took transit to work. Similarly, the percentage of residents driving alone to work has decreased from 75 percent in 2000 to 70 percent in 2016.

Vehicle Ownership

As shown in Table 5, the percentage of San Mateo households with one or two vehicles is similar to the percentages countywide. Slightly fewer households in the city own more than three vehicles, compared to the countywide average. Similar to trends countywide, renter-occupied households own fewer vehicles than owner-occupied households. In the City of San Mateo, 8 percent of renter households are car-free, as compared to three percent of homeowners. The vast majority of owner-occupied households own two or more vehicles, whereas nearly half of renters own no more than one vehicle.

As a percentage of total households, San Mateo residents own fewer vehicles on average than County households at large. This is due to fewer City of San Mateo households owning three or more vehicles at 19 percent compared to the countywide average of 25 percent. A higher proportion of households in the City of San Mateo own one vehicle. Both the County and the City have the same proportion of car-free households at 5 percent.

The vehicle ownership and journey-to-work data together illustrate that many in San Mateo rely on alternative modes of transportation. With 15 percent of the population walking, biking, or using public transportation to get to work, transit connectivity and high-quality bicycle and pedestrian infrastructure are essential.

Figure 7 and Figure 8 depict vehicle ownership in the City of San Mateo by Census Block Group. These figures show that Downtown residents are less dependent on automobiles, with the highest rates of zero-car households. In addition to Downtown, neighborhoods near Caltrain Stations and El Camino Real have higher rates of zero-car households compared to the rest of the City.

3. Public Transit

Transit service is a vital component of the transportation system in San Mateo, particularly for regional access to employment centers and residential areas, local access to schools, and for residents in low vehicle ownership areas. This section presents an overview of existing service and system characteristics, as well as planned and proposed transit service.

Existing Service and Frequency

Existing transit service is shown in Table B2 in Appendix B and Figure 9. The City of San Mateo has three Caltrain Stations: San Mateo, Hayward Park, and Hillsdale. Caltrain operates through the San Mateo and Hillsdale Caltrain Stations with three types of service: local, limited stop, and express (Baby Bullet). Hayward Park has limited stop and local service only. During peak hours (5:00 to 10:00 a.m. and 4:00 to 9:00 p.m.) Caltrain runs local and limited stop service every 10 to 75 minutes, with an average headway of 28 minutes for Hillsdale, 29 minutes for San Mateo, and 55 minutes for Hayward Park. In the AM peak period, three northbound Baby Bullet trains and two southbound Baby Bullet trains serve Hillsdale Station. The direction of the Baby Bullet trains serving Hillsdale station changes for the PM peak. San Mateo Station is served by three northbound Baby Bullet trains in the morning peak, with no southbound Baby Bullet service. This reverses in the evening with three southbound Baby Bullet trains serving San Mateo Station. Caltrain allows residents to connect with job centers around the Silicon Valley, as well as San Francisco and San Jose. In addition to Caltrain service, multiple SamTrans bus routes operate within City Limits. These routes fall under three categories: routes connecting to Caltrain stations, routes connecting to Caltrain and BART stations, and school-day only routes. Table B2 in Appendix B summarizes bus and train service in San Mateo, and Figure 9 depicts transit routes.

In addition to regional transportation agency services, several shuttles operate on weekdays in San Mateo that offer last mile connections from Caltrain and caters to commuters and seniors. Funded by C/CAG, BAAQMD, the Peninsula Joint Powers Board, MTC, local employers, and City funds, the following shuttles are free and open to the public:

- San Mateo-Campus Drive Caltrain shuttle runs between Hillsdale Caltrain Station and Campus Drive area.
- The Mariners' Island Caltrain shuttle runs between the Hillsdale Caltrain Station and Mariners' Island.

- The San Mateo-Norfolk Caltrain Shuttle operates between the Hillsdale Caltrain Station and various office buildings.
- The Belmont-Hillsdale Shuttle is operated by Caltrain between Belmont and Hillsdale Stations, timed to meet Baby Bullet Trains.
- Electronic Arts Shuttle runs from Hillsdale Caltrain Station to the company's office in North Redwood City.
- The Lincoln Centre Shuttle runs between Hillsdale Caltrain Station and businesses in the Lincoln Centre Area in North Foster City.
- Oracle Shuttle operates between Hillsdale Caltrain Station and the Oracle campus in North Redwood City.
- Redwood Shores-Bayshore Technology Park Shuttle serves Hillsdale Caltrain Station and various office buildings in the Bayshore Technology Park area.

Shuttles operated by private companies are believed to support commuters in and around San Mateo but are not available to the general public.

Planned and Proposed Transit Service

Caltrain certified the Peninsula Corridor Electrification Project Final Environmental Impact Report (FEIR) in January, 2015. The electrification of Caltrain between San Jose and San Francisco would improve travel times in the Caltrain corridor and provide the infrastructure needed for High Speed Rail. Electrified rail service would permit faster speeds, shorter travel times, more trains per hour, and better overall connectivity with regional transit systems.

With electrification and also High Speed Rail, the Peninsula would be connected via rail to Southern California, the Central Valley, and San Francisco. Partially funded by the High Speed Rail Authority as part of the future blended Caltrain-High Speed Rail system, Caltrain broke ground on the 25th Avenue Grade Separation Project in 2017. When finished, the project will raise the rail tracks, reducing the danger from train collisions and allowing the City to create new street connections at 28th and 31st Avenues. The Hillsdale Caltrain Station will be relocated slightly north to 28th Avenue as part of the improvements.

Bus Rapid Transit (BRT) presents another potential transit system enhancement. SamTrans was awarded a grant by Caltrans in 2012 to conduct a feasibility study of the potential for BRT service along the El Camino Real corridor between Daly City and Palo Alto. This project is an opportunity to create a defining corridor that ties together all transportation modes, improves transit service and experience and supports mode shift to more transit use. The El Camino Real corridor carries the highest ridership in the SamTrans bus system, with more than 13,000 daily weekday boardings. SamTrans completed a BRT Phasing Plan Study that identifies a plan for the phased implementation of BRT in the El Camino Real corridor over an extended time period. Limited stop service with current vehicles is proposed for early phases, and a longer-term scenario focusing on capital-intensive transit investment with new vehicles, facilities, and signal-priority.

4. Pedestrian Network

The pedestrian network is a critical part of the City's transportation system for all users since most trips begin or end as pedestrian trips. San Mateo's General Plan policies support maintaining the existing pedestrian infrastructure and providing safe, efficient, and equitable use of streets through good roadway design for pedestrians. The 2030 General Plan requires all new developments to incorporate safe and attractive

pedestrian facilities on-site. This section of the existing conditions analysis summarizes existing and planned pedestrian facilities and provides an overview of pedestrian safety.

Existing Facilities

The Department of Public Works oversees the maintenance of 380 miles of sidewalks in San Mateo through the Sidewalk Program. Nearly every street in the City has a sidewalk, with some exceptions in residential single-family neighborhoods of San Mateo Park and Sugarloaf. In 2009, the City Council approved a 15-year Sidewalk Repair Plan, for which a different priority neighborhood receives inspection each year, and damaged sidewalks are marked for repair. In the City of San Mateo, property owners are financially and legally responsible for maintaining the sidewalk fronting their property; the City maintains sidewalks in non-residential areas and Downtown.

The City of San Mateo's street grid is conducive to frequent pedestrian crossings, both controlled and uncontrolled. Controlled crossings are locations with a signal or a stop sign to facilitate pedestrian crossings. San Mateo has used special crosswalk treatments to increase visibility at some intersections in its Downtown area and yellow high visibility crosswalks near its schools. Leading pedestrian intervals—when the pedestrian signal is timed to give pedestrian a 3-7 second head start when entering an intersection before the green light for vehicles—have been implemented in the Downtown to increase pedestrian safety.

Some deficiencies within the pedestrian facilities in San Mateo reduce the quality of the walking network. For instance, some sidewalks have a rolled curb instead of a vertical curb, which makes it easier for vehicles to park on the sidewalk. Further, not all streets meet the recommended widths suggested in the Sustainable Streets Plan.

Planned and Proposed Facilities

The San Mateo Pedestrian Master Plan (Pedestrian Master Plan) guides future implementation of pedestrian and sidewalk facilities. The Pedestrian Master Plan also details design criteria for the facilities, such as minimum clearances and buffers between sidewalks and roadways with high vehicle volumes. Vertical curbs and gutters are recommended where there is a high level of pedestrian activity, and ADA compliant curb ramps are required. The 2012 cost estimate for citywide recommended pedestrian improvements from the Pedestrian Master Plan was approximately \$8.4 million. An additional \$95 million was identified as needed for pedestrian-scale lighting installations.

The 2015 Sustainable Streets Plan identified two streets for near term complete streets implementation: San Mateo Drive between Peninsula Avenue and Tilton Avenue, and South Grant Street between 5th Avenue and 10th Avenue. San Mateo Drive improvements were in the design phase at the time of writing this report.

The Department of Public Works is incorporating improved sidewalks and wheelchair accessible curbs in the planned reconstruction of 39th Avenue from Pacific Boulevard to Orinda Drive. Lastly, Public Works is seeking grant funding for the final design of the Hillsdale Pedestrian/Bicycle Bridge and path system. Once complete, the project will provide a safer and more pleasant path across US Highway 101, connecting the community and removing barriers to biking and walking.

Pedestrian Safety

Pedestrian collisions in San Mateo between 2015 and 2017 are shown in Figure 10. In that three-year period, there were three pedestrian fatalities and a total of 58 injury collisions. The most frequent collision factor was

violation of pedestrian right-of-way (50 percent), which means the other party in the collision did not yield to a pedestrian or intruded on the pedestrian's space to cause the collision. The fatalities occurred on streets with high speeds and vehicle volumes: two on El Camino Real, and one at US Highway 101 and 3rd Avenue. The map of collision locations reveals high collision concentration areas: San Mateo's Downtown, the North Central part of the City near San Mateo High School and along San Mateo Drive, and along El Camino Real from Downtown San Mateo to Hillsdale Boulevard. The concentration of pedestrian collisions in the Downtown core is most likely due to a high rate of walking combined with high volumes of auto traffic. While vehicle speeds in this district are relatively low, collisions may be related to unsignalized crossings and poor visibility. These clusters of collisions highlight the need for infrastructure improvements in their respective areas. With its completion in 2017, the North Central Pedestrian Improvement project has added multiple safety features to improve pedestrian safety and ADA accessibility in that neighborhood.

5. Bicycle Network

Bicycling is a key part of San Mateo's transportation system. Supporting people's use of bicycles for transportation supports the City's goals for sustainability, active living, and quality of life. This section of the existing conditions analysis describes the existing and planned bicycle facilities, and provides an overview of bicycle safety.

San Mateo has an existing bicycle route network with connections to neighboring city bikeway networks. The San Mateo network contains a variety of bikeways and is labeled according to California's system of bikeway classifications:

- Class I Bikeway – bike paths within exclusive right-of-way, sometimes shared with pedestrians.
- Class II Bikeway – bike lanes for bicycle use only that are striped within the paved area of roadways.
- Class III Bikeway – bike routes are shared with motor vehicles on the street; Class III bikeways may be defined by a wide curb lane and/or use of a shared use arrow stencil marking on the pavement known as a “sharrow.”

Existing Facilities

Figure 11 shows San Mateo's existing and planned bikeway network and the 2014-2017 bicycle collision history as of the 2011 City of San Mateo Bicycle Master Plan. Several Class I off-street bike paths provide primary access, including via bridges and undercrossings. The San Francisco Bay Trail runs continuously through San Mateo as a Class I shared path, connecting at its northern terminus to Airport Boulevard in Burlingame, and continues south through Foster City.

Class II on-street bicycle lanes include parts of Mariners Island Boulevard, 9th Avenue, Delaware Street, Claremont Street, Palm Avenue, and Norfolk Street. Class III bicycle routes connect neighborhoods and Class II lanes. Class III routes include Alameda de Las Pulgas, Claremont Street north of 9th Avenue, the northern section of San Mateo Drive, Bellevue Avenue, Monte Diablo Avenue, and Hacienda Street. Some of these routes are painted with shared lane (“sharrow”) pavement markings.

Gaps in the network exist at several locations where Class II bicycle lanes end without any connections. Claremont Avenue is one of the most prominent locations where this occurs: a Class II bike lane ends at 9th Avenue. No Class II bikeways exist north of 5th Avenue through Downtown. San Mateo also lacks an adequate number of Class I or II east-west route connections. A prominent east-west missing link is on

Hillsdale Boulevard where a Class II bikeway turns into a Class III at Edison Street, a 1/3-mile west of the Hillsdale Caltrain Station.

Planned and Proposed Facilities

A number of planned bicycle improvements are identified in City documents, and the Citywide Bicycle Master Plan is currently being updated to identify existing gaps in the bicycle network and develop the list of priority improvements for construction. The 2011 San Mateo Bicycle Master Plan calls for 36 miles of new bikeways, and the 2015 Sustainable Streets Plan identifies complete streets corridors for near term implementation and further study (see Figure 11). The proposed bikeways would close system gaps, improve connections to community centers, schools, parks, libraries, employment centers, and commercial and retail centers, and would improve regional connections. Most proposed improvements are Class III bike routes. The 2011 Bicycle Master Plan calls for bike parking at public destinations, including Downtown, Caltrain stations, major bus stops, community centers, parks, and schools. Recommended improvements also include developing a unique citywide wayfinding system, and signing all proposed Class III bikeways.

San Mateo Drive is the primary north-south County Bicycle Network route through the City of San Mateo, but currently lacks bicycle facilities north of Poplar. The Department of Public Works is implementing a complete streets design identified in the 2015 Sustainable Streets Plan that will remove a vehicle travel lane between Peninsula and Poplar and add Class II bicycle lanes. The existing Class III shared lanes on San Mateo Drive between East Poplar Avenue and Tilton will be converted to Class II bike lanes.

Bicycle Safety

Figure 11 shows the 2014-2017 bicycle collisions in San Mateo in relation to the existing and planned bicycle network. Although there were no fatal bicycle collisions in this period, there were 30 injury collisions. There was not a singular dominant primary collision factor for bicycle injuries, the most reoccurring factors were: automobile right of way (21 percent), unsafe speed (15 percent), wrong side of road (15 percent), improper turning (15 percent), and traffic signal and signs (15 percent). Injury collisions are concentrated on El Camino Real south of SR 92, in the Downtown core, and on Hillsdale Boulevard near US Highway 101. El Camino Real is a 4- to 6-lane divided arterial under Caltrans jurisdiction with no existing bicycle infrastructure. The street is a major automobile and transit route that runs through Downtown San Mateo and connects to many other cities in San Mateo and Santa Clara Counties. As with the pedestrian collision patterns, the larger numbers of bicycle collisions in the Downtown core may be due to higher bicycle volumes, more auto traffic, and many conflict points. A planned future pedestrian and bicycle bridge to cross US Highway 101 at Hillsdale Boulevard will help facilitate bicycle crossings and hopefully reduce the number of crashes at this location.

6. Shared and Emerging Mobility

The transportation industry is experiencing rapid changes in mobility with the use of smartphones and advances in mobility technologies. These new services present both opportunities and challenges. This change is led by a wave of mobile applications like Uber, Lyft, and Waze, and the increasingly rapid deployment of autonomous vehicles (AVs) and shared mobility options, such as electric-assist bicycles and scooters. These technologies are shifting the way people move around San Mateo and will continue to influence future travel behaviors. Although skateboards and scooters are not new, the proliferation of them as shared systems with added e-assist technology appeals to a wider audience. Coupled with the maturity of clean, electric vehicle technologies, AVs, and smartphone control create ever-expanding possibilities for improved mobility and access, including completing the first- and last-mile to transit, while reducing GHG and particulate emissions.

However, ensuring these services provide equitable access to all users, and developing appropriate infrastructure, will be paramount to successful mobility solutions in San Mateo.

Transportation Network Companies

Transportation Network Companies (TNCs) offer on-demand, point-to-point transportation that can augment public transit by providing demand-responsive options. Similar to taxis, TNCs such as Lyft and Uber provide ride-hailing services for compensation using an online-enabled application or platform (such as smart phone apps). The difference between TNCs and taxis is that passengers are connected to drivers who use their personal vehicles rather than vehicles associated with a taxi or limousine company.

TNCs are changing on-demand service at a fast pace as people use them to complete first- and last-mile trips to transit or as their primary mode of travel to work, shopping, and other trips. Similar to taxis, TNCs allow riders to leave their cars at home to avoid parking at their destination. They can also help complete first- and last-mile trips to transit when those connections are otherwise too difficult to walk or wheel to or access by other forms of transit.

TNCs are also changing the way curb space is utilized. Passengers are picked-up at their designated origin and dropped-off at their destination of choice. As such, TNCs must either find empty curb space to quickly load and unload their passengers, or double-park. As TNC ridership increases, cities are having to consider how to manage curbs to accommodate the increasing demand for limited space.

Bike-Sharing

Bike-sharing is an increasingly popular service that makes bicycles available for short-term, shared use. It is successfully improving mobility and access in urban centers, commercial districts, and corporate or university campuses. Much like car-sharing, bike-sharing offers users a dispersed pool of bicycles for short-term use. Bike-share allows for one-way trips and helps facilitate first/last-mile connections between residents' homes, workplaces, and public transit lines by expanding the radius of areas accessible within a 5- to 10-minute journey of a transit stop.

San Mateo has hosted bike share since 2016. The first system, called Bay Bikes, operated by Social Bicycles, launched with 50 bicycles and 11 stations citywide. Bay Bikes was a dockless system, where bikes could be locked to existing bike racks near designated hubs, rather than at a designated bike share station. Riders could find and reserve bikes using a mobile app. In 2018, the City began a new contract with LimeBike, a San Mateo-based bikeshare company, to conduct a pilot program to test a new dock-less bike share in City. Unlike the previous Bay Bikes, the LimeBike system allows users to park bikes anywhere in the City so long as they abide by parking rules, such as near bike racks and out of the way of crosswalks, bus stops, or other areas that would impede travel. LimeBike will deploy and oversee up to 300 bicycles, electric bicycles, and scooters in the City.

7. Transportation Demand Management

TDM programs are intended to reduce vehicle trips, miles traveled, congestion, and parking demand by promoting the use of multimodal transportation options and by shifting travel by mode and time of day to take advantage of available capacity. The City of San Mateo has applied TDM requirements to specific plan areas and development projects, including the Rail Corridor Plan near the Hillsdale and Hayward Park Caltrain stations, where projects are required to implement TDM programs to reduce vehicle trips.

San Mateo Rail Corridor Transit Oriented Development Plan

The San Mateo Rail Corridor Transit Oriented Development Plan (“Corridor Plan”) was adopted by the City Council in 2005. It includes a TDM component to ensure that new development within the Corridor Plan’s TOD zones minimizes automobile impacts within the City. The program includes the following elements:

- Establishment of a corridor-wide trip reduction goal.
- Establishment of a Transportation Management Association (TMA) with membership requirements.
- Requirement for single-occupant vehicle trip reduction goals for individual projects.
- Definition of a range of TDM measures to achieve trip reduction goals.
- Requirements for ongoing monitoring to ensure compliance and actions to be taken for non-compliance.

The Corridor Plan includes a list of potential TDM measures, which development applicants choose from, offering flexibility for achieving trip reduction targets, and ensuring TDM measures are well suited to the specific project context. The TDM measures listed in the Corridor Plan include:

- Non-residential market-rate parking permit systems and parking cash-out programs.
- Market-rate residential parking charges.
- Transit pass subsidy for employees or residents.
- On-site car-sharing programs.
- Residential permit parking.
- Preferential HOV parking and carpool promotion and coordination.
- Bicycle parking, commuter facilities including locker rooms and showers, and promotional programs.
- Participation in the Peninsula Traffic Congestion Relief Alliance’s Guaranteed Ride Home Program.
- Compressed work week, flex time, or telecommuting.

The 2017 Annual Report from the San Mateo Rail Corridor Transportation Management Agency found that most projects were meeting their short-term trip cap. Peak hour vehicle counts for the plan area have decreased by 1 percent, even with significant development. Since 2012, peak hour pedestrian and bicycle trips increased by 93 percent and 96 percent respectively.

The overall goal of the TDM program is to achieve a 25 percent reduction in new vehicle trips within the corridor. It also calls for the formation of a corridor-specific TMA, participation in which will be required for all new development within the TOD zones of the Corridor Plan and strongly encouraged for development within the broader Plan area. Other requirements of the program include:

- Submission of a Trip Reduction and Parking Management Plan with new development applications.
- Establishment in conditions of approval of:
 - Both short and long term trip generation thresholds.
 - Minimum parking standards.
 - A monitoring plan.
- An annual report completed by the TMA tracking compliance and program changes.

Hillsdale Station Area Plan

The Hillsdale Station Area Plan, adopted by City Council in 2011, extends the TDM requirements of the Corridor Plan to all new development within the Station Area Plan boundaries, including the 25 percent trip reduction target, required membership in the TMA, the completion of a trip reduction and management plan, and the establishment of a monitoring program.

Specific Plans

Bay Meadows (Phase II)

The conditions of approval for the Bay Meadows Specific Plan (2005) include the following TDM-related components:

- A TDM program, on-going for the occupied life of the development.
- Membership in the TMA.
- Annual monitoring.
- Goals of 10 percent (short-term), 16 percent (mid-term), and 25 percent (long-term) trip reduction.

The TDM program must be implemented using a selection of programs from the Corridor Plan (see section above for list of programs) and C/CAG, which are listed in the San Mateo County Congestion Management Program described below.

Station Park Green

The conditions of approval for the Station Park Green Specific Plan (2011) include the following TDM-related components:

- A TDM program, on-going for the occupied life of the development.
- A vehicle trip cap.
- Membership in the TMA.
- Annual monitoring.
- Goals of a 25 percent reduction (short-term) and 26 percent to 36 percent reduction in trips (long-term).

Downtown Area Plan

The Downtown Area Plan (2009) includes policies to require TDM measure implementation for projects anticipated to generate significant parking and traffic impacts. Listed measures include ridesharing, work pattern changes, transit use, preferential parking controls, and improvements to the pedestrian and bicycle environment. While TDM programs are required for significant projects, the Downtown Area Plan also encourages TDM opportunities for smaller scale projects. Such requirements are anticipated to extend into the Downtown Specific Plan in process at the time of this report.

The Downtown Area Plan also includes the policy to develop a Downtown TMA, whose role would be to provide support and oversight regarding Downtown transportation opportunities, working to encourage the use of transit, walking, and bicycling, and reduce the use of single-occupant vehicles.

Downtown Parking Management Plan

The Downtown Parking Management Plan, approved in April 2014, recommends the development of a comprehensive TDM program for the Downtown area that complements recommendations in the parking plan. TDM recommendations listed in the parking program include:

- Near-Term Recommendations (0 – 18 months):
 - Creation of a TDM technical advisory committee in tandem with the formation of the Downtown TMA (as recommended by the Downtown Area Plan) to foster the development of the Downtown TDM program.
 - Continual collection of employee, customer, and commuter mode split data.
 - Development of a short term TDM plan, including a review of applicable strategies, revenues, and expenses.
 - A comprehensive review of the current TDM program, with the suggestion that when overall Downtown parking occupancies surpass 85 percent, the City should provide more financial resources to TDM planning and programs.
 - The creation of links between TDM goals and objectives and the San Mateo Parking Management Program, such as encouraging walkability to and from lesser utilized parking lots, shifting some parking demand from certain groups (commuters and employees) to alternative modes, etc.
- Mid-Term Recommendations (36 months):
 - Development of a long-term TDM plan, including a plan to reinvest a portion of parking revenues into TDM programs (system improvements, incentives, marketing, wayfinding, etc.).
 - Development of an evaluation program, maximizing mobility, access, and efficiency.
 - Analysis and potential revision of Downtown parking requirements to more realistically reflect Downtown parking demand and incorporate the benefits of TDM programs.

Sustainable Streets Plan (2015)

The San Mateo Sustainable Streets Plan (2015) proposes a Citywide TDM Plan that would extend TDM requirements across the entire City. The type of TDM requirements would depend on parcel location, development types and densities within City Limits. More stringent requirements are proposed for certain Tier I and II “focus areas.” A summary of the proposed requirements is below. The full plan is in Appendix J of the Sustainable Streets Plan.

While the Sustainable Streets Plan was finalized in 2015, it was not formally adopted. The environmental analysis required for the Plan required under the CEQA will be incorporated into the Environmental Impact Report (EIR) for the General Plan. Once the EIR is complete, the City will be able to implement the Sustainable Streets Plan without additional environmental clearance.

Tier I Requirements

Tier I focus areas include:

- Parcels within the Downtown Area Plan boundaries.
- Parcels within the Rail Corridor Plan boundaries.

Projects within the Tier I boundary would be required to, at a minimum, meet the TDM requirements of the Rail Corridor Plan. These include:

- A 25 percent trip reduction target.
- TMA participation.

- Submission of a Trip Reduction and Parking Management Plan with new development applications.
- An annual Monitoring Plan.

Tier II Requirements

Tier II focus areas include:

- Parcels within a ½-mile of a Caltrain station (Burlingame, San Mateo Downtown, Hayward Park, and Hillsdale).
- Parcels within a ½-mile of El Camino Real, which is defined as the El Camino Real Priority Development Area (PDA).
- Parcels within the Hillsdale Station Area Plan boundaries.

Projects within the Tier II boundary would be subject to the following requirements:

- A 15 percent trip reduction target.
- Submission of a Trip Reduction and Parking Management Plan with new development applications.
- An annual Monitoring Plan.

If the development falls within a plan area with more stringent trip reduction targets (such as the Station Park Green Specific Plan), the more stringent requirements would supersede the Tier II requirements.

Citywide Requirements

Citywide requirements would apply to all new development within City Limits and outside of Tier I and II boundaries that meet the following requirements:

- Residential: greater than 6 units.
- Commercial: greater than 10,000 square feet.

A trip reduction target of 10 percent is recommended for the Citywide requirement. A Monitoring Plan should also be recommended, but not required. While focus area requirements include both programmatic and physical TDM measures, Citywide requirements would only include physical measures, as listed in the proceeding section.

San Mateo County Congestion Management Program

In addition to the City's TDM requirements, C/CAG provides CMP guidelines that must be followed for all development projects that a) generate a net 100 or more peak hour trips on the CMP roadway network, and b) are subject to CEQA review.

A list of potential TDM measures from the San Mateo CMP include:

- Secure bicycle storage.
- Showers and changing rooms.
- Operation of a dedicated shuttle service during the peak period to a rail station or an urban residential area. Alternatively the development could buy into a shuttle consortium.
- Charging employees for parking.
- Subsidizing transit tickets for employees.

- Subsidizing pedestrians/bicyclists who commute to work.
- Creation of preferential parking for carpoolers.
- Creation of preferential parking for vanpoolers.
- Implementation of a vanpool program.
- Operation of a commute assistance center, offering on site, one stop shopping for transit and commute alternatives information, preferably staffed with a live person to assist building tenants with trip planning.
- Survey employees to examine use and best practices.
- Implementation of a parking cash out program.
- Implementation of ramp metering.
- Installation of high bandwidth connections in employees' homes to the Internet to facilitate home telecommuting.
- Installation of video conferencing centers that are available for use by the tenants of the facility.
- Implementation of a compressed workweek program.
- Flextime: Implementation of an alternate hours workweek program.
- Provision of assistance to employees so they can live close to work.
- Implementation of a program that gives preference to hiring local residents at the new development site.
- Provision of on-site amenities/accommodations that encourage people to stay on site during the workday, making it easier for workers to leave their automobiles at home.
- Provide use of motor vehicles to employees who use alternate commute methods so they can have access to vehicles during breaks for personal use.
- Provide use of bicycles to employees who use alternate commute methods so they can have access to bicycles during breaks for personal use.
- Provision of child care services as a part of the development.
- Developer/property owner may join an employer group to expand available child care within 5 miles of the job site or may provide this service independently.
- Join the Alliance's guaranteed ride home program.
- Combine any ten of these elements and receive an additional credit for five peak hour trips.
- Work with the Alliance to develop/ implement a Transportation Action Plan.
- The developer can provide a cash legacy after the development is complete and designate an entity to implement any (or more than one) of the previous measures before day one of occupancy.
- Encourage infill development.
- Encourage shared parking.
- Participate in/create/sponsor a Transportation Management Association.
- Coordinate TDM programs with existing developments/employers.

- For employers with multiple job sites, institute a proximate commuting program that allows employees at one location to transfer/trade with employees in another location that is closer to their home.
- Pay for parking at park and ride lots or transit stations.
- Develop schools, convenience shopping, recreation facilities, and child care centers in new subdivisions.
- Provision of child care services at the residential development and/or at a nearby transit center.
- Make roads and streets more pedestrian and bicycle friendly.
- Revise zoning to limit undesirable impacts (noise, smells, and traffic) instead of limiting broad categories of activities.
- Create connections for non-motorized travel, such as trails that link dead-end streets.
- Create alternative transportation modes for travel within the development and to Downtown areas—bicycles, scooters, electric carts, wagons, shuttles, etc.
- Design streets/roads that encourage pedestrian and bicycle access and discourage automobile access.
- Install and maintain alternative transportation kiosks.
- Install/maintain safety and security systems for pedestrians and bicyclists.
- Implement jitneys/vanpools from residential areas to downtowns and transit centers.
- Locate residential development within ½-mile of a fixed rail passenger station.

8. Parking Standards and Management

Parking standards and management refer to the policies and programs in place that establish the off-street parking requirements and on-street parking regulations of a given community. Such policies and programs determine how efficiently parking resources are used. As it applies to a significant amount of space on public streets and in public and private lots, parking management is important to achieving desired mobility and access outcomes. The City of San Mateo has one set of off-street parking requirements associated with the Downtown area and a separate set of requirements for the rest of the City. The City also manages on-street parking differently in the Downtown compared to the rest of the San Mateo, where land uses are more residential and parking turnover is less of a priority.

As described below, the City of San Mateo's existing parking requirements exceed minimums recommended by industry standards for many land uses. These higher parking minimums can increase the cost of development and reduce the footprint for productive space such as offices, retail, restaurants, and open space. In addition, excess parking creates an environment where driving is more attractive, and can result in additional vehicular demand and traffic congestion, thus detracting from the pedestrian environment. The existing residential parking permit program is free and unlimited, which can result in parking scarcity.

Off-Street Parking Requirements

Central Parking Improvement District (CPID)

The off-street parking requirements in the Central Parking Improvement District (CPID) of the city's Downtown (Table 6) vary based on land uses such as hotels, theaters, offices, or restaurants.⁸ The requirements apply to new developments, and are calculated by gross square footage of the proposed development, number of units, number of seats, number of residents, or number of employees anticipated. Parking requirements for specifically identified land uses within the CPID are lower than the rest of the city.

Outside of the CPID

The parking requirements outside of the CPID also depend on land use and cover a wider variety of land use types, with parking requirements specified for such land uses as skating rinks, veterinary hospitals, and sleeping rooms in private clubs. The minimum parking requirements outside the CPID are generally higher than similar land use within CPID. The City manages eight off-street garages or parking lots in the CPID with approximately 1,700 spaces in total. This makes up 56 percent of publicly available parking in the CPID. On-street parking is also managed by the City and makes up 1,233 spaces downtown or 41 percent of the total 3,000 public parking spaces.⁹

On-Street Parking Requirements, Curb Management and Loading Zones

The City of San Mateo manages Downtown curb parking with time limits, pricing, and color-coded parking areas. Within the Downtown area, nearly all on-street parking spaces are time-restricted and metered. Currently, time-restricted and metered parking is enforced Monday through Saturday from 8:00 a.m. to 6:00 p.m.

The City employs a progressive pricing system for all of its on-street metered parking spaces in the Downtown area to encourage turnover at high-use spaces. Figure 12 presents a map of the Downtown parking zones. Rates are currently \$1.50/hour in the Central Area (orange) and \$1.00/hour in the Perimeter Area (green).

Time limits vary depending on the block. Off-street rates range from \$0.75/hour in the Perimeter Area to \$1.25/hour in the Central Area.

The City also employs a parking permit program that allows users to park Downtown at specified public parking facilities for up to 10 hours during enforcement hours. Downtown drivers can purchase a monthly permit for a specific Downtown parking garage or surface lot, which is valid in any of the 10-hour spaces in that facility.

In the neighborhoods outside of the Downtown, the City operates a residential parking permit program. The program is free for San Mateans, with eligibility based on proof of residency/ownership in the permit area and proof of vehicle registration for each vehicle for which a permit is being requested. Parking permits are unlimited as long as the applicant and their vehicle are deemed eligible. One visitor permit is also issued to residents within the permit area for use by short-term guests.¹⁰

⁸ <https://www.cityofsanmateo.org/DocumentCenter/View/9881/CH27-64>, accessed on July 10, 2018.

⁹ San Mateo Downtown Parking Study – Existing Conditions 2016.

¹⁰ <https://www.cityofsanmateo.org/DocumentCenter/View/1175/Residential-Parking-Permit-Program-PP>, accessed on July 10, 2018.

Off-street loading zones are required for new developments in San Mateo, depending on the number of residential units or gross square footage of the building. Exceptions are made for buildings with adequate on-street parking along the parcel frontage that is at least 50 feet from the nearest intersection and where the adjacent street width is sufficient to accommodate loading vehicles without impeding the pedestrian right-of-way or local traffic circulation.

Bicycle Parking

Bicycle parking in the City of San Mateo is required for all new developments, as well as additions to or new units in existing buildings. The required amount of bicycle parking at a new development or addition, number of units, or number of seats in an establishment (an abridged table of bicycle parking requirements is shown in Table 7) is based on the floor area of the development or addition. As with vehicle parking requirements, bicycle parking requirements differ inside and outside of the Downtown area. And as with vehicle parking requirements, bicycle parking requirements outside of the Downtown area cover a wider variety of land use types.

Parking Utilization

Parking occupancy data was collected for the Downtown San Mateo Parking Management Plan in 2014 study area. Figure 13 shows the study area map. In total, the study counted 2,918 parking spaces within the study area, including 1,711 off-street spaces and 1,207 on-street spaces. During a typical weekday, the study found that demand for parking is highest at 1:00 p.m. and at 7:00 p.m. At these peak periods, parking occupancy reached 82 percent and 73 percent, respectively. On a typical weekend, occupancy peaked at 1:00 p.m. and 8:00 p.m. At these peak periods, parking occupancy reached 66 percent and 74 percent, respectively. While these results suggest that the parking availability is adequate (constrained capacity is defined as over 85 percent occupied), the late evening data revealed that on-street parking occupancy in the City's Downtown core exceeded practical capacity after enforcement ends at 6:00 p.m. on both weekdays (Figure 14) and weekends (Figure 15).

The study found that vehicles in on-street parking spaces stayed for an average of 1.6 hours in both 2- and 4-hour spaces. The study also found that vehicles in parking spaces with a 24-minute limit stayed for an average of 45 to 60 minutes, violating the time-limit. The time restrictions were otherwise found to be adequate for most vehicles parked in off-street parking garages and lots. The exception was at 4-hours spaces in the City's Central Garage, where 20 percent of users overstayed. Based on anecdotal observations, the study authors surmised that most of the vehicles violating the 4-hour time limit in the Central Garage were permit holders who could not find 10-hour parking spaces.

9. Safe Routes to School

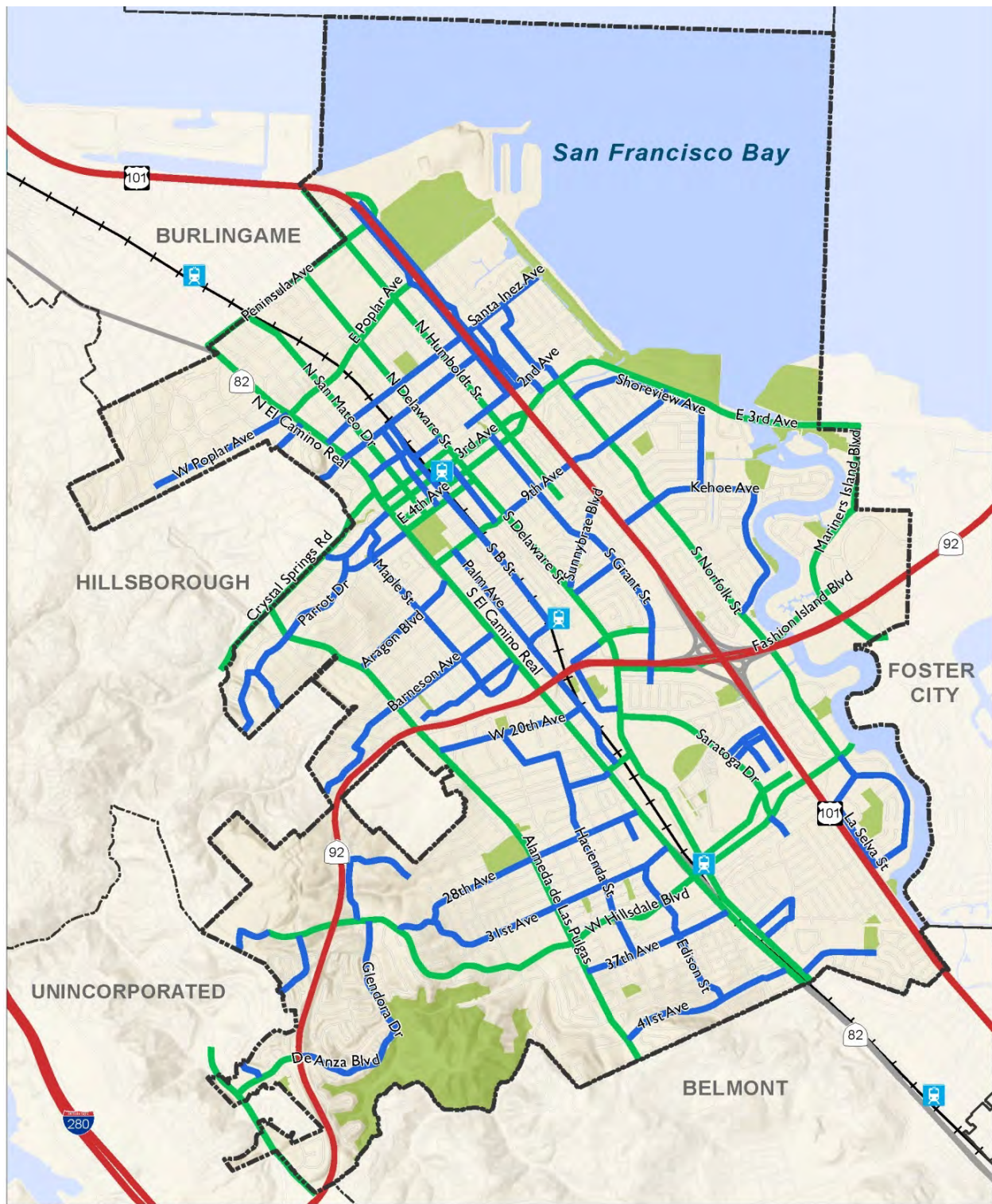
The San Mateo-Foster City School District operates 20 elementary and middle schools, which collectively serve approximately 12,500 students (see Figure 16). Among these 20 schools, 15 participate in the City of San Mateo Safe Routes to School Program.

In San Mateo, the Safe Routes to School Program (SRTS) operates in two of the School District's three middle schools (Abbott and Borel), ten of the School District's 14 elementary schools (Baywood, Beresford, College Park, Fiesta Gardens, George Hall, LEAD, Laurel, Meadow Heights, San Mateo Park, and Sunnybrae), and all three of the School District's K-8 schools (Bayside STEM, North Shoreview, and Parkside).

The City's 2015 Sustainable Streets Plan calls for the establishment and enhancement of, "A Safe Routes to Schools program that will enable and encourage more students to walk and bicycle to school." The current SRTS program consists of six widely accepted pillars of a successful SRTS program, colloquially known as the "Six E's": education, encouragement, engineering, enforcement, evaluation, and equity. Both the City and the School District have a designated SRTS Coordinator to help implement these pillars, and a website¹¹ to promote the District-wide program. Among the most notable responsibilities of SRTS staff are promoting walking and bicycling to school and creating maps of suggested walking and bicycling routes for each participating SRTS school.

¹¹ San Mateo Foster City School District Safe Routes to School, <http://www.smfcsd.net/en/parent-reference/safe-routes-to-school.html>, accessed on July 10, 2018.

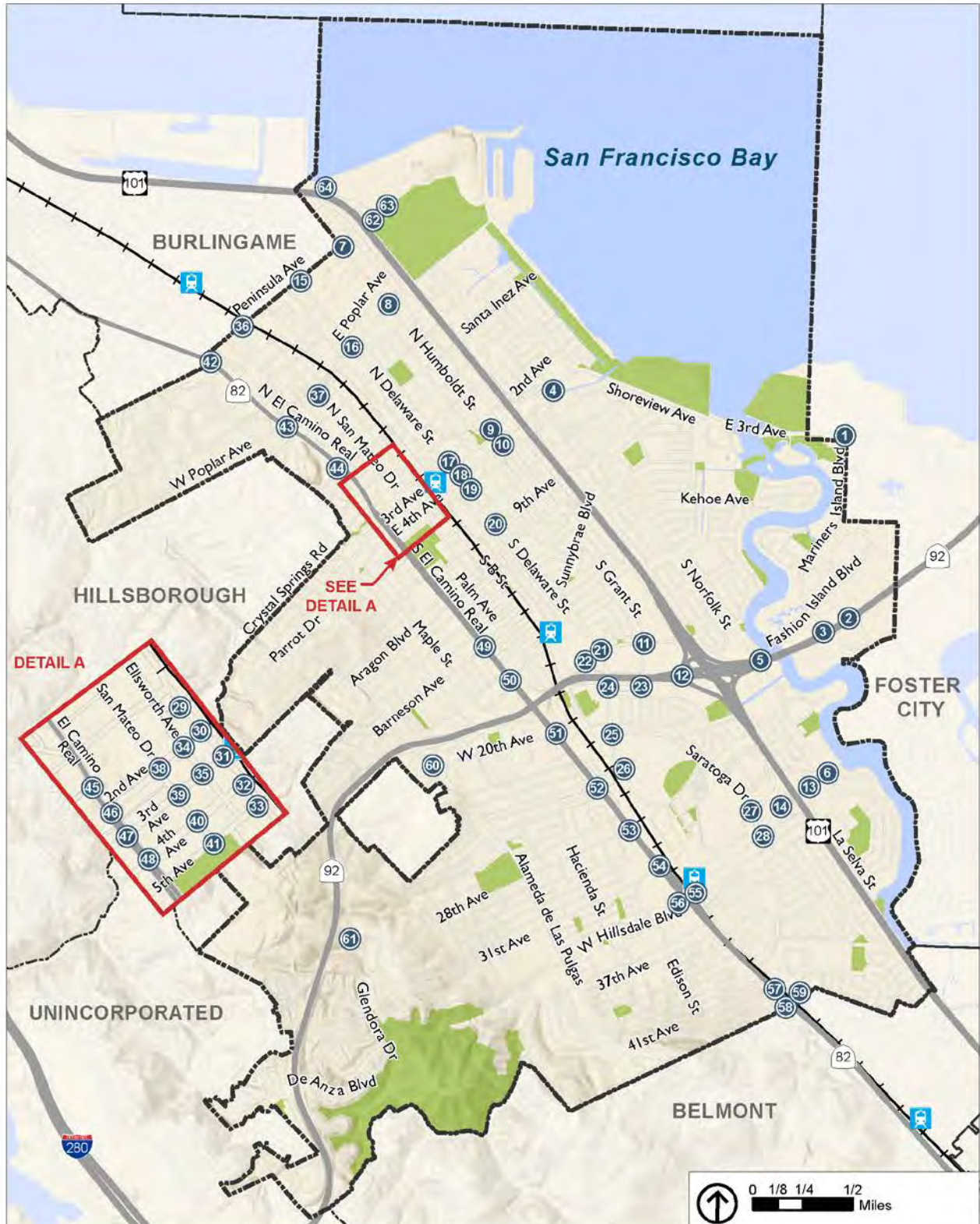
FIGURE 2 EXISTING ROADWAY CLASSIFICATION



Source: City of San Mateo General Plan 2030

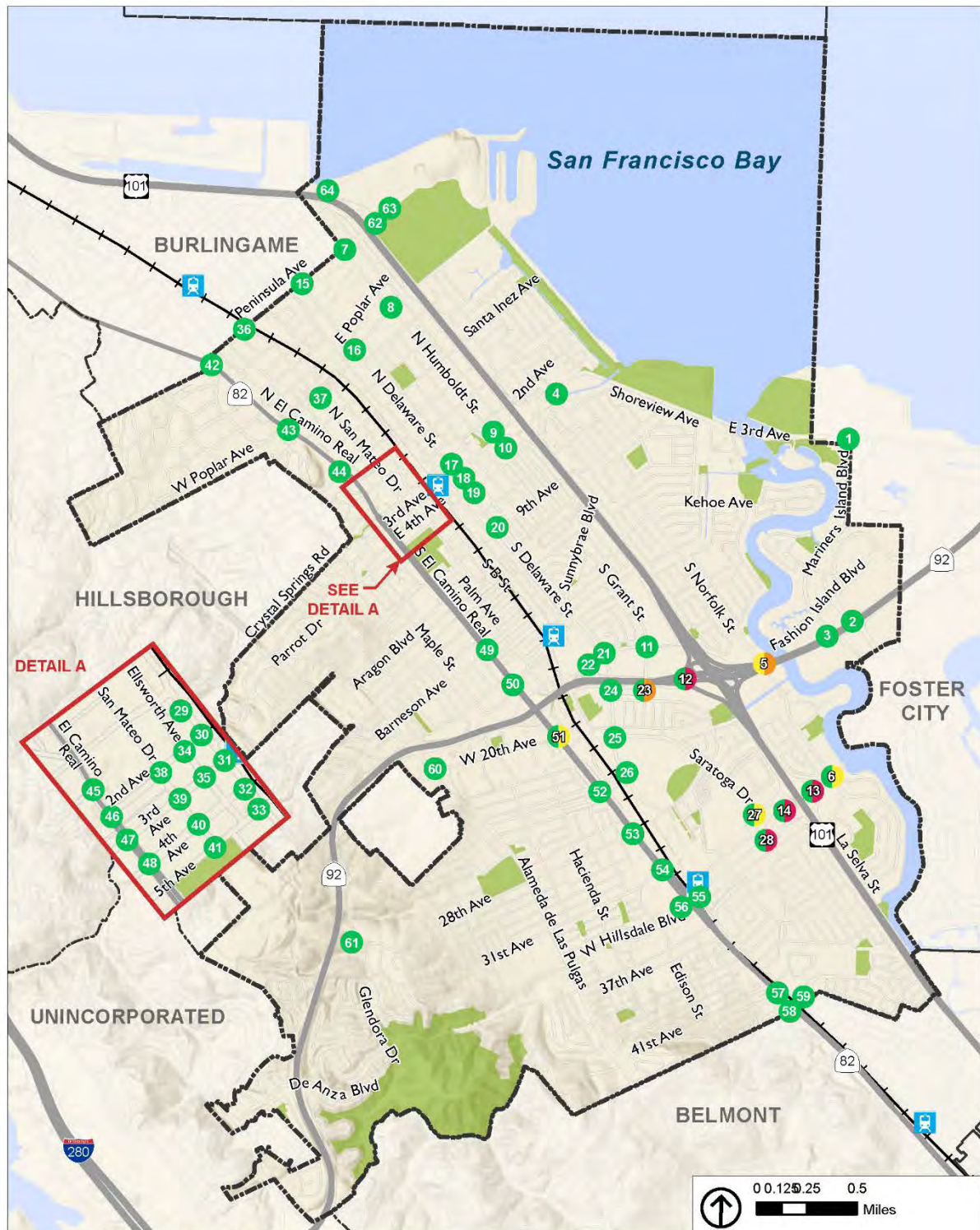
- Freeway
- Arterial
- Collector
- Local

FIGURE 3 STUDY INTERSECTIONS



Source: Hexagon Transportation Consultants, Inc. (2018)

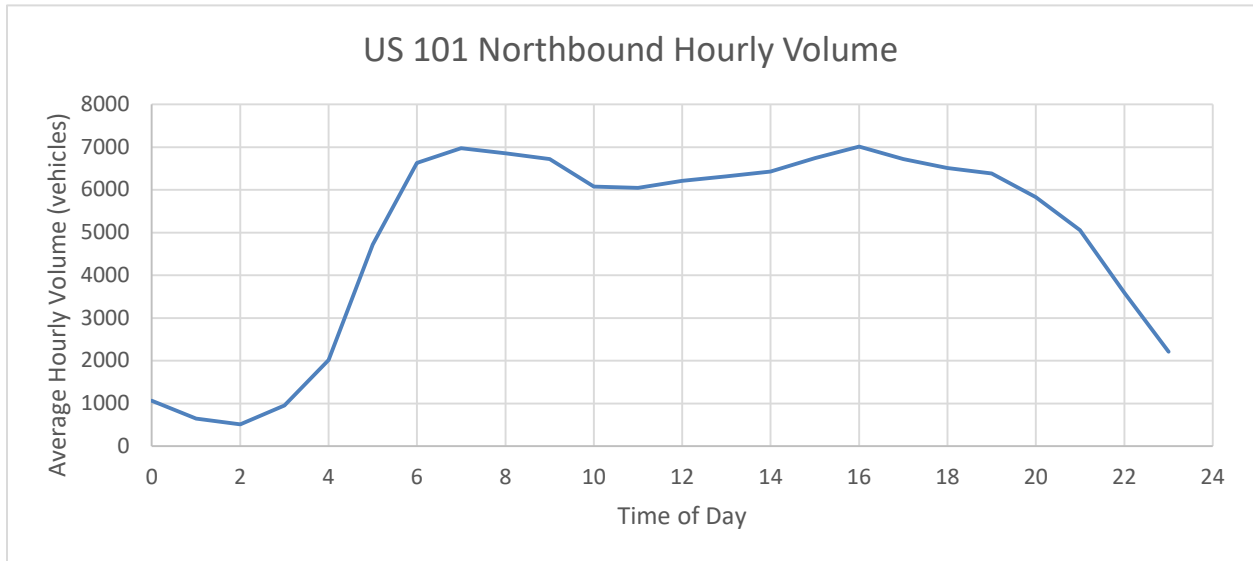
FIGURE 4 EXISTING INTERSECTION LEVEL OF SERVICE



Source: Hexagon Transportation Consultants, Inc.

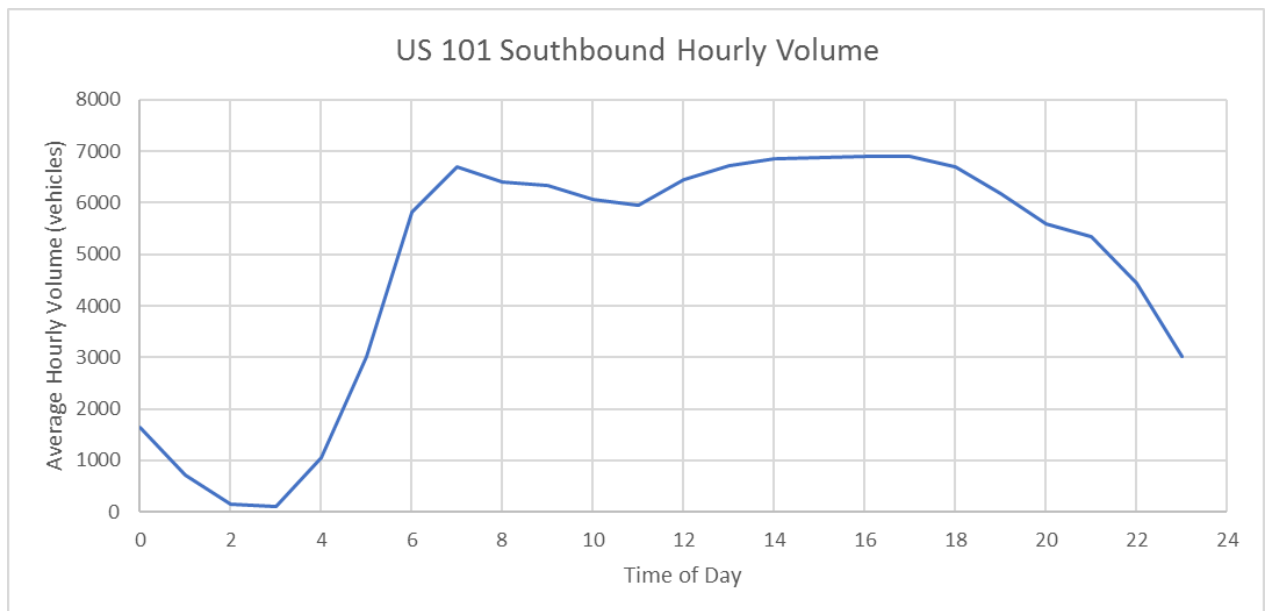
- AM LOS
- PM LOS
- LOS A - Mid LOS D
- High LOS D
- LOS E
- LOS F

FIGURE 5 PEAK SPREADING ON US HIGHWAY 101 NORTHBOUND NEAR SAN MATEO



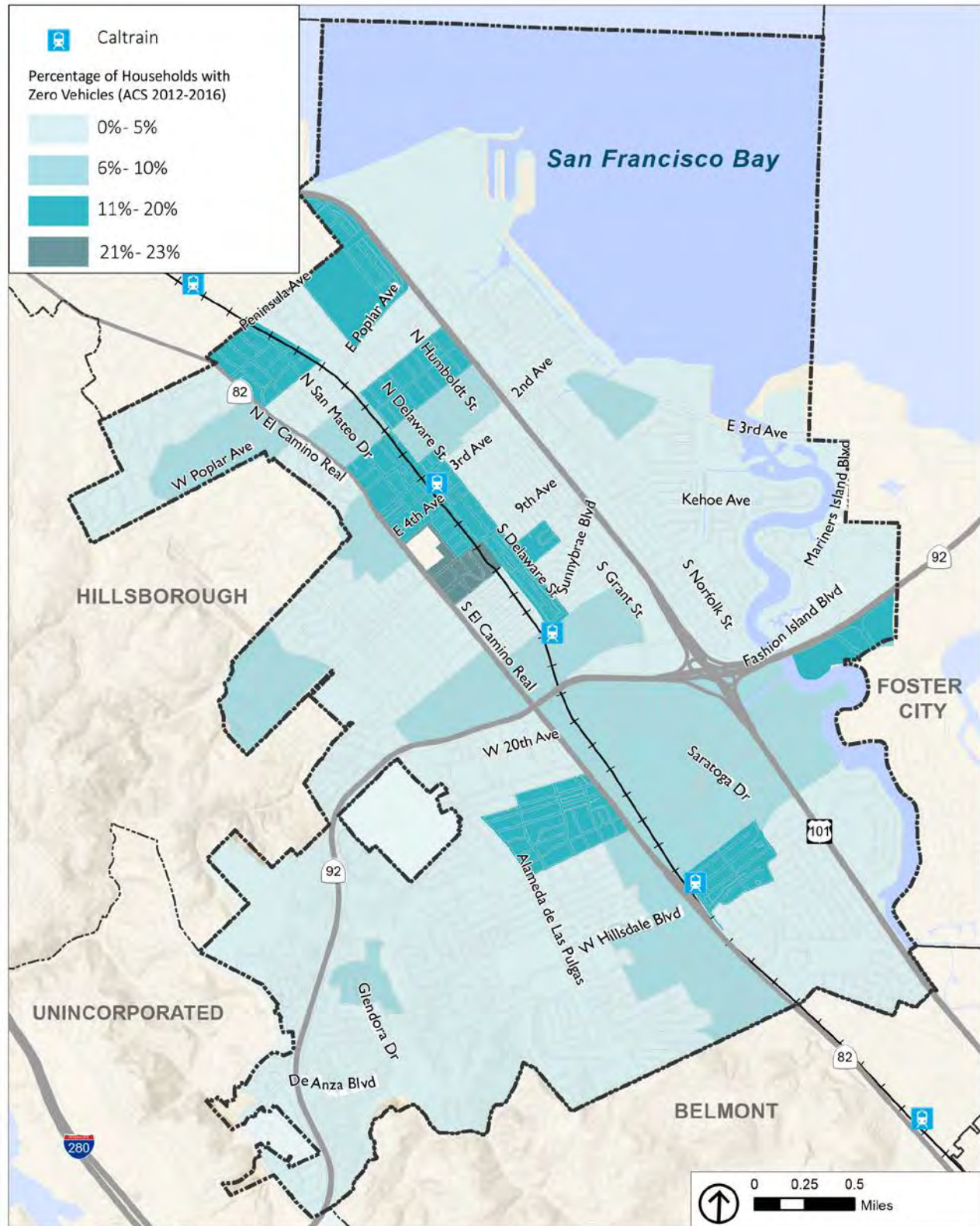
Source: California Department of Transportation, 2018

FIGURE 6 PEAK SPREADING ON US HIGHWAY 101 SOUTHBOUND NEAR SAN MATEO



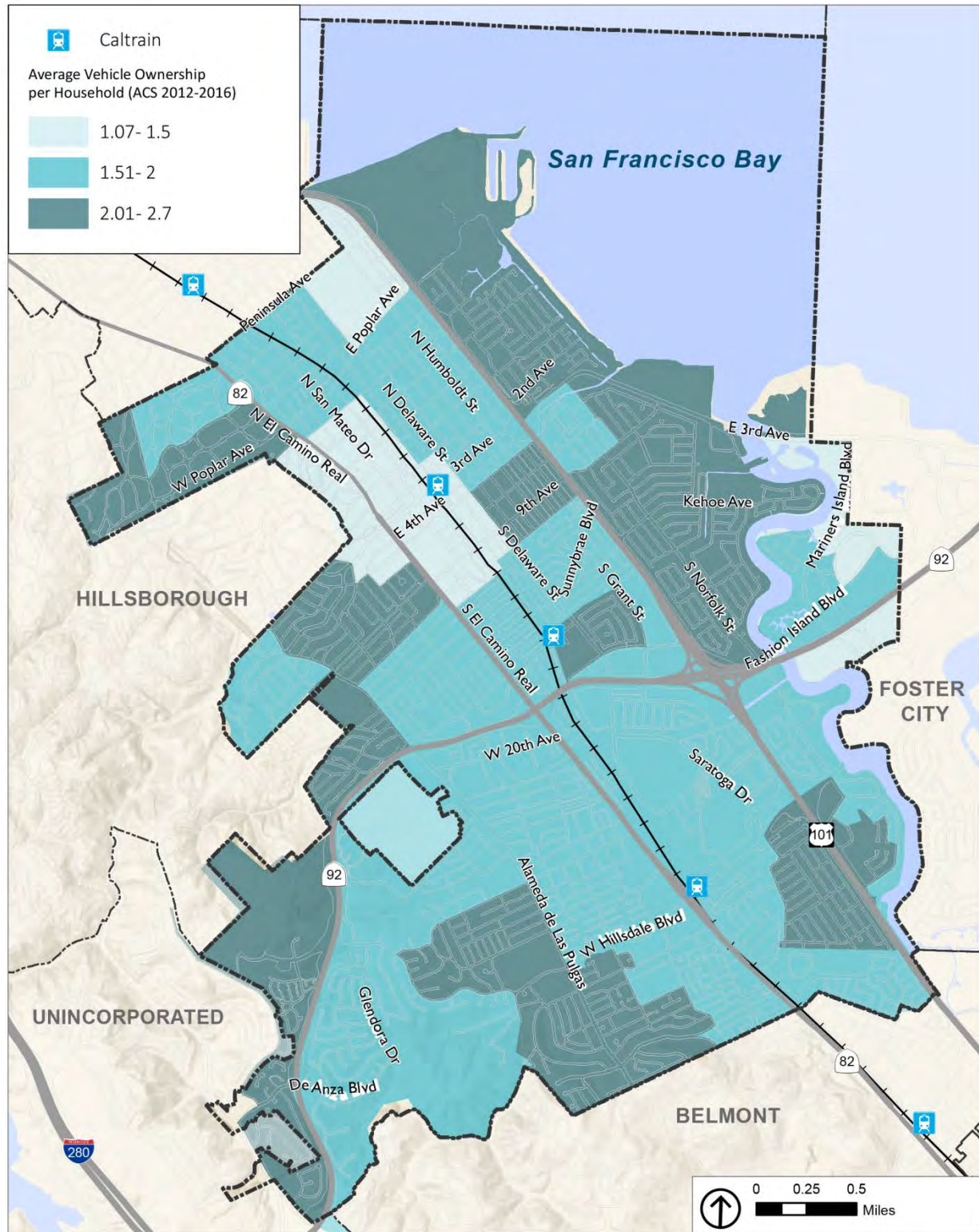
Source: California Department of Transportation, 2018

FIGURE 7 ZERO VEHICLE HOUSEHOLDS BY CENSUS BLOCK GROUP



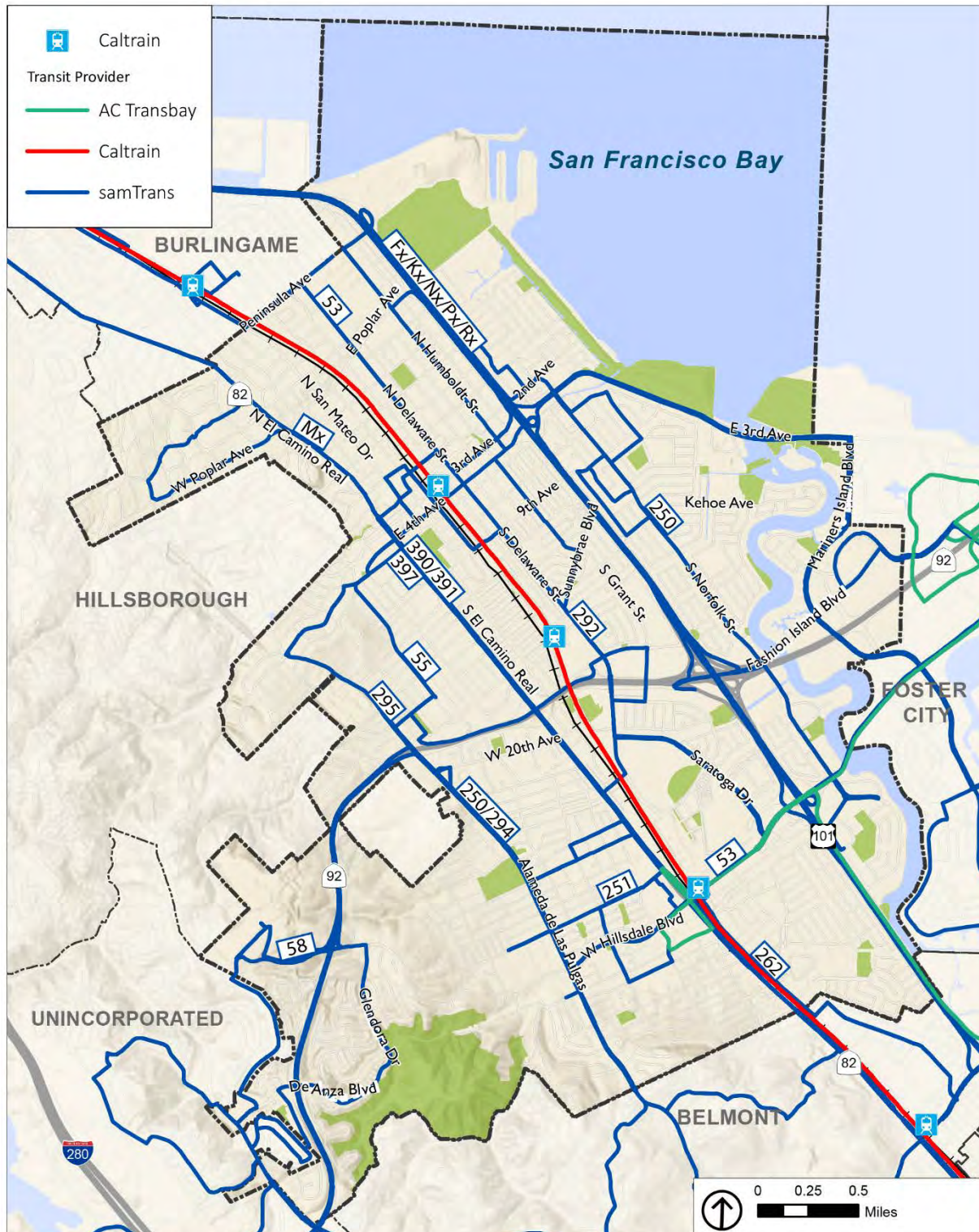
Source: City of San Mateo, American Community Survey

FIGURE 8 AVERAGE VEHICLE OWNERSHIP BY CENSUS BLOCK GROUP



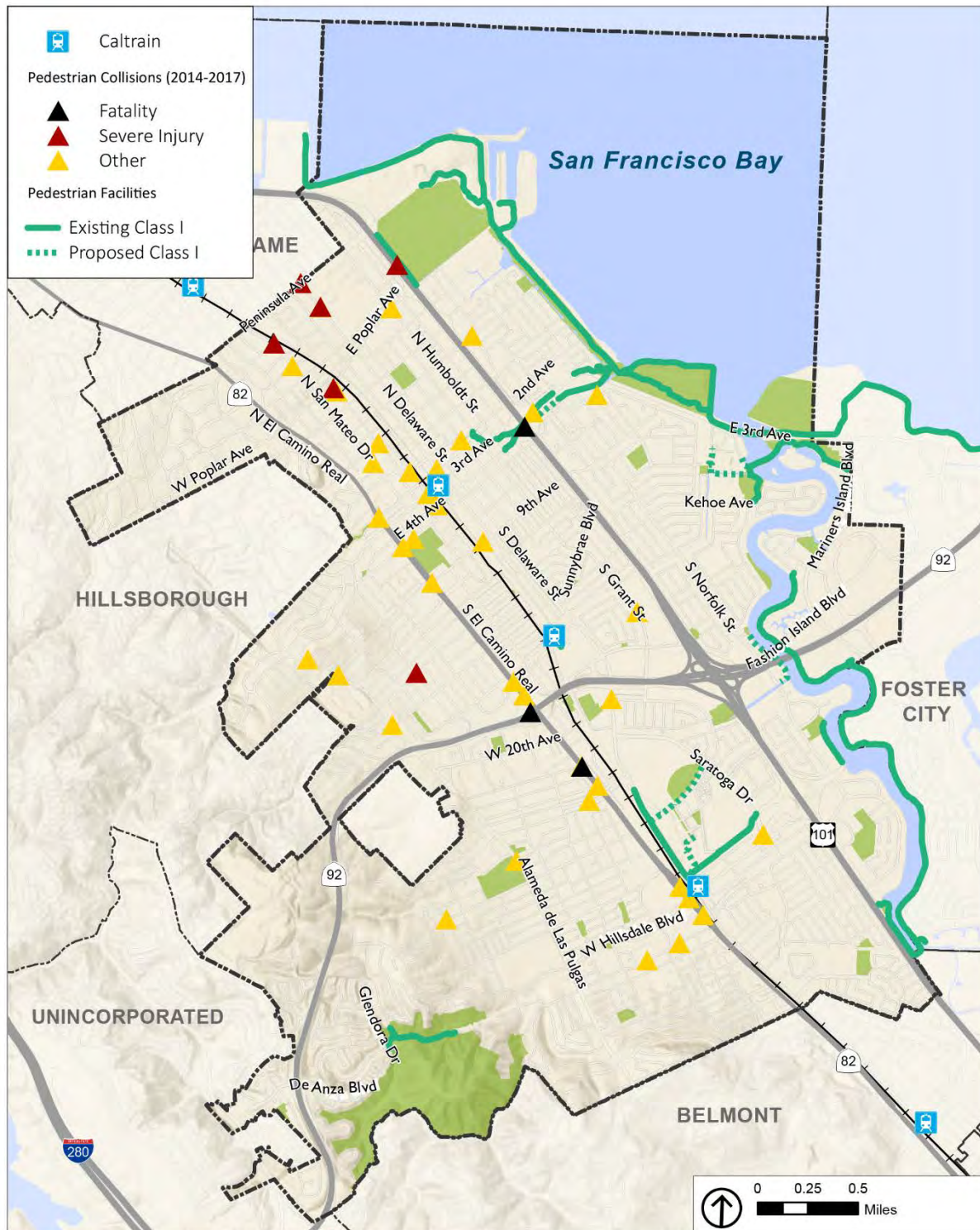
Source: City of San Mateo, American Community Survey

FIGURE 9 EXISTING TRANSIT SERVICE MAP



Source: City of San Mateo, Metropolitan Transportation Commission

FIGURE 10 PEDESTRIAN FACILITIES AND COLLISION HISTORY



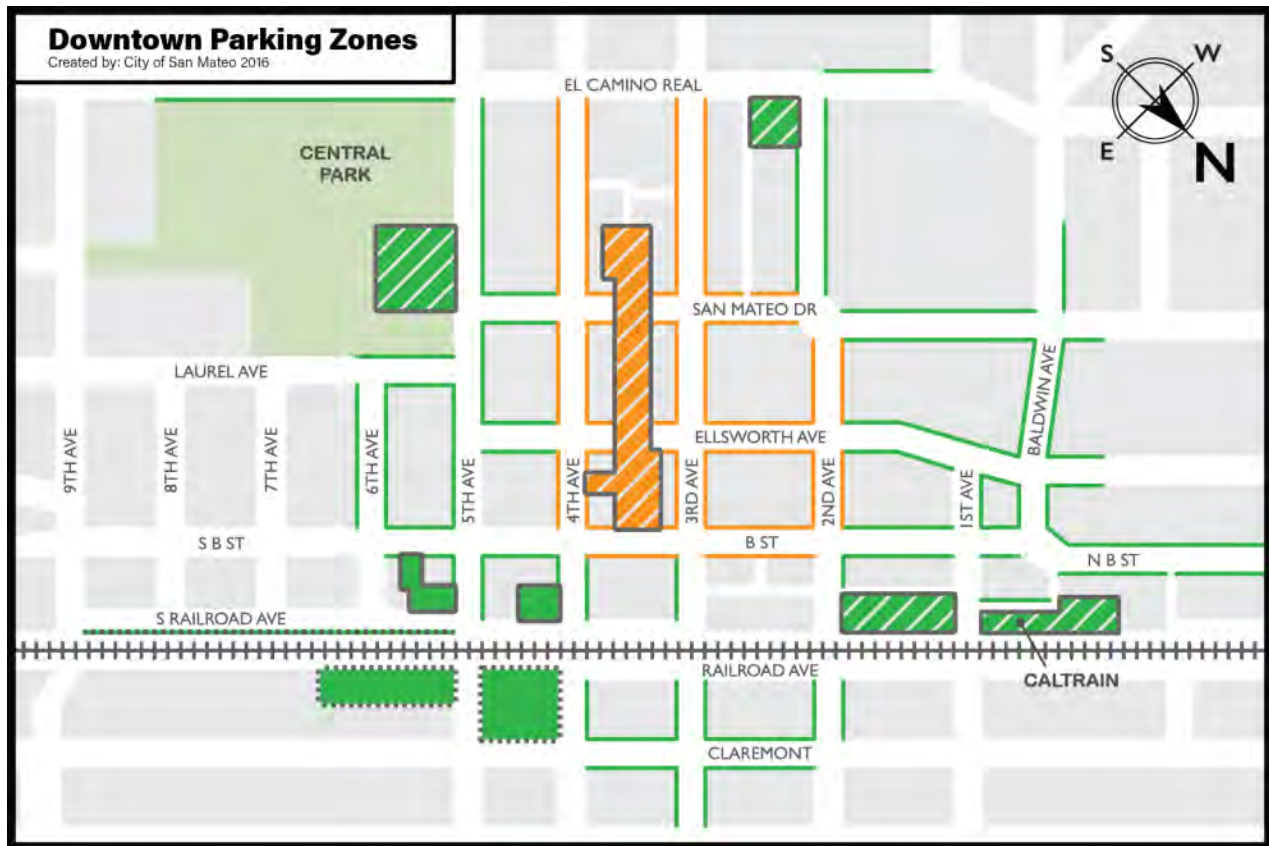
Source: SWITRS, City of San Mateo

FIGURE 11 BICYCLE NETWORK AND COLLISION HISTORY



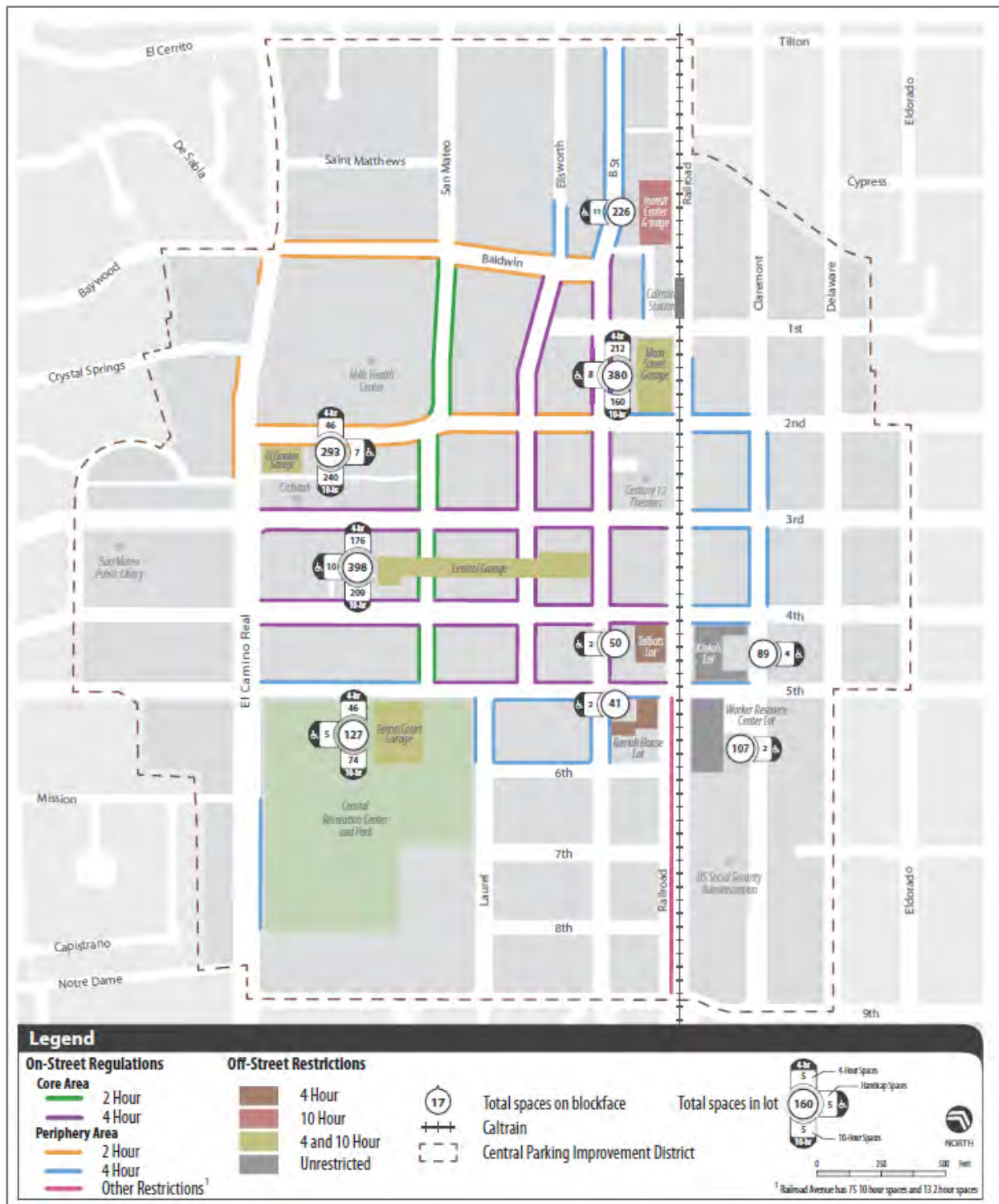
Source: SWITRS, City of San Mateo

FIGURE 12 MAP OF DOWNTOWN PARKING ZONES IN SAN MATEO



Source: <http://www.sanmateo.parkingguide.com/downtown-parking-zones/>, accessed on July 10, 2018.

FIGURE 13 DOWNTOWN SAN MATEO PARKING MANAGEMENT PLAN STUDY AREA



Source: Downtown San Mateo Parking Management Plan (2014).

FIGURE 14 ON-STREET OCCUPANCY BY SPACE TYPE (WEEKDAYS)

Space Type	Total Spaces	AM				PM										
		8	9	10	11	12	1	2	3	4	5	6	7	8	9	10
		9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
Core																
24 Min	56	25%	29%	50%	73%	91%	86%	61%	57%	48%	61%	96%	93%	96%	80%	30%
2 Hour	63	25%	46%	84%	90%	89%	86%	95%	84%	78%	81%	94%	100%	92%	79%	46%
4 Hour	514	24%	33%	52%	68%	94%	92%	81%	71%	74%	85%	96%	98%	94%	72%	51%
Total	633	24%	34%	55%	70%	93%	91%	81%	71%	72%	83%	96%	97%	94%	73%	48%
Periphery																
24 Min	31	26%	26%	16%	42%	58%	68%	52%	23%	19%	39%	74%	90%	94%	97%	61%
2 Hour	140	26%	49%	68%	75%	79%	76%	75%	61%	67%	64%	73%	76%	81%	70%	57%
4 Hour	289	14%	22%	32%	44%	69%	73%	59%	57%	50%	63%	85%	92%	84%	54%	28%
10 Hour	75	43%	57%	67%	79%	76%	85%	75%	79%	71%	71%	59%	72%	73%	51%	47%
Total	535	22%	34%	45%	57%	72%	76%	65%	59%	56%	63%	78%	85%	82%	60%	40%
Overall																
Total	1,168	23%	34%	51%	64%	83%	84%	74%	66%	65%	74%	88%	92%	89%	67%	45%

Note: Occupancy for 13 of the core 24-min spaces was taken from Streetline data, the occupancy for these spaces go until 10 PM; ADA and loading spaces are not included.

Source: Downtown San Mateo Parking Management Plan (2014).

FIGURE 15 ON-STREET OCCUPANCY BY SPACE TYPE (WEEKENDS)

Space Type	Total Spaces	AM				PM										
		8	9	10	11	12	1	2	3	4	5	6	7	8	9	10
		9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
Core																
24 Min	56	30%	23%	52%	55%	66%	64%	68%	57%	52%	63%	89%	89%	88%	66%	45%
2 Hour	63	14%	37%	40%	59%	65%	78%	73%	51%	57%	49%	89%	97%	95%	81%	59%
4 Hour	514	18%	36%	53%	70%	90%	91%	87%	75%	73%	81%	91%	96%	94%	82%	62%
Total	633	19%	35%	51%	68%	86%	88%	84%	71%	70%	76%	91%	96%	94%	81%	60%
Periphery																
24 Min	31	13%	13%	19%	29%	48%	58%	52%	32%	45%	39%	81%	97%	97%	74%	68%
2 Hour	140	23%	32%	46%	48%	61%	67%	62%	52%	44%	53%	69%	79%	76%	70%	54%
4 Hour	289	17%	21%	33%	47%	72%	81%	77%	63%	53%	55%	64%	82%	81%	69%	43%
10 Hour	75	35%	40%	47%	52%	49%	63%	59%	43%	41%	33%	56%	56%	61%	49%	47%
Total	535	21%	26%	38%	47%	65%	73%	69%	56%	48%	50%	65%	79%	78%	67%	48%
Overall																
Total	1,168	20%	31%	45%	58%	76%	81%	77%	64%	60%	64%	79%	88%	86%	74%	55%

Note: Occupancy for 13 of the core 24-min spaces was taken from Streetline data; the occupancy for these spaces were observed until 10 PM; ADA and loading spaces are not included.

Source: Downtown San Mateo Parking Management Plan (2014).

FIGURE 16 LOCATIONS OF SAN MATEO-FOSTER CITY SCHOOL DISTRICT-OPERATED SCHOOLS



Source: <http://www.smfcsd.net/en/about-smfcsd/district-map.html>, accessed on July 10, 2018.

TABLE 2 SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITION

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	Greater than 80.0

Source: Transportation Research Board, *2010 Highway Capacity Manual* (Washington, D.C., 2010) p. 18-6.

TABLE 3 EXISTING VEHICLE MILES TRAVELLED

	City of San Mateo	Bay Area
Residential VMT per Capita	13.39	13.31
Employment VMT per Job	15.37	15.97

Source: Hexagon Transportation Consultants, Inc., 2018.

TABLE 4 JOURNEY-TO-WORK MODE SPLIT

	City of San Mateo			San Mateo County		
	2016	2010	2000	2016	2010	2000
Drive Alone	70%	72%	75%	69%	71%	72%
Carpool	10%	11%	11%	10%	11%	13%
Public Transportation	10%	8%	6%	10%	8%	7%
Walk	3%	3%	3%	3%	3%	2%
Bicycle	1%	1%	1%	1%	1%	1%
Other means	1%	1%	1%	1%	1%	1%
Work from Home	5%	4%	4%	5%	5%	4%

Note: Percentages may not total 100% due to rounding.

Source: American Community Survey (2011-2015, 5-year average), U.S. Census 2010, 2000.

TABLE 5 VEHICLE OWNERSHIP RATES

	San Mateo City Owner Occupied	San Mateo City Renter Occupied	San Mateo County Owner Occupied	San Mateo County Renter Occupied
No Vehicles	3%	8%	3%	9%
1 Vehicle	28%	45%	22%	43%
2 Vehicles	43%	37%	43%	35%
3+ Vehicles	27%	10%	33%	13%

Note: Percentages may not total 100% due to rounding.

Source: American Community Survey (2011-2015, 5-year average), U.S. Census 2010, 2000.

TABLE 6 OFF-STREET PARKING REQUIREMENTS (SMMC 27.64.100)

Use	Employee/Resident	Visitor/Customer	Total
(A) Hotels, excluding accessory restaurants and bars	1 per 5 units	1 per 5 units	2 per 5 units
(B) Indoor Theatres and Cinemas			
Weekly matinees	1 per 50 fixed seats	1 per 5.5 fixed seats	1 per 5 fixed seats
Weekend matinees and evenings	1 per 50 fixed seats	0	1 per 50 fixed seats
(C) Offices			
Financial	1.3 per 1,000 SF	0.8 per 1,000 SF	2.1 per 1,000 SF
General	2.4 per 1,000 SF	0.2 per 1,000 SF	2.6 per 1,000 SF
Medical	3.1 per 1,000 SF	0.2 per 1,000 SF	3.3 per 1,000 SF
(D) Residential uses (within the Retail Core Subarea as defined in the Downtown Specific Plan)			
Studio	1.0 per unit	0.2 per 1,000 SF	1.2 per unit
1 bedroom	1.3 per unit	0.2 per 1,000 SF	1.5 per unit
2 bedrooms	1.5 per unit	0.2 per 1,000 SF	1.7 per unit
3 or more bedrooms	1.8 per unit	0.2 per 1,000 SF	2.0 per unit
(E) Restaurants and bars, excluding fast food restaurants	1.4 per 1,000 SF	2.5 per 1,000 SF	3.9 per 1,000 SF
(F) Retail stores	1.4 per 1,000 SF	0.5 per 1,000 SF	1.9 per 1,000 SF
(G) Services	1.4 per 1,000 SF	0.5 per 1,000 SF	1.9 per 1,000 SF

Note: SF = square feet

Source: http://qcode.us/codes/sanmateo/view.php?topic=27-27_64-1-27_64_100, accessed on July 10, 2018.

TABLE 7 DOWNTOWN AREA BICYCLE PARKING REQUIREMENTS (SMMC 27.64.262)

Use		Downtown Short-Term Visitor/ Customer	Outside Downtown Long-Term Employee/ Resident	Short-Term Visitor/ Customer	Long-Term Employee/ Resident
(A)	Hotels, excluding accessory restaurants and bars	1 per 20 units	1 per 20 employees	n/a	n/a
(B)	Indoor Theatres and Cinemas				
	Weekly matinees	1 per 20 fixed seats	1 per 40 fixed seats		
	Weekend matinees and evenings	1 per 20 fixed seats	1 per 40 fixed seats	1 per 40 fixed seats	1 per 80 fixed seats
(C)	Offices				
	Financial	1 per 20,000 SF	1 per 10,000 SF		
	General	1 per 20,000 SF	1 per 10,000 SF	1 per 20,000 SF	1 per 10,000 SF
	Medical	1 per 20,000 SF	1 per 10,000 SF		
(D)	Residential uses				
	Studio	0.05 per unit	1.0 per unit	0.05 per unit	1.0 per unit
	1 bedroom	0.05 per unit	1.0 per unit	0.05 per unit	1.0 per unit
	2 bedrooms	0.1 per unit	1.25 per unit	0.1 per unit	1.25 per unit
	3 or more bedrooms	0.15 per unit	1.5 per unit	0.15 per unit	1.5 per unit
(E)	Restaurants and bars, excluding fast food restaurants	1 per 5,000 SF	1 per 12,000 SF	1 per 10,000 SF	1 per 20,000 SF
(F)	Retail stores	1 per 2,000 SF	1 per 12,000 SF	1 per 2,000 SF	1 per 12,000 SF
(G)	Services	1 per 10,000 SF	1 per 20,000 SF		
(H)	Fast food, drive-in, drive-thru, and take-out restaurants	1 per 10,000 SF	1 per 20,000 SF	1 per 2,000 SF	1 per 20,000 SF

Note: SF = square feet

Source: <https://www.cityofsanmateo.org/DocumentCenter/View/9881/CH27-64>, accessed on July 10, 2018.

Appendix A

Circulation Regulatory Setting Links

A. FEDERAL REGULATIONS¹

1. Federal Highway Administration
 - <https://www.fhwa.dot.gov/>
2. Americans with Disabilities Act
 - https://www.ada.gov/ada_intro.htm

B. STATE REGULATIONS

1. State Transportation Improvement Program
 - <http://catc.ca.gov/programs/stip/>
2. California Department of Transportation
 - a. Level of Service Target
 - http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf
 - b. Caltrans Project Development Procedures Manual
 - <http://www.dot.ca.gov/design/manuals/pdpm.html>
 - c. Caltrans Deputy Directive 64-R2
 - http://www.dot.ca.gov/hq/tpp/offices/ocp/docs/dd_64_r2.pdf
 - d. Caltrans Director's Policy 22
 - <http://www.dot.ca.gov/hq/transprog/ocip/te/dp-22.pdf>
3. California Complete Streets Act of 2008 (Assembly Bill 1358)
 - http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080AB1358
4. Senate Bill 743
 - https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743
5. Senate Bill 375
 - https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375
6. Assembly Bill 32
 - https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060AB32
7. California Building Code
 - <http://www.bsc.ca.gov/Codes.aspx>

C. REGIONAL REGULATIONS

1. Metropolitan Transportation Commission (MTC)/Association of Bay Area Governments (ABAG) (now Bay Area Metro)
 - <https://www.bayareametro.gov/>
2. Plan Bay Area (MTC and ABAG)
 - <http://2040.planbayarea.org/>
 - http://2040.planbayarea.org/cdn/farfuture/u_7TKELkH2s3AAiOhCyh9Q9QIWEZldYcJzi2QDCZuIs/1510696833/sites/default/files/2017-11/Final_Plan_Bay_Area_2040.pdf
3. San Mateo County Congestion Management Program
 - <http://ccag.ca.gov/programs/transportation-programs/congestion-management/>

¹ All accessed August 29, 2018.

4. San Mateo County Comprehensive Bicycle and Pedestrian Plan
 - http://ccag.ca.gov/wp-content/uploads/2014/07/CBPP_Main-report__Sept2011_FINAL.pdf
5. Caltrans District 4 Bike Plan
 - http://www.dot.ca.gov/d4/bikeplan/docs/CaltransD4BikePlan_Report.pdf

D. LOCAL REGULATIONS

1. San Mateo City Council Vision, Goals, and Priorities
 - <https://www.cityofsanmateo.org/DocumentCenter/View/64124/City-Council-2018-Priorities-and-Initiatives?bidId=>
2. City of San Mateo 2030 General Plan
 - <https://www.cityofsanmateo.org/2021/2030-General-Plan>
3. City of San Mateo Sustainable Streets Plan
 - <https://www.cityofsanmateo.org/DocumentCenter/View/44849/1--SanMateoSustainableStreetsFullFINAL>
4. City of San Mateo Bicycle Master Plan
 - <https://www.cityofsanmateo.org/2474/Bicycling-Master-Plan>
5. City of San Mateo Pedestrian Master Plan
 - <https://www.cityofsanmateo.org/2218/Pedestrian-Master-Plan>
6. City of San Mateo Climate Action Plan
 - <https://www.cityofsanmateo.org/DocumentCenter/View/65426/San-Mateo-CAP---Adopted?bidId=>
7. City of San Mateo Neighborhood Traffic Management Program
 - <https://www.cityofsanmateo.org/DocumentCenter/View/1211/Neighborhood-Traffic-Management-Program?bidId=>
8. Downtown Area Plan
 - <https://www.cityofsanmateo.org/DocumentCenter/View/55327/2009-Downtown-Area-Plan?bidId=>
9. Bay Meadows Specific Plan
 - Phase 1: <https://www.cityofsanmateo.org/DocumentCenter/Index/2612>
 - Phase 2: <https://www.cityofsanmateo.org/DocumentCenter/Index/271>
10. Hillsdale Station Area Plan
 - <https://www.cityofsanmateo.org/DocumentCenter/View/59484/Hillsdale-Station-Area-Plan?bidId=>
11. San Mateo Rail Corridor TOD Plan
 - <https://www.cityofsanmateo.org/1899/Rail-Corridor-Transit-Oriented-Developme>
12. El Camino Real Master Plan
 - <https://www.cityofsanmateo.org/1308/El-Camino-Real-Master-Plan>

Appendix B

Circulation Background Data

FIGURE B1 INTERSECTION LANE CONFIGURATIONS

Existing Conditions - City of San Mateo - Circulation

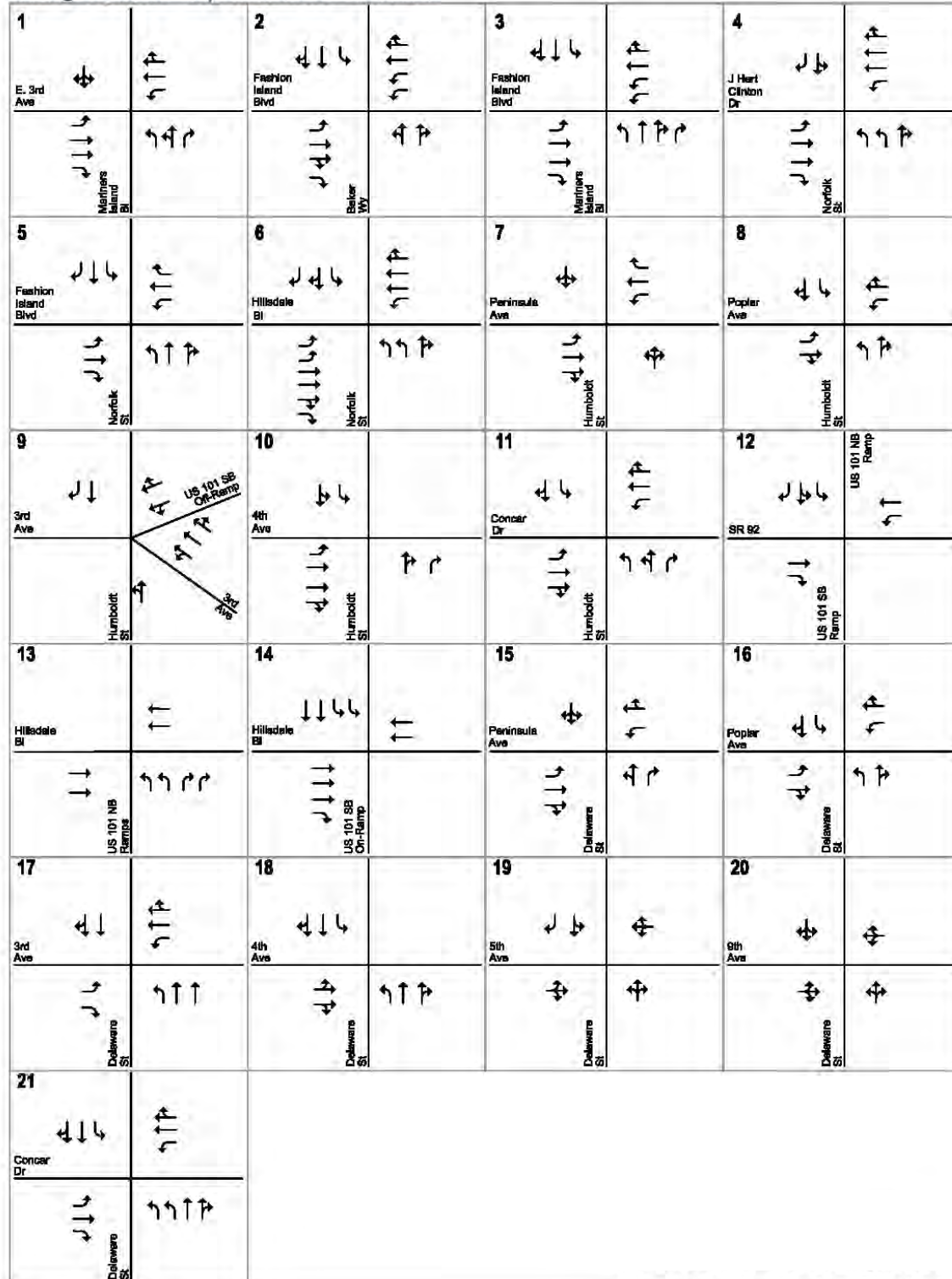


FIGURE B2 INTERSECTION LANE CONFIGURATIONS

Existing Conditions - City of San Mateo - Circulation

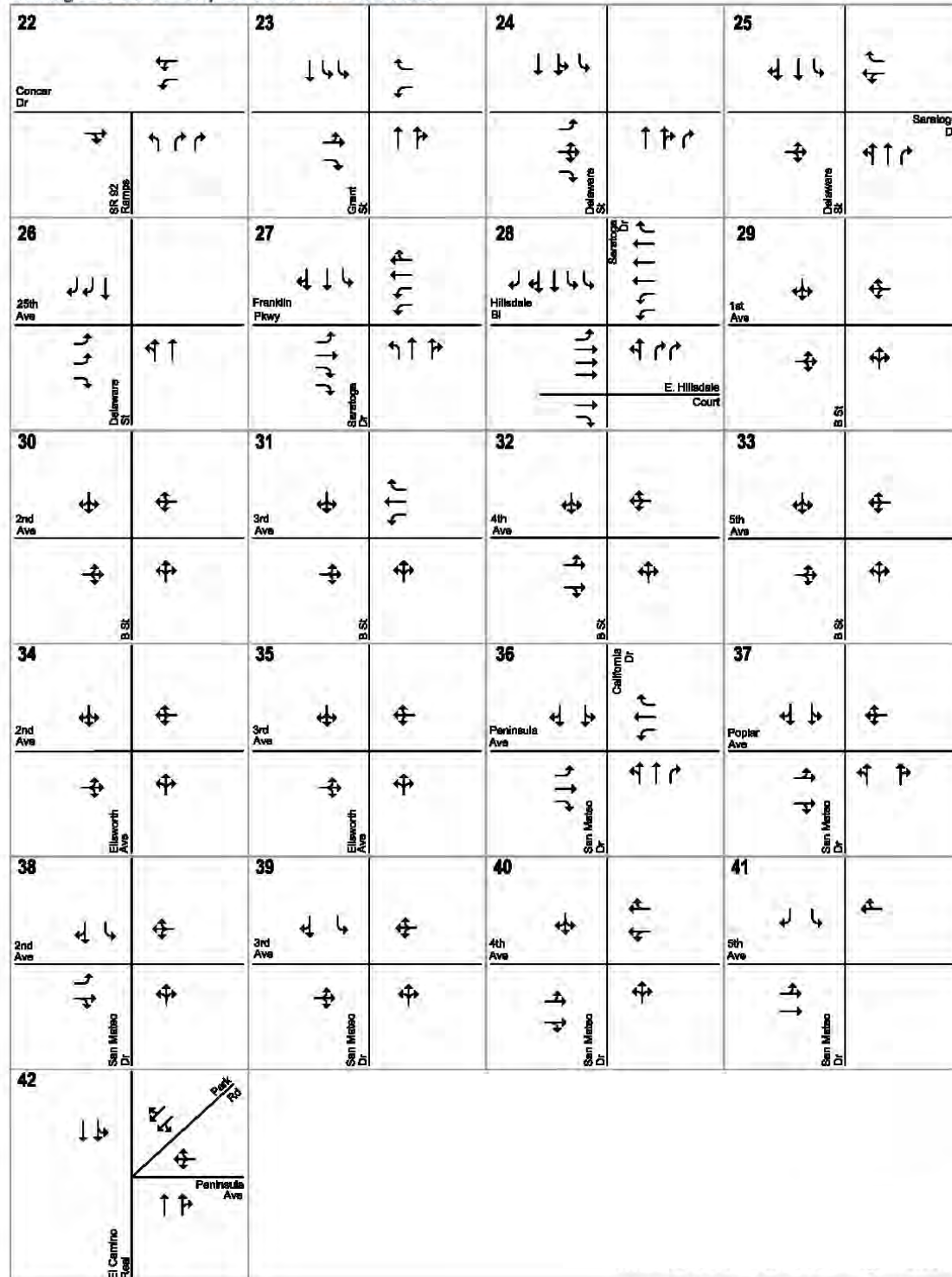


FIGURE B3 INTERSECTION LANE CONFIGURATIONS

Existing Conditions - City of San Mateo - Circulation

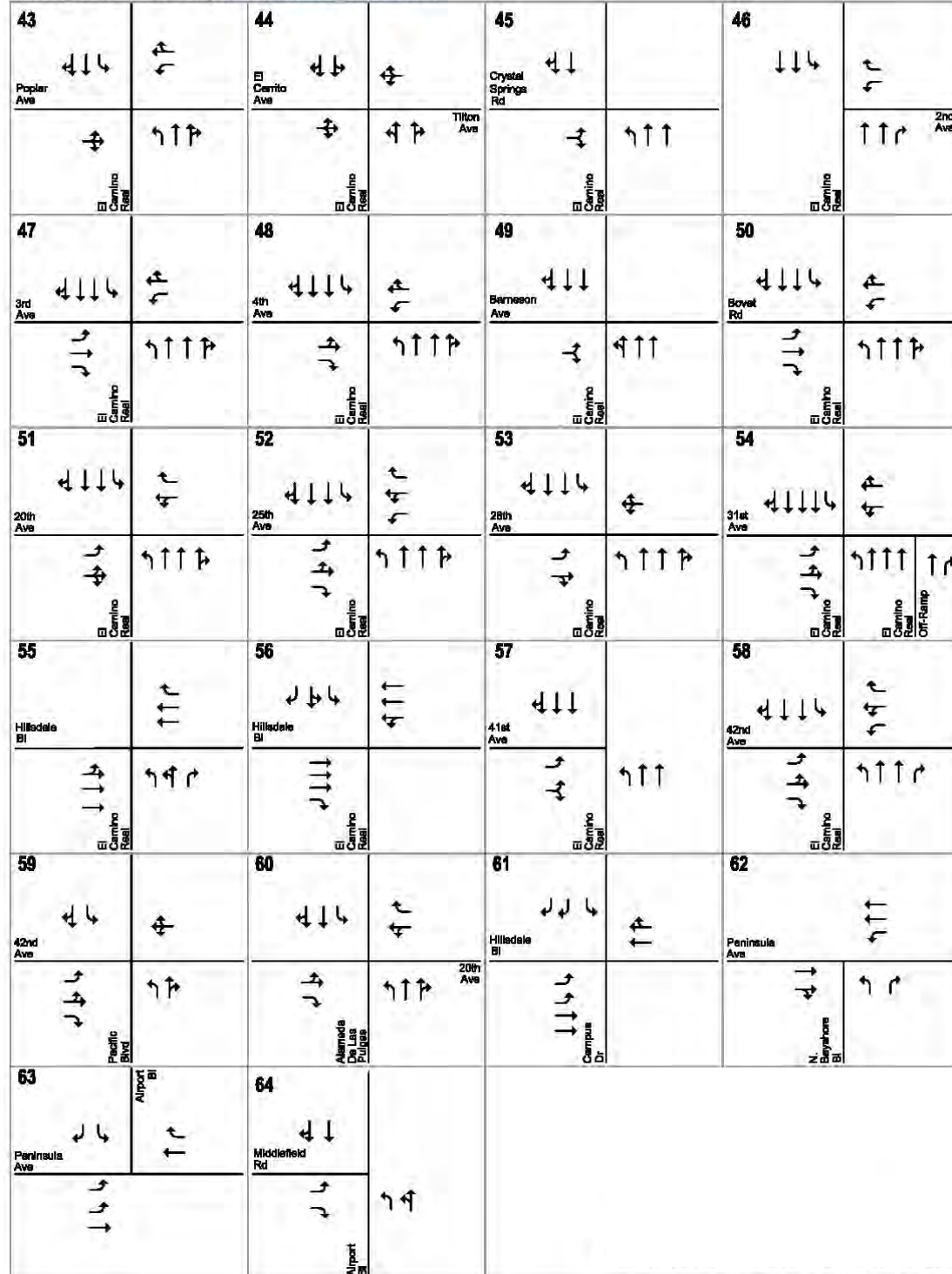


FIGURE B4 INTERSECTION TRAFFIC VOLUMES

Existing Conditions - City of San Mateo - Circulation

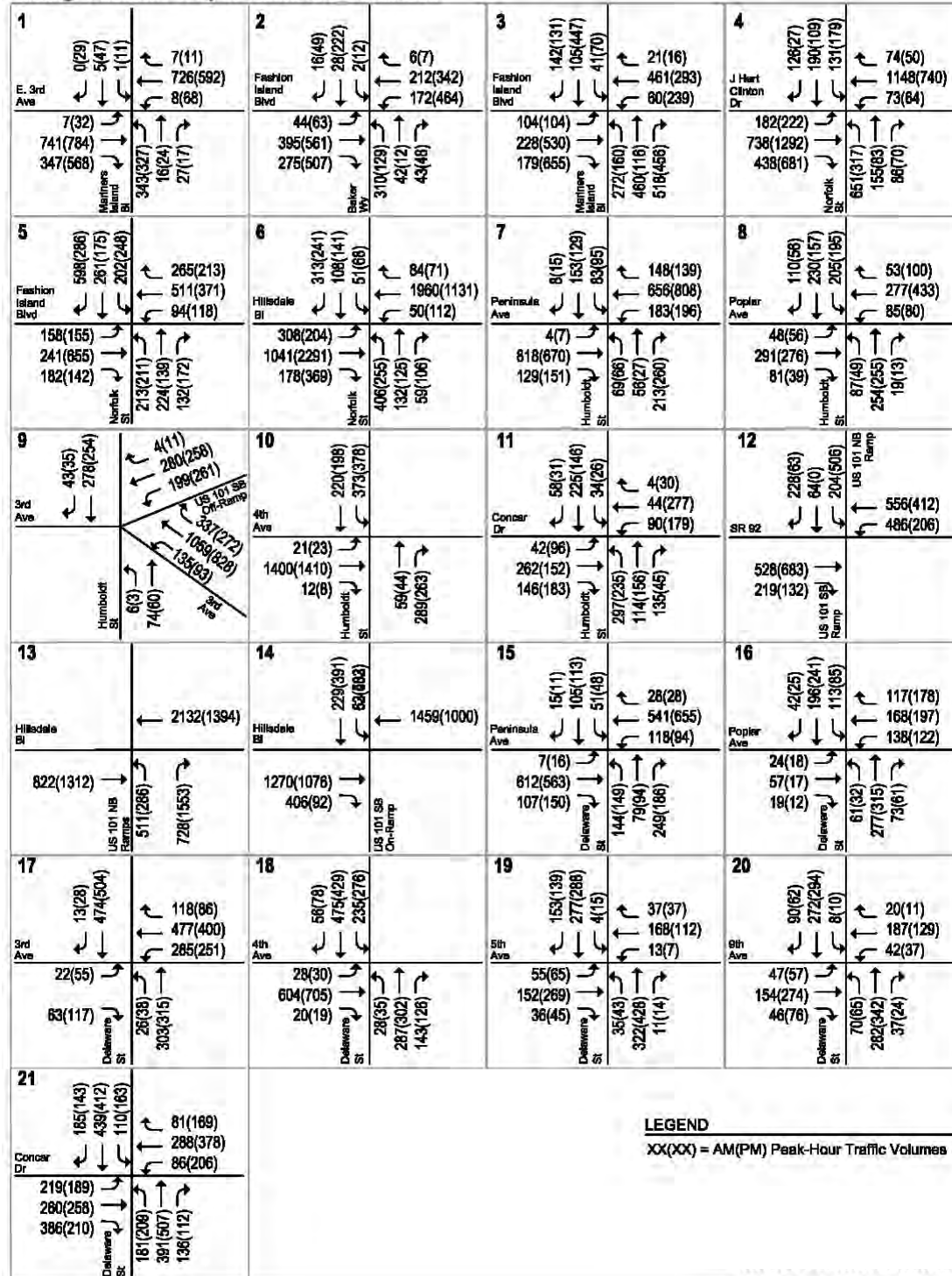


FIGURE B5 INTERSECTION TRAFFIC VOLUMES

Existing Conditions - City of San Mateo - Circulation

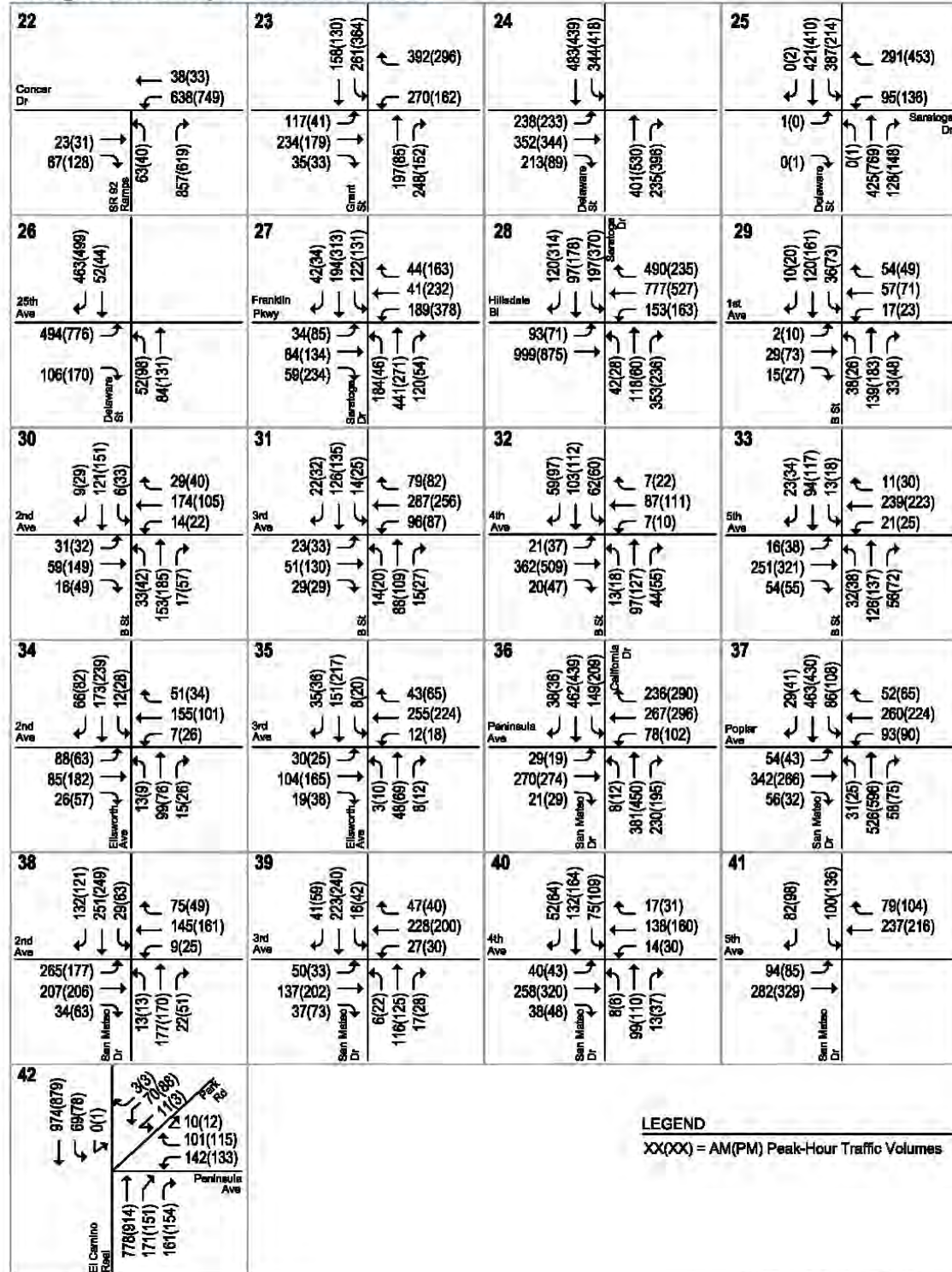


FIGURE B6 INTERSECTION TRAFFIC VOLUMES

Existing Conditions - City of San Mateo - Circulation

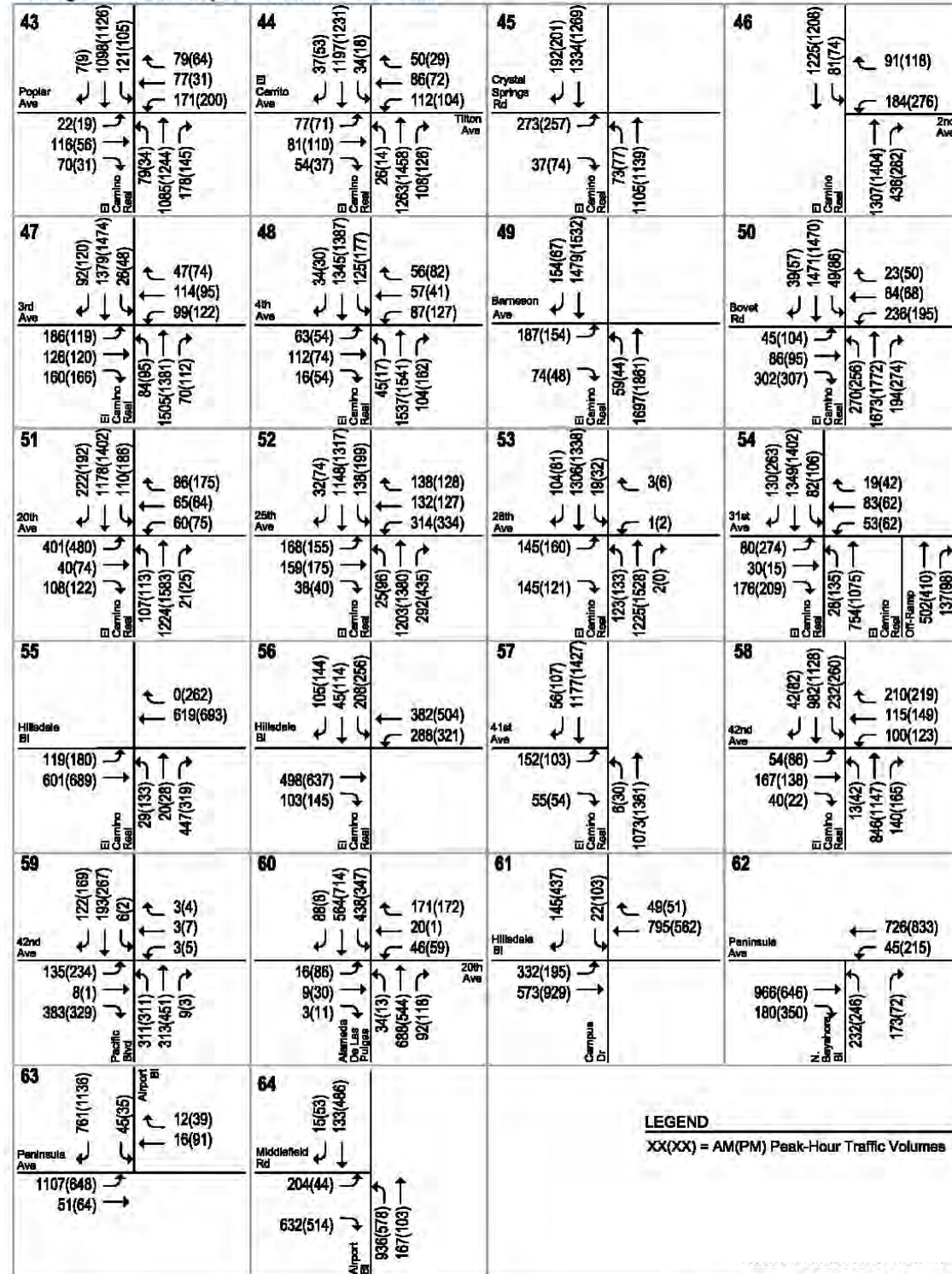


TABLE B1 EXISTING INTERSECTION LEVEL OF SERVICE SUMMARY

#	Intersection	Peak Hour	Count Date	Note	Existing Conditions	
					Avg. Delay (Seconds)	LOS
1	Mariners Island Blvd & 3 rd Ave	AM	05/10/16		10.4	B
		PM	05/10/16		14.7	B
2	Baker Way & Fashion Island Blvd	AM	05/22/18		16.8	B
		PM	05/22/18		22.8	C
3	Mariners Island Blvd & Fashion Island Blvd	AM	05/22/18		20.0	B
		PM	05/22/18		27.4	C
4	Norfolk St & 3 rd Ave	AM	05/22/18		43.8	D
		PM	05/22/18		37.0	D
5	Norfolk St & Fashion Island Blvd	AM	02/06/18		46.4	D
		PM	02/06/18		72.5	E
6	Norfolk St & Hillsdale Blvd	AM	02/06/18	+	42.0	D
		PM	02/06/18		47.8	D
7	Humboldt St & Peninsula Ave	AM	05/23/17		14.8	B
		PM	05/23/17		15.6	B
8	Humboldt St & Poplar Ave	AM	10/03/17		17.2	B
		PM	10/03/17		17.9	B
9	Humboldt St & 3 rd Ave	AM	10/03/17	*	30.2	C
		PM	10/03/17		26.3	C
10	Humboldt St & 4 th Ave	AM	10/03/17		16.8	B
		PM	10/03/17		15.5	B
11	Grant St & Concar Ave	AM	05/11/16		22.4	C
		PM	05/11/16		22.1	C
12	US Highway 101 SB Ramps & Fashion Island Blvd	AM	02/06/18		18.1	B
		PM	02/06/18		81.8	F
13	US Highway 101 NB Ramps & Hillsdale Blvd	AM	02/06/18	+	32.6	C
		PM	02/06/18		92.1	F
14	US Highway 101 SB Ramps & Hillsdale Blvd	AM	02/06/18		12.9	B
		PM	02/06/18		>120	F
15	Delaware St & Peninsula Ave	AM	05/10/16		8.0	A
		PM	05/10/16		8.7	A
16	Delaware St & Poplar Ave	AM	05/10/16		19.7	B
		PM	05/10/16		18.3	B
17	Delaware St & 3 rd Ave	AM	10/03/17		8.9	A
		PM	10/03/17		8.8	A

TABLE B1 **EXISTING INTERSECTION LEVEL OF SERVICE SUMMARY**

#	Intersection	Peak Hour	Count Date	Note	Existing Conditions	
					Avg. Delay (Seconds)	LOS
18	Delaware St & 4 th Ave	AM	10/03/17		14.1	B
		PM	10/03/17		15.7	B
19	Delaware St & 5 th Ave	AM	05/22/18		10.2	B
		PM	05/22/18		12.1	B
20	Delaware St & 9 th Ave	AM	05/11/16		7.3	A
		PM	05/11/16		7.9	A
21	Delaware St & Concar Ave	AM	02/27/18		25.1	C
		PM	02/27/18		29.8	C
22	SR 92 WB Ramps & Concar Ave	AM	02/27/18		7.4	A
		PM	02/27/18		8.0	A
23	Grant St & 19 th Ave	AM	02/06/18	+	25.9	C
		PM	02/06/18		59.5	E
24	Delaware St & 19 th Ave	AM	02/06/18		16.1	B
		PM	02/06/18		19.6	B
25	Delaware St & Saratoga Dr	AM	05/11/16		11.1	B
		PM	05/11/16		12.9	B
26	Delaware St & 25 th Ave	AM	05/11/16		4.7	A
		PM	05/11/16		5.5	A
27	Saratoga Dr & Franklin Pkwy	AM	02/06/18		25.1	C
		PM	02/06/18		52.2	D
28	Saratoga Dr & Hillsdale Blvd	AM	02/06/18	+	42.6	D
		PM	02/06/18		105.5	F
29	B St & 1 st Ave	AM	02/06/18		10.3	B
		PM	02/06/18		10.4	B
30	B St & 2 nd Ave	AM	05/11/16		12.1	B
		PM	05/11/16		14.1	B
31	B St & 3 rd Ave	AM	05/11/16		13.5	B
		PM	05/11/16		13.6	B
32	B St & 4 th Ave	AM	10/03/17		11.0	B
		PM	10/03/17		11.3	B
33	B St & 5 th Ave	AM	05/22/18		10.8	B
		PM	05/22/18		11.2	B
34	Ellsworth Ave & 2 nd Ave	AM	05/22/18		10.3	B
		PM	05/22/18		17.5	B
35	Ellsworth Ave & 3 rd Ave	AM	05/11/16		9.6	A

TABLE B1 EXISTING INTERSECTION LEVEL OF SERVICE SUMMARY

#	Intersection	Peak Hour	Count Date	Note	Existing Conditions	
					Avg. Delay (Seconds)	LOS
36	San Mateo Dr & Peninsula Ave	PM	05/11/16		11.6	B
		AM	10/03/17		16.0	B
		PM	10/03/17		17.4	B
37	San Mateo Dr & Poplar Ave	AM	05/23/17		8.9	A
		PM	05/23/17		9.0	A
38	San Mateo Dr & 2 nd Ave	AM	05/22/18		15.0	B
		PM	05/22/18		14.3	B
39	San Mateo Dr & 3 rd Ave	AM	05/22/18		14.9	B
		PM	05/22/18		13.3	B
40	San Mateo Dr & 4 th Ave	AM	05/22/18		14.2	B
		PM	05/22/18		16.1	B
41	San Mateo Dr & 5 th Ave	AM	05/22/18		8.5	A
		PM	05/22/18		8.9	A
42	El Camino Real & Peninsula Ave	AM	05/22/18	*	15.5	B
		PM	05/22/18		16.3	B
43	El Camino Real & Poplar Ave	AM	05/23/17		19.6	B
		PM	05/23/17		15.6	B
44	El Camino Real & Tilton Ave	AM	10/03/17		9.3	A
		PM	10/03/17		8.9	A
45	El Camino Real & Crystal Springs Rd	AM	05/11/16		13.7	B
		PM	05/11/16		14.1	B
46	El Camino Real & 2 nd Ave	AM	05/22/18		7.5	A
		PM	05/22/18		10.2	B
47	El Camino Real & 3 rd Ave	AM	10/03/17		16.8	B
		PM	10/03/17		19.1	B
48	El Camino Real & 4 th Ave	AM	05/22/18		19.3	B
		PM	05/22/18		22.3	C
49	El Camino Real & Barneson Ave	AM	05/22/18		7.1	A
		PM	05/22/18		6.7	A
50	El Camino Real & 17 th Ave	AM	05/22/18		25.6	C
		PM	05/22/18		26.9	C
51	El Camino Real & 20 th Ave	AM	05/11/16		34.5	C
		PM	05/11/16		45.9	D
52	El Camino Real & 25 th Ave	AM	11/17/16		31.7	C
		PM	11/17/16		44.4	D

TABLE B1 **EXISTING INTERSECTION LEVEL OF SERVICE SUMMARY**

#	Intersection	Peak Hour	Count Date	Note	Existing Conditions	
					Avg. Delay (Seconds)	LOS
53	El Camino Real & 28 th Ave	AM	05/22/18		12.9	B
		PM	05/22/18		15.2	B
54	El Camino Real & 31 st Ave	AM	11/17/16	*	26.4	C
		PM	11/17/16		31.1	C
55	El Camino Real NB & Hillsdale Blvd	AM	02/06/18	+	29.7	C
		PM	02/06/18		26.1	C
56	El Camino Real SB & Hillsdale Blvd	AM	02/06/18	+	27.9	C
		PM	02/06/18		28.2	C
57	El Camino Real & 41 st Ave	AM	05/10/16		5.0	A
		PM	05/10/16		4.8	A
58	El Camino Real & 42 nd Ave	AM	05/10/16		20.0	C
		PM	05/10/16		24.8	C
59	Pacific Blvd & 42 nd Ave	AM	05/10/16		18.3	B
		PM	05/10/16		24.1	C
60	Alameda De Las Pulgas & 20 th Ave	AM	05/11/16		18.3	B
		PM	05/11/16		18.0	B
61	Campus Dr & Hillsdale Blvd	AM	05/22/18		6.3	A
		PM	05/22/18		6.6	A
62	Bayshore Blvd & Peninsula Ave	AM	05/23/17		8.3	A
		PM	05/23/17		12.5	B
63	Airport Blvd & Peninsula Ave	AM	05/10/16	+	8.1	A
		PM	05/10/16		20.4	C
64	Airport Blvd & US Highway 101 NB Ramps	AM	05/23/17	+	13.5	B
		PM	05/23/17		17.5	B

Notes: * = Indicates the intersection level of service is calculated using the HCM 2000 module with the Synchro software. These intersections have unusual lane geometries that cannot be supported by Synchro HCM 2010 module.

+ = Indicates the intersection level of service is calculated using the HCM 2000 module with the Synchro software because this intersection has unusual signal operations that cannot be supported by Synchro HCM 2010 module.

Source: Hexagon Transportation Consultants, Inc., 2018.

TABLE B2 EXISTING TRANSIT SERVICE

Service Provider	Peak Headways	Service Hours	Route Description
Caltrain - San Mateo	28 minutes (average)	5:22 am – 1:38 am (weekdays) 7:51 am – 1:43 am (weekends)	The Caltrain line runs south from San Francisco, through eastern San Mateo County, and into Santa Clara County. Most trains run between San Jose to San Francisco, with three commuter runs serving Gilroy. San Mateo's Stations are in Zone 2.
Caltrain - Hayward Park	55 minutes (average)		
Caltrain - Hillsdale	29 minutes (average)		
SamTrans 53	2 runs (morning) 6 runs (afternoon)	7:19 am – 3:21 pm (weekdays)	Accesses Borel Middle School via Delaware Street and Borel Square Shopping Center
SamTrans 54	1 run (morning) 4 runs (afternoon)	7:39 am – 3:40 pm (weekdays)	Accesses Bowditch Middle School in Foster City
SamTrans 55	1 run (morning) 2 runs (afternoon)	7:33 am – 3:21 pm (weekdays)	Travels along El Camino Real, connecting Mills Health Center, Central Park, and Borel Middle School
SamTrans 56	2 runs (morning) 1 run (afternoon)	7:06 am – 3:52 pm (weekdays)	Serves Aragon High School, College of San Mateo, Highland Recreation Center, and San Mateo Superior Court
SamTrans 57	2 runs (morning) 1 run (afternoon)	6:50 am – 4:02 pm (weekdays)	Serves Edgewater Place Shopping Center, Hillsdale High School, Hillsdale Shopping Center, and Hillsdale Caltrain Station
SamTrans 58	1 run (morning) 4 runs (afternoon)	7:24 am – 3:24 pm (weekdays)	Accesses Borel Middle School, College of San Mateo, and Highlands Recreation Center
SamTrans 59	4 runs (morning) 2 runs (afternoon)	7:15 am – 3:52 pm (weekdays)	Connects to Marina Plaza Shopping Center, Parkside Shopping Center, Shoreview Shopping Center, San Mateo Caltrain Station, and Aragon High School
SamTrans 250	30 minutes	5:40 am – 10:59 pm (weekdays) 7:02 am – 8:40 pm (weekends)	Serves San Mateo Caltrain Station, Central Park, Hillsdale Caltrain Station and College of San Mateo
SamTrans 251	60 minutes	11:30 am – 8:17 pm (weekdays) 8:30 am – 7:20 pm (weekends)	Connects Foster City to Hillsdale Caltrain Station and Hillsdale Shopping Center
SamTrans 256	60 minutes	6:34 am – 5:25 pm (weekdays) 7:30 am – 8:18 pm (weekends)	Connects Foster City to Hillsdale Caltrain Station and Hillsdale Shopping Center
SamTrans 260	30 minutes	5:59 am – 7:15 pm (weekdays) 8:05 am – 7:55 pm (weekends)	Serves College of San Mateo via Belmont Caltrain Station and San Carlos Caltrain Station
SamTrans 292	30 minutes	3:55 am – 2:30 am (weekdays) 4:00 am – 2:02 (weekends)	Runs from San Mateo to San Francisco Transbay Terminal via San Mateo Caltrain Stations, San Francisco International Airport, and San Francisco General Hospital
SamTrans 294	60 minutes	5:09 am – 9:48 pm (weekdays) 4:26 am – 10:06 pm (weekends)	Connects Half Moon Bay to San Mateo Medical Center via Hillsdale Caltrain Station, peak service to College of San Mateo
SamTrans 295	60 minutes	5:55 am – 7:38 pm (weekdays)	Runs between San Mateo, Hillsdale, San Carlos, and Redwood City Caltrain Stations
SamTrans 397	3 runs northbound 4 runs southbound	12:46 am – 6:23 am (weekdays and weekends)	Limited overnight service from Palo Alto Transit Center to Downtown San Francisco via Hillsdale Caltrain Station and San Francisco International Airport
SamTrans 398	60 minutes	5:07 am – 11:50 pm (weekdays) 5:50 am – 11:43 pm (weekends)	Express service from Redwood City to San Bruno Caltrain Station and San Bruno BART Station via Hillsdale Caltrain Station and San Francisco International Airport

TABLE B2 **EXISTING TRANSIT SERVICE**

Service Provider	Peak Headways	Service Hours	Route Description
SamTrans ECR	15 minutes	4:06 am – 2:08 am (weekdays) 4:47 am – 2:22 am (weekends)	Serves San Mateo County BART Stations, Hillsdale Caltrain Station, and Palo Alto Transit Center
SamTrans KX	4 runs (morning) 4 runs (afternoon)	5:18 am – 8:13 pm (weekdays)	Limited service from Redwood City to San Francisco Transbay Terminal via Hillsdale Caltrain Station, and San Francisco International Airport
AC Transit M	6 runs (morning) 5 runs (afternoon)	6:51 am – 6:53 pm (weekdays)	Serves Hayward BART Station, Foster City, and Hillsdale Caltrain Station.

Source: SamTrans, Caltrain, and AC Transit.

SAN MATEO

EXISTING CONDITIONS REPORT

LAND USE

PUBLIC REVIEW DRAFT | OCTOBER 9, 2018



Existing Conditions Report: Land Use

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Existing Conditions Report: Land Use

This report discusses existing conditions for land use in San Mateo.

A. REGULATORY FRAMEWORK

This section summarizes land use agencies and regulations at the City level, with additional regulations and guidance provided by State and regional agencies and organizations.

Appendix A compiles links to the sources for all State, regional, and local regulations cited below.

1. State Regulations and Programs

California Government Code

California Government Code requires each city and county to adopt a comprehensive, long-term general plan (Section 65300). In statute, the general plan is presented as a collection of seven required elements, of which the land use element is one. The land use element serves as a central framework for the entire general plan, establishing policies to guide development and conservation in a manner consistent with the community's values and vision for the future. The land use element describes a general development pattern, including where buildings and public facilities exist currently and may occur in the future.

In accordance with California Government Code Section 65302(a), the land use element should describe the desired pattern of development by addressing three required topics: the location of various land uses, the arrangement of land uses within the community and the density and intensity of buildings. The land use element is required to discuss the general distribution of the following land uses, to the extent that each is relevant: housing, business, industry, open space, mineral resources, and recreation facilities. The land use element must also identify the specific locations of the following land uses: educational facilities, public buildings and grounds, future solid and liquid waste facilities, lands subject to flooding, and Timberland Preserve Zone lands. Density is commonly defined by the number of dwelling units per acre and intensity is defined by the ratio of building square footage to the area of land involved.¹

For many, the general idea of development is most easily understood using the land use diagram, a graphic representation of the policy statements in the land use element. California Government Code requires the land use element to include the land use diagram, which is usually a map, but may be more graphically abstract. The diagram, like the text in the land use element, must be consistent with all other elements of the general plan, as well as with all other general plan contents.

California Government Code also requires that a general plan address the following topics:

- **Open Space.** The general plan must plan for the preservation and conservation of open space, production of natural resources, and open space for recreation and public health and safety.

¹ Shigley, Paul and William Fulton, *Guide to California Planning*, Second Edition, pages 109-110.

- **Transportation.** Transportation must be closely tied to land use in the general plan and is required to identify the general location and extent of existing and proposed major streets and other transportation facilities.
- **Housing.** The housing element is required to assess the current and projected housing needs of the jurisdiction and must be updated every eight years as required by Senate Bill (SB) 375 (discussed further below).
- **Conservation.** The general plan must address the conservation, development, and use of natural resources.
- **Safety.** The general plan must establish policies to protect a jurisdiction from natural hazards.
- **Noise.** The general plan must identify major noise sources and establish noise compatibility guidelines for different land uses.

As discussed below, the Housing Element will not be included in the General Plan Update because it is updated on a separate schedule.

2017 State Housing Laws (AB 35, SB 167, and SB 166)

In 2017, Governor Jerry Brown signed a package of legislation in response to the State housing crisis. Most of these laws facilitate new market rate and affordable housing by streamlining the approval process for candidate housing projects. Many are intended to overcome the challenges of housing production. Key among the laws include:

- **Assembly Bill 35.** This Bill establishes a series of objective criteria for new housing projects which, if met, exempt the project from local design and planning review and State environmental review. One of these criteria is the inclusion of affordable housing units proportional to overall units.
- **Senate Bill 167.** This Bill states that local agencies shall not disapprove or condition any very low, low-, or moderate-income housing project, unless that agency has already met or exceeded its share of new regional housing as mandated by the State.
- **Senate Bill 166.** This Bill seeks to maximize local density by stating that the development of a given parcel must contain the full number of units, by income category, as identified in the housing element of that jurisdiction's General Plan.

An underlying strategy of these Bills is to decrease the authority of existing local regulation and review for projects that fulfill housing-related criteria. While housing production is a shared goal among State and city leaders, successful application of these laws will require a learning curve to coordinate local knowledge and standards with statewide criteria. All local agencies have a high level of understanding of their jurisdictions and residents that is invaluable to the local development process, and must remain respected.

Assembly Bill 32 and Senate Bill 375

Assembly Bill (AB) 32 and SB 375 are California laws pertaining to global warming and the reduction of greenhouse gases (GHGs). Both laws, either directly or indirectly, require local jurisdictions to employ land use planning as a means to reduce their GHG emissions.

AB 32, the Global Warming Solutions Act of 2006, was passed by the California legislature and signed into law by Governor Arnold Schwarzenegger. AB 32 is California's first major commitment to addressing global warming, and sets a timeline for reducing California's GHG emissions to 1990 levels by the year 2020. AB 32

identifies the California Air Resources Board (CARB) as the lead agency responsible for implementing the bill, and in 2008, CARB published the *Climate Change Proposed Scoping Plan* (Scoping Plan); it was subsequently updated in 2014. The Scoping Plan is an analysis of the best approach to achieve the State’s GHG emission reduction targets, citing local governments as an essential partner. The Scoping Plan states that local governments have “...broad influence and, in some cases, exclusive authority over significant emission sources through their planning and permitting processes, local ordinances, outreach and education efforts and municipal operations.”²

The Scoping Plan distinguishes various areas where local jurisdictions can focus on GHG reductions. Two areas in particular, community transportation and community design, fall directly under the context of land use planning. Using effective land use planning, local jurisdictions can allow and encourage community transportation choices that promote low carbon travel options, such as public transit, bicycling, and walking. Local government can use its broad influence to incorporate bicycle paths and sidewalks into new and existing travel routes, which provide opportunities for residents to reduce their vehicle miles traveled (VMT) and therefore reduce their GHG emissions.

Local governments can also engage in land use planning to reduce GHG emissions through community design. Local governments can promote compact development projects and those with mixed-use residential and commercial components, which allow residents to live, work, and shop without driving between destinations. Additionally, local governments can adopt policies that encourage infill development. With increased density, local jurisdictions can accommodate the same amount of growth on less land, setting aside more land for non-developed uses such as open space, which incorporate plants that absorb GHGs. Ultimately, the most carbon-efficient urban form is one that integrates alternative modes of community transportation with compact, mixed-use community design.

SB 375, passed by the State Assembly and Senate in August 2008, is another significant component of California’s commitment to GHG reduction. In essence, SB 375 coordinates transportation funding and land use planning on a regional level as a means to achieve AB 32’s goals.

The goal of SB 375 is to reduce emissions from cars and light trucks by incentivizing compact development. The first step outlined in SB 375 calls for metropolitan planning organizations (MPOs) and CARB to establish a region’s GHG reduction target. Then, the MPO must develop a Sustainable Communities Strategy (SCS), a plan for a compact development pattern that will enable the region to meet its GHG reduction target. SB 375 requires the GHG reduction target and the SCS to be incorporated into the Regional Transportation Plan (RTP). The Association of Bay Area Governments/Metropolitan Transportation Commission is the MPO for San Mateo County, which includes the City of San Mateo, and it adopted its SCS/RTP in 2013.

Transportation and development projects consistent with the SCS/RTP will be given priority for State and regional funding. Additionally, SB 375 grants SCS-consistent residential development projects streamlined environmental review processes. SB 375 also changes housing element law, extending the planning period for the housing element to eight years, and linking housing element timelines to RTP timelines for increased consistency.

Both AB 32 and SB 375 depend on local governments to implement land use strategies to reduce GHG emissions. Local governments, like the City of San Mateo, can utilize the General Plan Update process to further the discussion of reducing local GHG emissions.

² California Air Resources Board (CARB), 2008. *Climate Change Proposed Scoping Plan*, pages C-49 through C-54, October.

Cortese-Knox-Hertzberg Local Government Reorganization Act

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 establishes the current legal authority and mandate for Local Agency Formation Commissions in California. There is a Local Agency Formation Commission in each county in California and they are authorized to review, approve, or deny proposals for boundary changes and incorporations for cities, counties, and special districts within the county. Local Agency Formation Commissions establish Sphere of Influences (SOIs) for cities within their jurisdictions that describe the city's probable future physical boundaries and service areas. The City of San Mateo SOI is regulated by the San Mateo Local Agency Formation Commissions.

Disadvantaged Unincorporated Communities (SB 244, 2011)

SB 244 requires counties to update their land use elements to:

- Identify and describe Disadvantaged Unincorporated Communities (DUCs) that are outside of the SOI of a city or town. Disadvantaged communities are defined as those with annual median household incomes that are less than 80 percent of the statewide annual median household income.
- Provide an analysis of water, wastewater, stormwater drainage, and structure fire protection needs or deficiencies.
- Include an analysis of potential funding mechanisms that could make the extension of services and facilities to identified communities financially feasible.

In addition, SB 244 requires counties to review and, if necessary, amend these aspects of the general plan with each subsequent housing element update.

Planning for Healthy Communities Act (SB 1000, 2016)

SB 1000 requires that general plans include an environmental justice element, or related goals, policies, and objectives integrated in other elements, that identify disadvantaged communities within the area covered by the general plan. The new environmental justice goals, policies, and objectives must do the following:

- Reduce the unique or compounded health risks in disadvantaged communities by reducing pollution exposure and promoting public improvements, public services, community amenities, food access, safe and sanitary homes, and physical activity.
- Promote civil engagement in the public decision-making process.
- Prioritize improvements and programs that address the needs of disadvantaged communities.

This update must occur upon the adoption or next revision of two or more elements concurrently on or after January 1, 2018, so the General Plan Update triggers these requirements.

"Disadvantaged communities" are defined as areas identified by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code or low-income areas that are disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.

The California Environmental Protection Agency created a list of disadvantaged communities in 2014 as part of SB 535, which required that a portion of proceeds from the State's GHG emissions cap-and-trade program be set aside for disadvantaged communities. The State's list of disadvantaged communities is available at:

<http://www.calepa.ca.gov/EnvJustice/GHGInvest/>. According to that list, there no Census tracts within the San Mateo SOI that the State considers to be a disadvantaged community.

While the law does not define the phrase “disproportionately affected by environmental pollution,” there are some sources of relevant data that could be considered:

- CalEnviroScreen – <https://oehha.ca.gov/calenviroscreen>
- Public Health Alliance, Health Disadvantage Index – <http://phasocal.org/ca-hdi/>
- UC Davis, Regional Opportunity Index – <http://interact.regionalchange.ucdavis.edu/roi/>
- PolicyLink, National Equity Atlas – <http://nationalequityatlas.org/>
- HUD, Opportunity Index – <http://opportunity.census.gov/>
- NHI, Environmental Justice Strategy – <https://www.transportation.gov/policy/transportation-policy/environmental-justice-strategy>

CalEnviroScreen identifies a small portion of north-central San Mateo as at risk of becoming “disproportionately burdened by, and vulnerable to, multiple sources of pollution.”

2. Regional Regulations

This section discusses regional regulations for land use.

Plan Bay Area, Strategy for a Sustainable Region

The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG’s) Plan Bay Area is the Bay Area’s RTP/SCS. The Final Plan Bay Area was adopted on July 26, 2017. The SCS sets a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement) beyond the per capita reduction targets identified by CARB. Implementation of Plan Bay Area would achieve a 16 percent per capita reduction of GHG emissions by 2035.³

In 2008, the MTC and ABAG initiated a regional effort called FOCUS to link local planned development with regional land use and transportation planning objectives. Through this initiative, local governments identified Priority Development Areas (PDAs). The PDAs form the implementing framework for Plan Bay Area. The PDAs are areas along transportation corridors which are served by public transit that allow opportunities for development of transit-oriented, infill development within existing communities that are expected to host the majority of future development. Overall, well over two-thirds of all regional growth by 2040 is allocated within PDAs. The PDAs throughout the Bay area are expected to accommodate 77 percent (or over 629,000 units) of new housing and 55 percent (or 707,000) of new jobs.⁴ Figure 1 shows the three PDAs located within San Mateo: City Center, Mixed-Use Corridor, and Transit Neighborhood. Tables 1 and 2 show how San Mateo fits in with the rest of the peninsula for the housing and jobs distribution among San Mateo County jurisdictions.

San Francisco Bay Conservation and Development Commission

In 1969, the McAteer-Petris Act designated the San Francisco Bay Conservation and Development Commission (BCDC) as the agency responsible for the protection of the San Francisco Bay and its natural resources. BCDC fulfills this mission through the implementation of the *San Francisco Bay Plan* (Bay Plan), an enforceable plan that guides the future protection and use of San Francisco Bay and its shoreline. The Bay Plan includes a range

³ <http://2040.planbayarea.org/strategies-and-performance>, accessed on July 10, 2018.

⁴ <http://2040.planbayarea.org/strategies-and-performance>, accessed on July 10, 2018.

of policies on public access, water quality, fill, and project design. The Bay Plan also designates shoreline areas that should be reserved for water-related purposes like ports, industry, and public recreation, airports, and wildlife areas.

San Mateo County General Plan

The San Mateo County General Plan is a comprehensive long-range guide for land use in the unincorporated portions of the county, including land outside of San Mateo's City Limits but within the SOI (see Figure 2). The County General Plan Land Uses within the San Mateo SOI (but outside the City Limits) are:

- **Low Density Residential.** This designation permits residential uses permitted at a density range of 0 to 0.2 dwelling units per acre.
- **Medium Low Density Residential.** This designation allows residential uses permitted at densities ranging from 2.4 to 6.0 units per acre.
- **High Density Residential.** This designation allows residential uses permitted at densities ranging from 17.5 or more units per acre.
- **General Industrial.** This designation allows manufacturing and processing uses.
- **Institutional.** Land uses in this designation include cultural, education, and public service uses.
- **Open Space.** This designation allows resource management and production, recreation uses, and residential uses.
- **Private Recreation.** This designation allows privately-owned park and recreation facilities.

3. City Regulations

City of San Mateo Vision 2030 General Plan

The City of San Mateo Vision 2030 General Plan (General Plan) guides development to ensure it maintains "balanced commercial and residential growth, with a distinguished Downtown and viable, wholesome neighborhoods."⁵ The Land Use, Urban Design, and Conservation sections of the General Plan regulates land use within the City Limits, and a Focal Points section within the Urban Design chapter that describes regulations and policies specific to particular areas of the city.

Land Use Designations and Map

The existing General Plan land use designations and their distribution are illustrated on Figure 3. Land use designations represent the intended future use of each parcel of land. Land use designations are intended to provide a vision of the future organization of uses within the SOI and a flexible structure to allow for changes in economic conditions, community visions, and environmental conditions. In other words, designations generally state what the future use should be, but are not intended to be so rigid as to prohibit changes in the future. The existing General Plan land use designations include the following:

- **Single-Family Residential.** This designation allows one single-family dwelling unit per parcel and up to nine dwelling units per acre.

⁵ City of San Mateo, *Vision 2030 General Plan*, page i.

- **Low Density Multi-Family Residential.** This designation allows attached, multi-family units from 9 to 17 units per net acre. These units are typically 1 to 2 stories.
- **Medium Density Multi-Family Residential.** This designation allows attached, multi-family units from 18 to 35 units per net acre. These units are typically 2 to 4 stories.
- **High Density Multi-Family Residential.** This designation allows attached, multi-family units from 36 to 50 units per net acre. These units are typically 3 to 5 stories.
- **Neighborhood Commercial.** This designation allows shopping centers that serve the immediate neighborhood at a floor area ratio (FAR) of 0.5 to 1.0 and heights between 25 to 45 feet.
- **Regional/Community Commercial.** This designation allows large shopping centers that rely on large trade areas like the Hillsdale and The Island Shopping centers and some areas of El Camino Real. The allowed FAR is between 1.0 to 2.5 and building heights of 35 to 55 feet.⁶
- **Downtown Commercial.** This designation allows a range of retail, service, and office uses. High-density residential is allowed above the ground floor. The allowed FAR is between 1.0 to 3.0 with building heights from 35 to 55 feet.
- **Service Commercial.** This designation allows city- and regional-serving commercial services such as automotive repair, pet hospitals, and building material yards. The allowed FAR is 1.0 with building heights up to 30 feet.
- **Manufacturing/Industrial.** This designation allows light manufacturing, warehousing, and distribution facilities with an FAR of 1.0 and building heights between 35 to 90 feet.
- **Executive Office.** This designation allows office parks, including concentrations of medical or professional offices. Permitted accessory uses include restaurants, personal services, travel agencies, printing, ticket outlets, clubs, and recreation facilities. The allowed FAR is between 0.62 and 1.0 with building heights between 35 to 55 feet.
- **Public Facilities.** This designation includes City and other government-owned facilities.
- **Parks/Open Space.** This designation allows public parks and City-owned conservation lands and private open space or recreation facilities.
- **Utilities.** This designation allows public utilities facilities.
- **Transportation Corridors.** This designation includes freeways and fixed transit lines.
- **Major Institution/Special Facility.** This designation allows private and public institutional, educational, recreational, and community service uses.
- **Mixed Use: Executive Office/High Density Multi-Family.** This designation allows mixed-use office and high-density multi-family residential uses.
- **Mixed Use: Neighborhood Commercial/High Density Multi-Family.** This designation allows mixed-use neighborhood commercial with high-density multi-family residential uses.
- **Mixed Use: Regional/Community Commercial/High Density Multi-Family.** This designation allows mixed-use regional or community commercial with high-density multi-family residential uses.

⁶ Densities up to 75 units per acre, and height limits up to a maximum of 75 feet may be allowed in some areas within these land use categories, as specified in the area specific policy for Downtown (PA 3), and Policies PA 5.2 and PA 6.3 of the Land Use Element.

- **Transit-Oriented Development Areas.** This designation is for parcels within close proximity of the Hillsdale Station Area and Hayward Park Caltrain Station Area. Permitted uses include multi-family housing, major employment centers, retail, office, and other supporting uses.

Land Use Element Policies

General Plan goals and policies intended to guide land use in the City of San Mateo are listed in Table 3. In addition to the goals and policies listed in Table 3, the Land Use Element also includes area specific policies for ten planning areas in the City: Northwest Heights, North Central, Downtown, Shoreview, Hayward Park, Marina Lagoon, Hillsdale, Beresford Park, Sugarloaf, and Western Hills.

2015-2023 Housing Element

The Housing Element addresses the statewide housing goal of “attaining decent housing and suitable living environments for every California family.” The San Mateo City Council adopted the 2015-2023 Housing Element on January 5, 2015. One of the requirements of Housing Element law is for each city and county to accommodate its “fair share” of projected housing need over an eight-year planning period. Cities and counties must demonstrate that adequate sites are available to accommodate this need, and that regulations will not unduly constrain the development of housing. This housing need requirement is known as the Regional Housing Need Allocation (RHNA). San Mateo’s RHNA is established by ABAG in its Regional Housing Need Plan (RHNP). The RHNA for San Mateo represents the minimum projection of additional housing units needed to accommodate household growth of all income levels by the end of the Housing Element’s statutory planning period. According to the 2015-2023 Housing Element, the City has adequate land to accommodate its current fair share of the RHNA.

Zoning Code

Contained in Title 27 of the City of San Mateo Municipal Code (Municipal Code), the Zoning Code implements the land use goals and policies established in the General Plan. The Zoning Ordinance identifies specific zoning districts within the city and describes the development standards which apply to each district. Figure 4 shows the zoning districts in San Mateo.

San Mateo Rail Corridor Transit-Oriented Development Plan

Adopted June 6, 2005, the San Mateo Rail Corridor Transit-Oriented Development (TOD) Plan (Plan) is a document to encourage, guide, and allow for the creation of a world class TOD within a ½-mile radius of the Hillsdale and Hayward Park Caltrain station areas.⁷ Additionally, the plan aims to improve the quality of life for those who already live and work within the area. The Plan Area runs north and south along El Camino Real, stretching from about 16th Avenue at its northern most point into the City of Belmont at its southern most point. The Plan includes a variety of methods to achieve its goals by identifying transit supportive policies, land uses, development densities, height standards, and design guidelines.⁸ Within the overall Plan boundaries, two TOD zones were created that establish sites suitable for redevelopment to incorporate TOD design.

⁷ City of San Mateo, *San Mateo Rail Corridor Transit-Oriented Development Plan*, page 1-1.

⁸ City of San Mateo, *San Mateo Rail Corridor Transit-Oriented Development Plan*, page 1-1.

Bay Meadows Specific Plan

The Bay Meadows Specific Plan, adopted on April 22, 1997 and amended in 2002, 2005, and 2009, covers the 75-acre area of the former Bay Meadows Racetrack. Phase I of the Specific Plan has been constructed and included 734 residential units, 300,000 square feet of retail, 900,000 square feet of office/commercial, and a 310-room hotel with a restaurant. Phase II of the Specific Plan permits 1,250 residential units, 150,000 square feet of retail, 1,250,000 square feet of office, and 15 acres of park. To date, the following has been or is in the process of being constructed:

- 528,105 square feet of office
- 52,040 square feet of retail
- 134,345 square feet of quasi-public (Nueva School)
- 687 residential units

Hillsdale Station Area Plan

The Hillsdale Station Area Plan, adopted on April 18, 2011, is the guiding document for the Hillsdale Station Area that sets forth the regulatory framework, goals, and policies to transform the area surrounding the Hillsdale Caltrain Station into a sustainable, pedestrian-oriented, transit hub. The Plan incorporated existing visions found in the General Plan, El Camino Real Master Plan, and the San Mateo Rail TOD Plan, to develop a cohesive and detailed document to guide current and future development within the boundaries of the Hillsdale Station Area.

El Camino Real Master Plan

The City of San Mateo's El Camino Real Committee (ECRC) developed a vision for the future of El Camino Real south, from State Route (SR) 92 to the Belmont city border.⁹ Designed to be the framework for decision makers, designers, developers, City officials, and concerned citizens, the El Camino Real Master Plan was adopted by the San Mateo City Council on September 18, 2001.¹⁰ The El Camino Real Master Plan provides greater depth into streetscape plans, design guidelines, and implementation strategies than the San Mateo Rail Corridor Transit Oriented Development Plan. The El Camino Real Master Plan area is within the greater San Mateo Rail Corridor TOD Plan area.¹¹ To ensure consistency, the El Camino Real Master Plan's approval was contingent upon the review and approval of the land use alternative by the committee of the Corridor Plan.¹²

Mariner's Island Specific Plan

The Mariner's Island Specific Plan established land use and policy regulation for the 263 net acres of land located between Marina Lagoon and San Mateo/Foster City City Limits. It was mostly developed in the 1970's and 1980's to include retail, offices, and residences. The Plan included the following major development projects: the Century Centre, San Mateo Centre, and other Class A offices; The Edgewater Isle condominiums project; and the Fashion Island Shopping Center.¹³ Originally adopted in 1973, the Plan was revised over the next few decades with the final revisions adopted by the City Council in 1995. By this time, most of the area was built-out, so the updates focused on creating design criteria to guide the remaining developable sites and future intensification of already developed sites.¹⁴

⁹ City of San Mateo, *El Camino Real Master Plan*, Executive Summary.

¹⁰ City of San Mateo, *El Camino Real Master Plan*, Executive Summary.

¹¹ City of San Mateo, *San Mateo Rail Corridor Transit-Oriented Development Plan*, page 1-9.

¹² City of San Mateo, *San Mateo Rail Corridor Transit-Oriented Development Plan*, page 1-4.

¹³ The City of San Mateo, 1973, *Mariner's Island Specific Plan*, page 1.

¹⁴ The City of San Mateo, 1973, *Mariner's Island Specific Plan*, page 1.

Shoreline Specific Plan

The Shoreline Specific Plan, adopted in 1971 and revised in 1990, covers a total of 885 acres and plans for 511 acres of park and recreation, the expansion of the wastewater treatment plant, water-oriented commercial uses, passive open space, storm drainage facilities, and bicycle and pedestrian paths. The five subareas of the Plan include Shoreland, Seal Point, Seal Cove, Marina Lagoon, and San Mateo Creek.¹⁵

Detroit Drive Specific Plan

The Detroit Drive Specific Plan, adopted in 1984 and amended in 1990, established development criteria for industrial and manufacturing use of a 7.25-acre site bounded by J. Hart Clinton Drive, the realigned Detroit Drive, the Dale Avenue Entrance to the Wastewater Treatment Plant, and the South Shoreview residential subdivision.¹⁶ Some of the development requirements include circulation improvements, enhanced visual amenities, noise control, maintenance easements and better drainage and soils, plus a requirement to notify all future tenants/purchasers of the existing conditions of the site.¹⁷

Downtown Area Plan

The Downtown Area Plan, adopted by the City Council in 2003 then revised on May 19, 2009, covers about 70 blocks traditionally known as Downtown plus the area known as the Gateway and portions of adjacent neighborhoods. This plan pertains to new Downtown development and focuses on preserving existing Downtown resources, enhancing the vitality and activity, all while maintaining a sense of place. Priorities of the City are established, including the creation of a public plaza, adding nontraditional housing options, pedestrian improvements, transportation and parking strategies, and development opportunities.¹⁸ Currently, this Plan is in the process of being updated.

Measure H

Measure H, approved by voters in November 1991, established the maximum building height and intensities for new development in the City. The resulting “Building Height Plan” mandated maximum building heights across the city which varies depending on parcel location. In single-family and residential zones, the max building height is typically 24 feet while Downtown parcels typically have a height limit of 55 feet. Other specific areas that have significant transit or highway infrastructure have a maximum height limit of 75 feet. The intent of these height limits was to create a more recognizable urban form of the Downtown while preserving the low-density character of the existing single-family residential areas.

Measure P

Measure P, approved by voters in November 2004, essentially maintained the height limits and densities as established by Measure H through 2020. This was to protect the suburban character of the City while providing for the level of economic growth projected for San Mateo and opportunities for denser affordable housing.

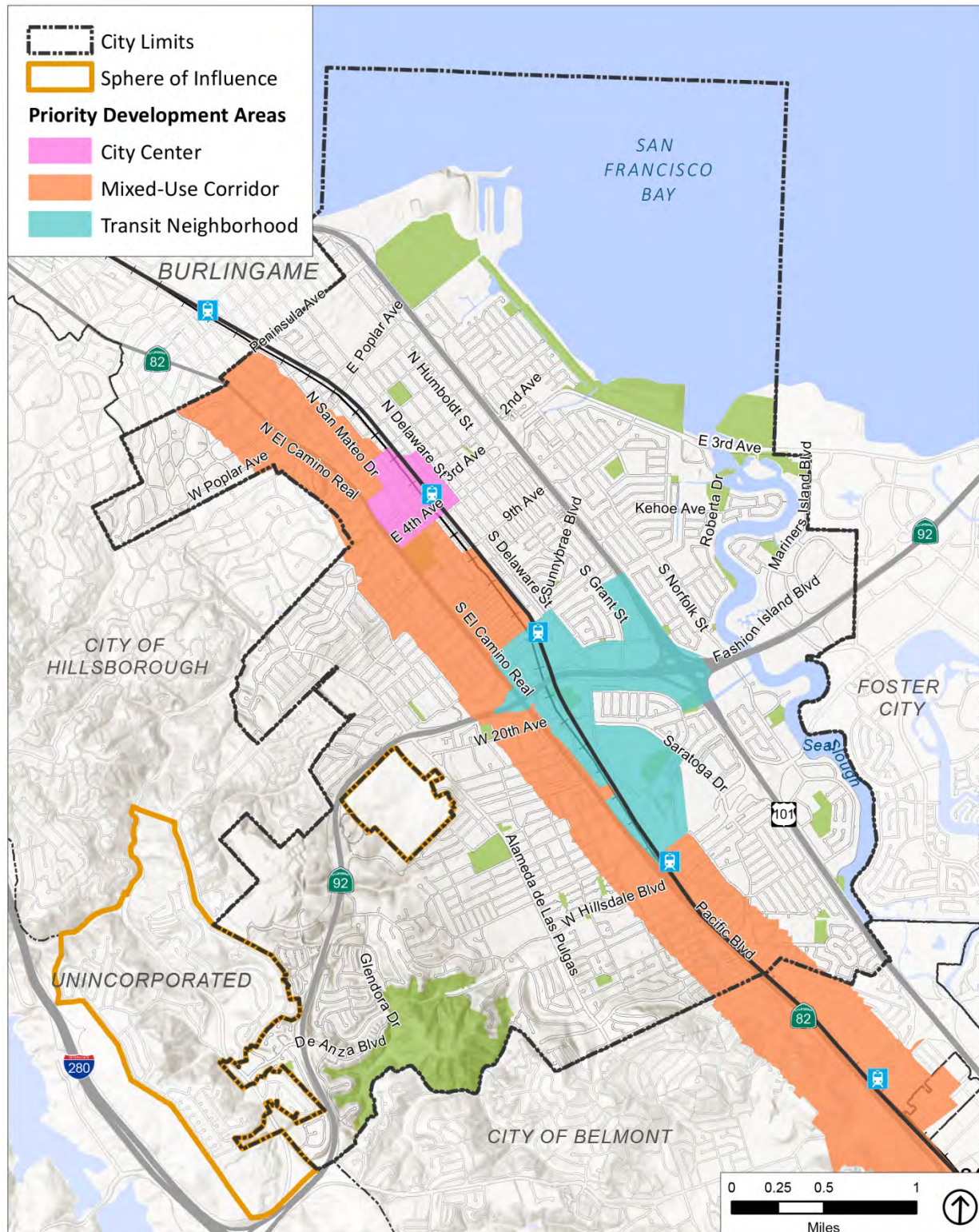
¹⁵ The City of San Mateo, 1971, *The Shoreline Park Specific Plan*, page 6.

¹⁶ The City of San Mateo, 1984, *Detroit Drive Specific Plan*, page 6.

¹⁷ The City of San Mateo, 1984, *Detroit Drive Specific Plan*, page 9.

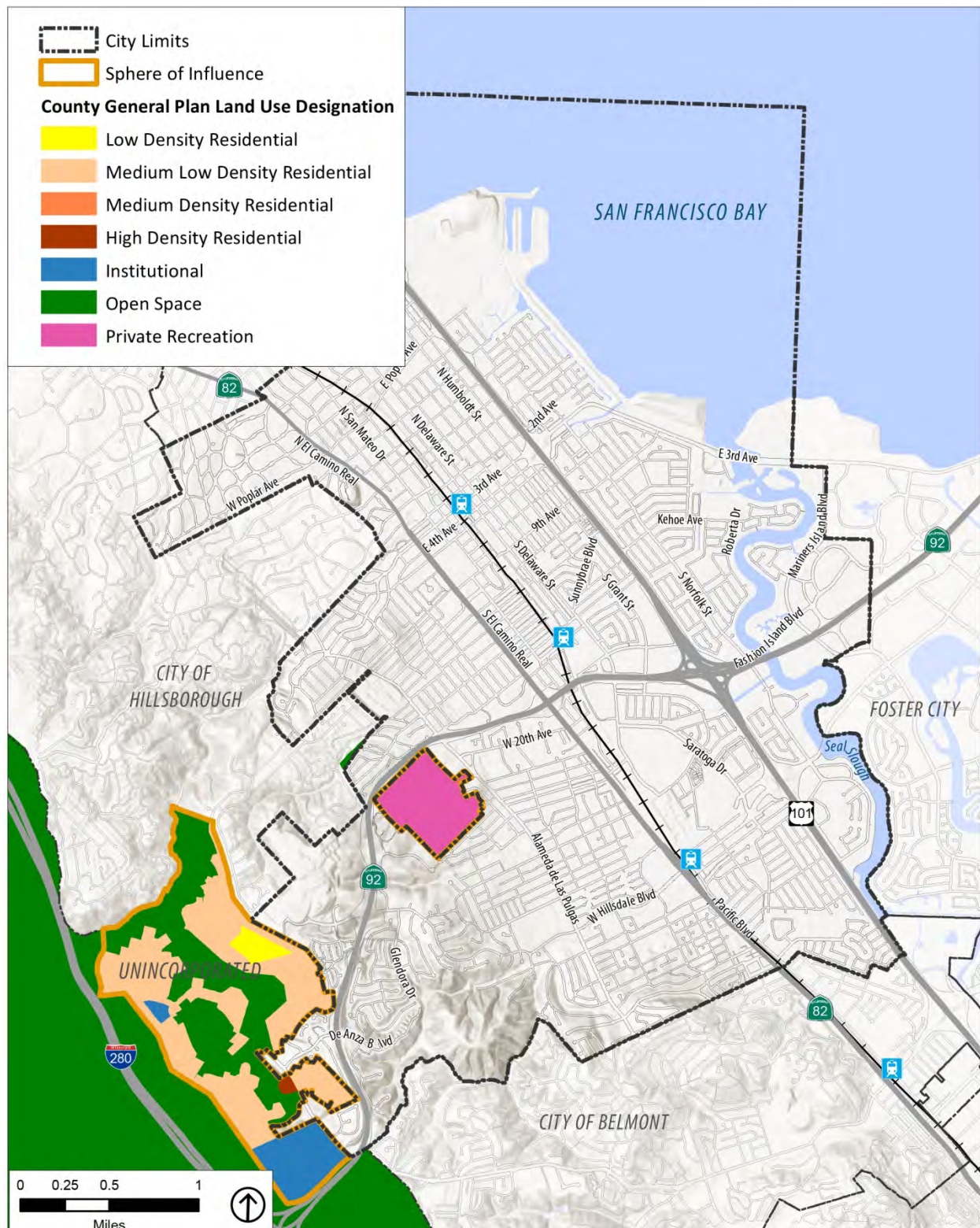
¹⁸ City of San Mateo, *Downtown Area Plan*, Chapter 1.

FIGURE 1 CITY OF SAN MATEO PRIORITY DEVELOPMENT AREAS



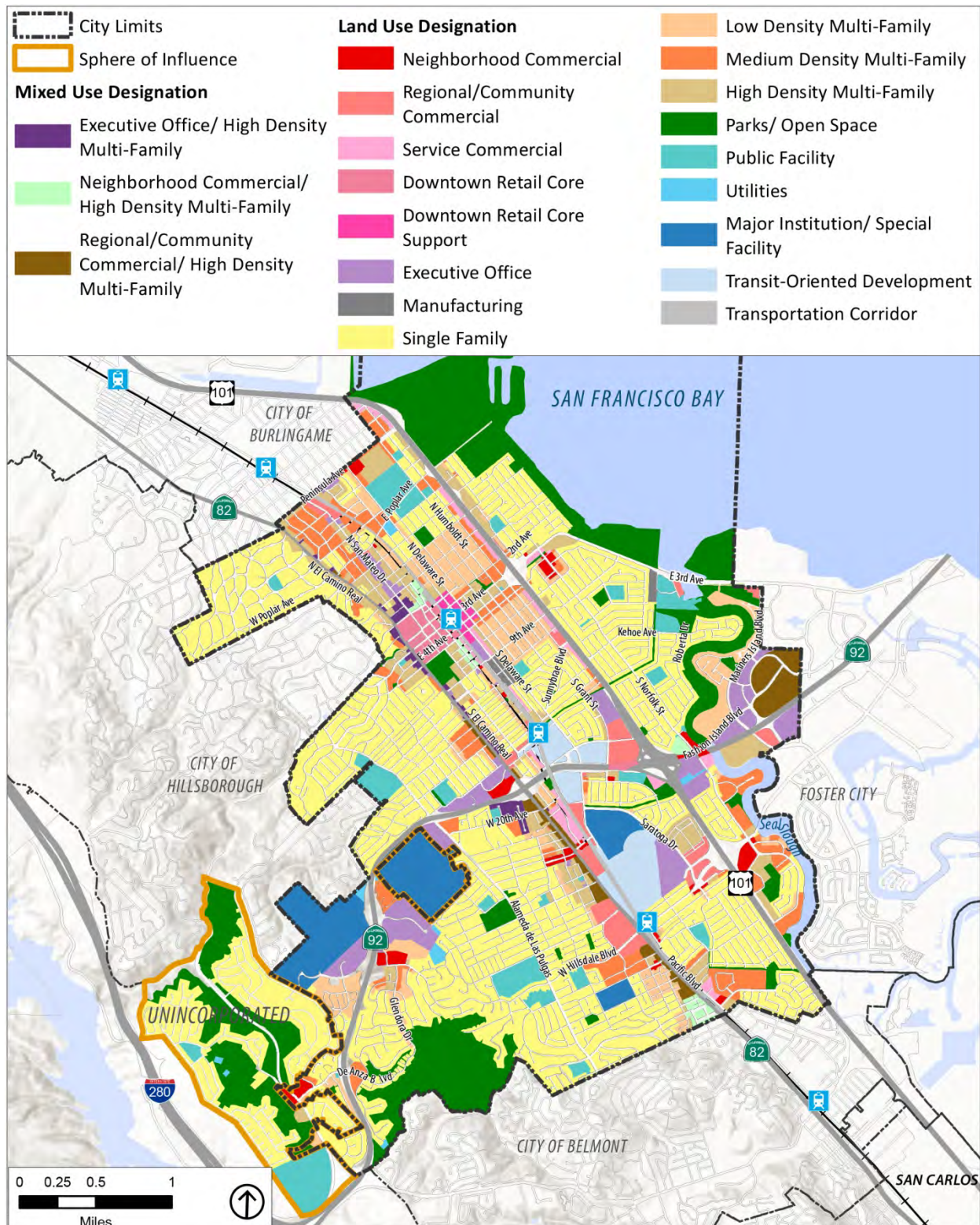
Source: City of San Mateo, 2018; San Mateo County, 2018; Esri, 2018; PlaceWorks, 2018; Metropolitan Transportation Commission, 2018

FIGURE 2 SAN MATEO COUNTY GENERAL PLAN LAND USES



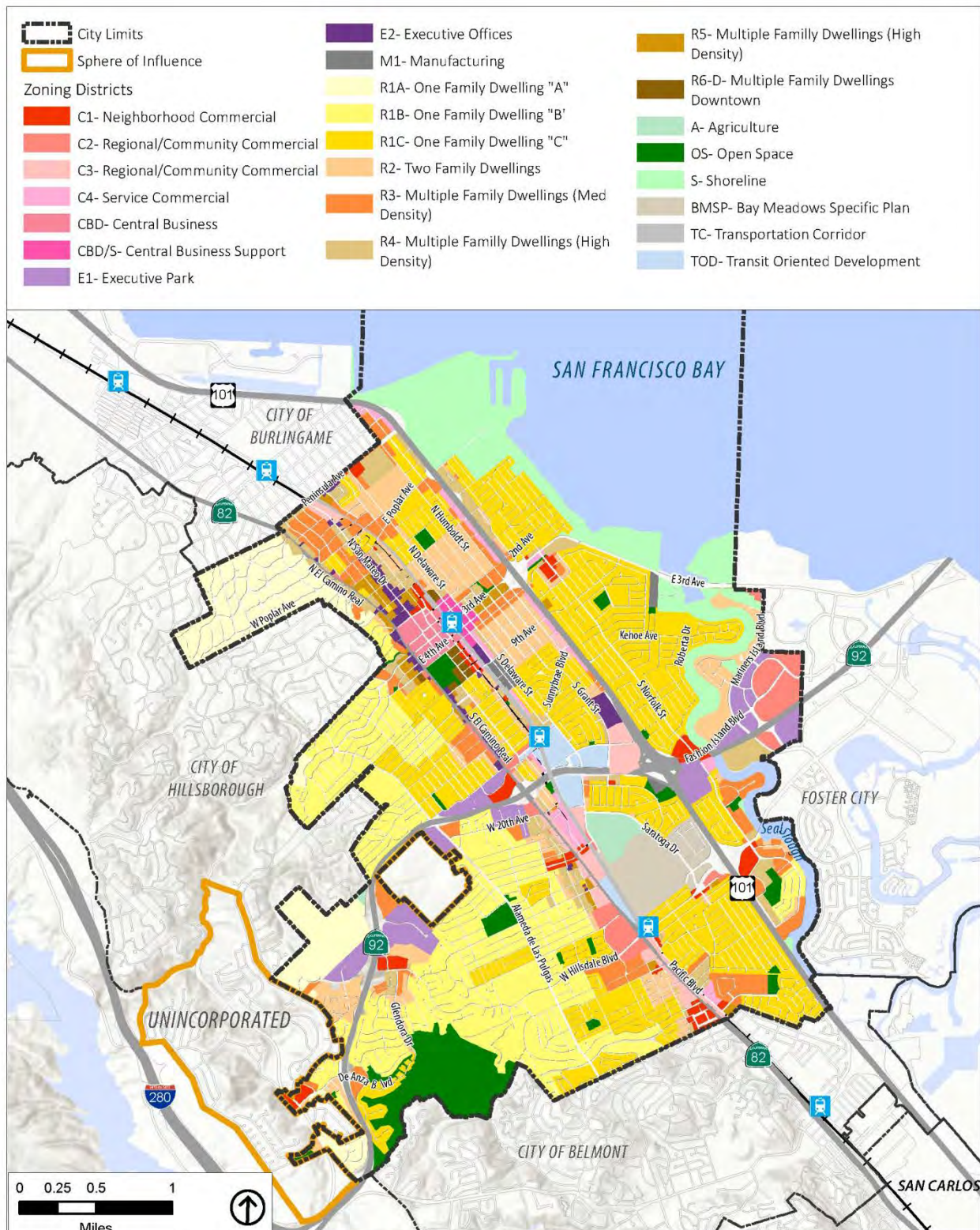
Source: City of San Mateo, 2018; San Mateo County, 2018; Esri, 2018; PlaceWorks, 2018

FIGURE 3 CITY OF SAN MATEO GENERAL PLAN LAND USE MAP



Source: City of San Mateo, 2018; San Mateo County, 2018; Esri, 2018; PlaceWorks, 2018

FIGURE 4 CITY OF SAN MATEO ZONING CODE MAP



Source: City of San Mateo, 2018; San Mateo County, 2018; Esri, 2018; PlaceWorks, 2018

TABLE 1 EMPLOYMENT GROWTH BY PRIORITY DEVELOPMENT AREA (PDA) AND JURISDICTION

Jurisdiction or Area Name	Jobs			
	2010	2040	2010-2040	% Growth
Atherton	2,610	3,160	550	21%
Belmont	8,180	10,450	2,270	27%
Brisbane	6,780	7,670	890	13%
Burlingame	29,540	37,780	8,240	27%
Colma	2,780	3,200	420	15%
Daly City	20,760	26,580	5,820	28%
East Palo Alto	2,670	3,680	1,010	37%
Foster City	13,780	17,350	3,570	25%
Half Moon Bay	5,030	6,020	990	19%
Hillsborough	1,850	2,250	400	21%
Menlo Park	28,890	34,980	6,090	21%
Millbrae	6,870	9,300	2,430	35%
Pacifica	5,870	7,100	1,230	21%
Portola Valley	1,500	1,770	270	18%
Redwood City	58,080	77,480	19,400	33%
San Bruno	12,710	16,950	4,240	33%
San Carlos	15,870	19,370	3,500	22%
San Mateo	52,540	72,950	20,410	39%
South San Francisco	43,550	53,790	10,240	23%
Woodside	1,760	2,060	300	17%
Unincorporated	23,570	31,180	7,610	32%
San Mateo County	345,190	445,070	99,880	29%

Source: Association of Bay Area Governments, *Plan Bay Area Projections 2013*.

TABLE 2 HOUSING GROWTH BY PRIORITY DEVELOPMENT AREA (PDA) AND JURISDICTION

Jurisdiction or Area Name	Households			% Growth
	2010	2040	2010-2040	
Atherton	2,330	2,580	250	11%
Belmont	10,575	11,790	1,215	11%
Brisbane	1,821	2,090	269	15%
Burlingame	12,361	16,170	3,809	31%
Colma	412	660	248	60%
Daly City	31,090	35,770	4,680	15%
East Palo Alto	6,940	8,340	1,400	20%
Foster City	12,016	12,950	934	8%
Half Moon Bay	4,149	4,410	261	6%
Hillsborough	3,693	4,010	317	9%
Menlo Park	12,347	14,520	2,173	18%
Millbrae	7,994	11,050	3,056	38%
Pacifica	13,967	14,650	683	5%
Portola Valley	1,746	1,900	154	9%
Redwood City	27,957	36,860	8,903	32%
San Bruno	14,701	19,170	4,469	30%
San Carlos	11,524	13,390	1,866	16%
San Mateo	38,233	48,620	10,387	27%
South San Francisco	20,938	27,900	6,962	33%
Woodside	1,977	2,080	103	5%
Unincorporated	21,066	26,190	5,124	24%
San Mateo County	257,837	315,100	57,263	22%

Source: Association of Bay Area Governments, *Plan Bay Area Projections 2013*.

TABLE 3 GENERAL PLAN GOALS AND POLICIES RELEVANT TO LAND USE

Goal/Policy Number	Goal/Policy
Land Use	
Goal 1b	Continue the balance between development and open space, between conserving the lower density residential neighborhoods and meeting the City's fair share of new dwellings, between residential and commercial development, between conserving old buildings and new buildings, and between jobs and housing.
Goal 1c	Establish a distinctive city image distinguishable from other Peninsula communities to improve the quality of both the built and natural environments, and assure that future development is both of high quality and compatible with the City's existing character. Guide development to provide efficient circulation and to protect existing neighborhoods, views and natural resources.
Goal 1d	Concentrate major high-intensity commercial office and retail development in specific focal areas, as delineated on the City Image Plan, Figure UD-1.
Goal 1f	Provide a wide range of land uses, including retail, commercial services, office, industrial, parks, open space, and housing, to adequately meet the needs of the community.
Goal 1g	Attain development which occurs in an orderly fashion and which limits adverse environmental impacts to the community.
Policy LU 1.1	Planning Area Growth and Development to 2030. Plan for land uses, population density, and land use intensity as shown on the Land Use, Height and Building Intensity and City Image Plans for the entire planning area. Design the circulation system and infrastructure to provide capacity for the total development expected in 2030. Review projections annually and adjust infrastructure and circulation system as required if actual growth varies significantly from that projected.
Policy LU 1.2	Land Use Plan. Adopt and maintain the Land Use Plan which graphically displays the intended uses and development intensity/density for all land within the planning area.
Policy LU 1.3	Land Use Standards. Adopt and maintain the land use categories included in Appendix B [of the Vision 2030 General Plan] defining the range of intended uses and linked to development intensity/density limits.
Policy LU 1.4	Development Intensity/Density. Adopt and maintain the development intensity/density limits as identified on the Land Use Map and Building Intensity Plan, and as specified in Policy LU 6A.2. Development intensity/density shall recognize natural environmental constraints, such as flood plains, earthquake faults, debris flow areas, hazards, traffic and access, necessary services, and general community and neighborhood design. Maintain a density and building intensity range, with densities/intensities at the higher end of the range to be considered based on provision of public benefits such as affordable housing, increased open space, public plazas or recreational facilities, or off-site infrastructure improvements.
Policy LU 1.5	Building Height. Maintain maximum building height limits contained in Appendix C [of the Vision 2030 General Plan] and as specified in Policy LU 6A.2, closely matched with the Land Use categories and Building Intensity standards.
Policy LU 1.6	Residential Development. Facilitate housing production by carrying out the goals and policies in the Housing Element.
Policy LU 1.7	Multi-Family Areas. Allow multi-family areas to develop at densities delineated on the Land Use Plan.
Policy LU 1.8	Mixed Use Commercial-Residential. Facilitate housing production by allowing commercial mixed-use development which includes multi-family dwellings in all non-residential land use categories except service commercial, manufacturing/industrial and parks/open space.
Policy LU 1.9	Single-Family and Duplex Preservation. Protect established predominantly single-family areas by limiting new development in such areas to single-family uses, and protect predominantly duplex areas by limiting new development to low-density residential uses as delineated on the Land Use Map. Consider redesignating multi-family areas to single-family and low-density residential uses where such uses predominant and where the creation of additional legal non-conforming uses would be minimized.
Policy LU 1.9a	Single-Family Dwelling Projects. Enhance the livability of San Mateo neighborhoods by reviewing Single-Family Dwelling Design Review planning applications for compatibility with neighborhood character, relationship to the neighborhood, and elements of design and site layout as described in the City's Single-Family Design Guidelines.

TABLE 3 GENERAL PLAN GOALS AND POLICIES RELEVANT TO LAND USE

Goal/Policy Number	Goal/Policy
Policy LU 1.9b	Duplex Projects. Provide a transition between neighborhoods of differing densities by ensuring two-family dwelling construction and remodeling projects are consistent with the Duplex Design Guidelines which emphasize neighborhood character, relationship to the neighborhood, and elements of design and site layout.
Policy LU 1.10	Commercial Development. Encourage industrial, service, retail, and office development which is compatible with the desired character of the area and with adjacent residential areas in terms of intensity of use, height, bulk and design as delineated on the Land Use Plan. Commercial development adjacent to residential areas shall address concerns pertaining to traffic, truck loading, trash/recycling activities, noise, visual impacts, and public safety including hazardous material storage, fire safety, air pollutant emissions and odors.
Policy LU 1.11	Commercial Development. Concentrate the most intense office and retail uses at locations delineated on the Land Use Plan. Discourage such uses outside the commercial nodes delineated on the Land Use Plan.
Policy LU 1.12	Neighborhood Shopping Centers. Retain neighborhood shopping centers, with retail being the predominant use, at low to medium intensities and locations delineated on the Land Use Plan and Building Intensity Plan.
Policy LU 1.13	Prohibit Residential Uses in Service Commercial/Manufacturing Areas. To promote the retention of service commercial areas which provide convenient, vital community services and a balanced local economy; prohibit new residential development in service commercial/manufacturing areas delineated on the Land Use Plan. Require businesses locating adjacent to residential areas to minimize nuisance impacts such as noise, odors, lighting glare, litter, intrusion of overflow parking and traffic.
Policy LU 1.15	Mixed Use. Encourage developments which mix commercial retail and office uses with residential uses at locations and intensities/densities as delineated on the Land Use Plan and Building Intensity Plan.
Policy LU 1.16	Hotels. Encourage development of hotels in commercial areas and allow small "bed and breakfast" hotels in multiple family areas where they are consistent with the density of adjacent uses.
Policy LU 1.17	Transportation Corridors. Maintain adequate transportation corridors to accommodate highway and rail transit. Consider redesignation of portions of the railway corridor not required for transportation purposes for development which is compatible with adjacent uses and does not generate significant adverse impacts.
Policy LU 1.18	Major Institutions/Special Facilities. Encourage the retention of major institutions and special facilities such as the San Mateo County Events Center, College of San Mateo, San Mateo County Hospital, Mills Health Center, and Peninsula Golf and Country Club. Allow reuse or redevelopment of institutions and special facilities subject to the approval of a Specific Plan and/or Master Plan.
Goal 2c	Promote an intensity of commercial activity that enhances the business climate in the City to increase the level of business types which will benefit existing commercial uses.
Goal 2d	Encourage the development and redevelopment of major sites delineated in the City's economic development plan.
Policy LU 2.3	Local Employment. Encourage uses which provide opportunities for employment of all the City's residents, with emphasis placed on major employers that provide high value-added jobs.
Policy LU 2.4	Downtown Plan. Establish downtown San Mateo as the social, cultural, and economic center of the City with a wide range of office, medical, residential, entertainment, and retail uses at high intensities and densities while encouraging pedestrian activity and bicycle connectivity to adjacent neighborhoods.
Policy LU 2.7	Visitor Economy. Support the continued development of the City's visitor economy including lodging, entertainment, recreation, retail, and a lively local character.
Policy LU 2.8	Convenience Retail. Encourage and preserve convenience retail uses located adjacent to residential neighborhoods.
Policy LU 2.9	Support Service Uses. Encourage a variety of support service uses such as restaurants, day care facilities, and markets in locations that are appropriate to provide services to residential neighborhoods and commercial uses.
Policy LU 2.10	Optimize Development Opportunities. Ensure that developments optimize the development potential of property in major commercial areas such as the Downtown Retail Core and along South El Camino Real.
Policy LU 3.1	Downtown Plan. As the social, cultural and economic center of the City, the downtown shall maintain a wide range of office, medical, residential, entertainment, and retail uses at high intensities and densities.
Goal 3b	Promote residential land uses and the visual improvement of El Camino Real.

TABLE 3 GENERAL PLAN GOALS AND POLICIES RELEVANT TO LAND USE

Goal/Policy Number	Goal/Policy
Policy LU 3.3	El Camino Real. Retain the general residential and landscaped character of El Camino Real north of Tilton Avenue. Promote the visual upgrading of El Camino Real south of Ninth Avenue through increased landscaping, coordination of public improvements, property maintenance, and sign control, through conformance with the El Camino Real Master Plan. Residential uses shall be encouraged to provide diversity to the existing commercial character, and building setbacks from adjoining residences used to reduce perceived building mass from El Camino Real. Pedestrian activity and safety should be encouraged.
Goal 3c	Promote transit-oriented development in designated areas adjacent to Caltrain stations.
Policy LU 3.4	Rail Corridor Transit-Oriented Development Plan (Corridor Plan). Implement the Corridor Plan to allow, encourage, and provide guidance for the creation of world class transit-oriented development (TOD) within a half-mile radius of the Hillsdale and Hayward Park Caltrain station areas, while maintaining and improving the quality of life for those who already live and work in the area. Development within the plan area shall comply with the policies of the Plan.
Policy LU 3.5	Transit-Oriented Development (TOD) Land Use Designation. Maintain TOD land use designations for areas in direct proximity to the Hillsdale and Hayward Park Caltrain stations.
Policy LU 3.6	Hillsdale Station Area Plan. Implement the Hillsdale Station Area Plan to develop a relocated Hillsdale Caltrain Station around an intermodal transit center surrounded by mixed-use development and other transit-oriented forms of development that is connected to neighborhoods to the east and west as well as the 25 th Avenue business district.
Goal 7	Permit the annexation to the City of adjacent unincorporated lands, when in the City's interest.
Policy LU 7.1	Annexation. Annex urbanized areas of the unincorporated land adjacent to the City Limits in those areas where landowners petition the City to be annexed subject to the following conditions: 1. The annexation is comprehensive, rather than piecemeal; and 2. Landowners will pay the full cost of City services, will assume a proportionate share of existing City debts and will contribute, either in cash or in kind, to the existing capital improvements of the City which will benefit the area to be annexed.
Policy LU 7.2	New Development within the Sphere of Influence. Seek to require new developments and related infrastructure to be consistent with and to be designed to the City's General Plan goals and policies, zoning code requirements, development standards and the City's municipal code.
Policy PA 7.4	Hillsdale Shopping Center. Allow expansion and redevelopment of the Hillsdale Shopping Center for commercial retail, office, hotel, residential, or mixed uses containing one or more of the above heights and intensities delineated on the Building Height and Intensity Plans. Should redevelopment or major expansion of the site occur, a Master Development Plan is required to ensure the site is developed comprehensively.

Source: City of San Mateo, 2010, General Plan 2030.

B. EXISTING CONDITIONS

1. Planning Boundaries

Growth in San Mateo is regulated or guided by the following planning boundaries: SOI and City Limits. The planning boundaries are described below, summarized in Table 4, and shown in Figure 5.

Sphere of Influence

The SOI is considered the ultimate service area of the City and the area that the City anticipates it will annex at some point in the future. The City of San Mateo can propose the area that it would like its SOI to include. However, the SOI is ultimately defined by the San Mateo County Local Agency Formation Commission. Establishment of this boundary is necessary to determine which governmental agencies can provide services in the most efficient way to the people and property in the area.

City Limits

The City Limits boundary encompasses the land over which the City of San Mateo has jurisdictional authority. The current City Limits covers approximately 15.4 square miles. The San Francisco Bay bounds the City to the north, the cities of Burlingame and Hillsborough bound the City to the west, Foster City bounds the City to the east, and unincorporated County land and Belmont bound the City to the south.

2. Existing Land Use

In this section, the term “existing land use” refers to the existing built environment, which may be different from the General Plan or zoning designations that are applied by the City for planning purposes. The existing land uses in the City Limits are shown on Figure 6, and the acreages associated with each mapped land use are shown in Table 5. Descriptions of each land use are provided below.

Residential

San Mateo is primarily composed of residential land uses, representing approximately 36 percent of the area within the City Limits. Single-family residential uses are spread throughout the City Limits and account for approximately 2,760 acres of land. Multi-family uses account for 780 acres of land within the City Limits and are scattered throughout the city, though they tend to occur along major thoroughfares and in concentrated sites like Bay Meadows and along Seal Slough.

Mixed Use

Mixed-use developments, including commercial/office, residential/commercial, and residential/office, account for approximately 15 acres of the City Limits, less than 1 percent of the area within the City Limits. Mixed uses generally occur within the Downtown area and along El Camino Real.

Commercial

Commercial uses, including retail, services, small, stand-alone offices (ex. real estate or dentist offices), and lodging, account for approximately 330 acres within the City Limits. Commercial uses, which account for 3 percent of the area within the City Limits, are generally located within Downtown and along major corridors such as El Camino Real and frontage roads of US Highway 101 and SR 92.

Office

There are 315 acres of office uses within the City Limits which account for 3 percent of the boundary. Office uses are typically large employment complexes, such as the Franklin Templeton Office Campus, without a retail component and can mostly be found in the Downtown and along major corridors such as El Camino Real and the frontage area of SR 92.

Industrial

There are 75 acres of industrial uses in San Mateo which represent less than 1 percent of the City Limits. These uses include automotive repair, light manufacturing, and warehousing and mainly occur near the railroad track and the frontage area of US Highway 101.

Public Facility and Quasi-Public Uses

There are 625 acres of public and quasi-public uses scattered throughout the City Limits. These uses account for approximately 6 percent of the City Limits.

Public Parks and Recreation, Open Space, and Private Recreation

Public parks, recreation, open space, and private recreation uses account for approximately 830 acres, or 8 percent, of the City Limits, and include City and County parks and other recreation facilities and private recreation uses like Poplar Creek Golf Course and the Coyote Point Yacht Club. In general, parks, recreation, and open space uses are distributed throughout the City Limits.

Vacant

Less than 1 percent of land within the City Limits is vacant. The 70 acres of vacant land are scattered throughout the City Limits.

Rights-of-Way

Street rights-of-way, the roadway area from curb to curb, represent approximately 20 percent of the area within the City Limits.

Water

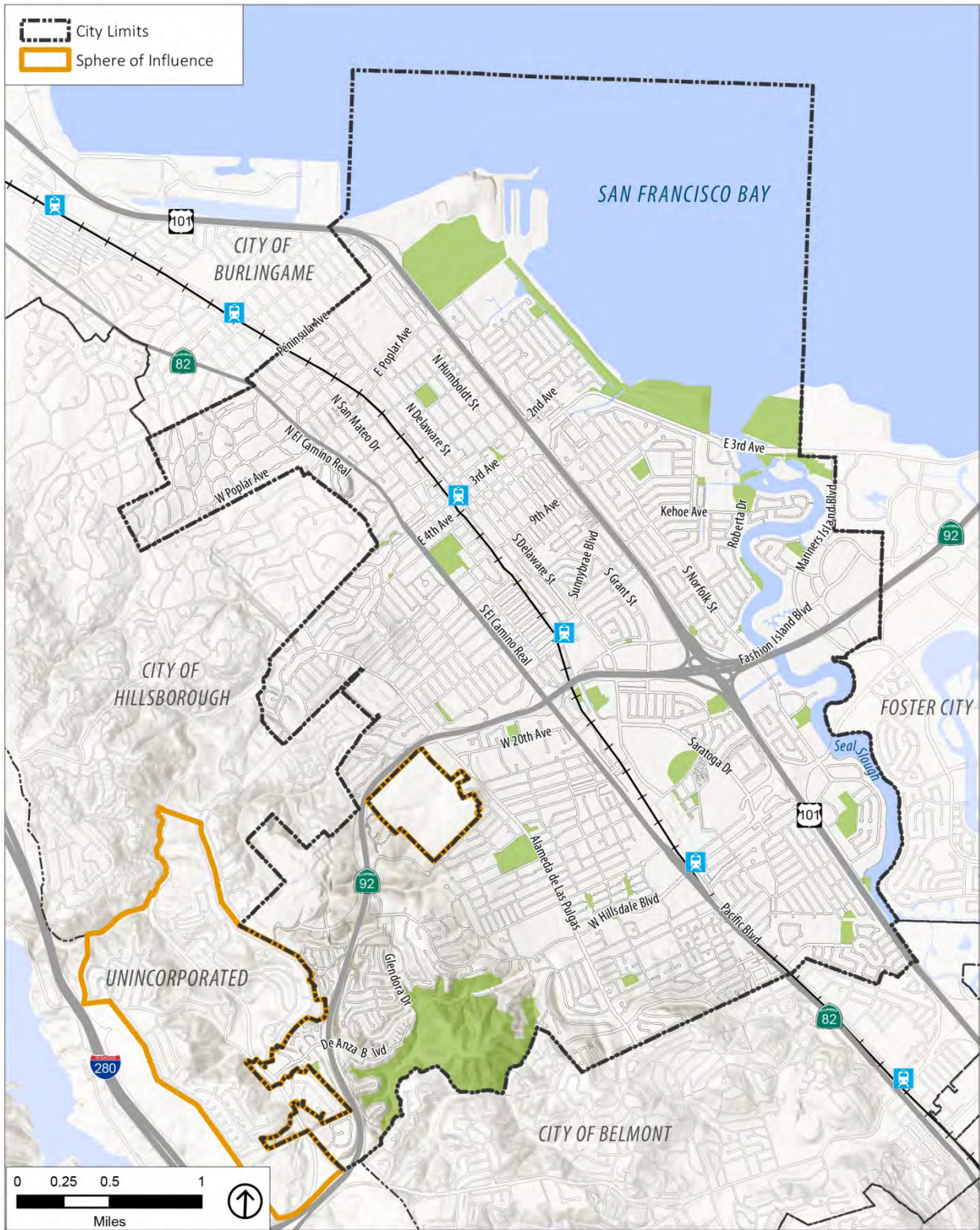
Water, such as the San Francisco Bay, Seal Slough, and canals, comprises approximately 22 percent of the City Limits.

3. Major Development Projects

Recent development projects highlight the combination of San Mateo's central location within the Peninsula, its high quality of life, and easy access to major highways and transit service, as key elements that attract renters, buyers, and businesses. Table 6 summarizes projects in pre-application, completed application, applications under review, approved projects, and projects under construction within the City Limits. Proposed and planned projects and projects under construction are concentrated in the Downtown area, along El Camino Real, and near SR 92. The information presented in Table 6 represents a snapshot of development

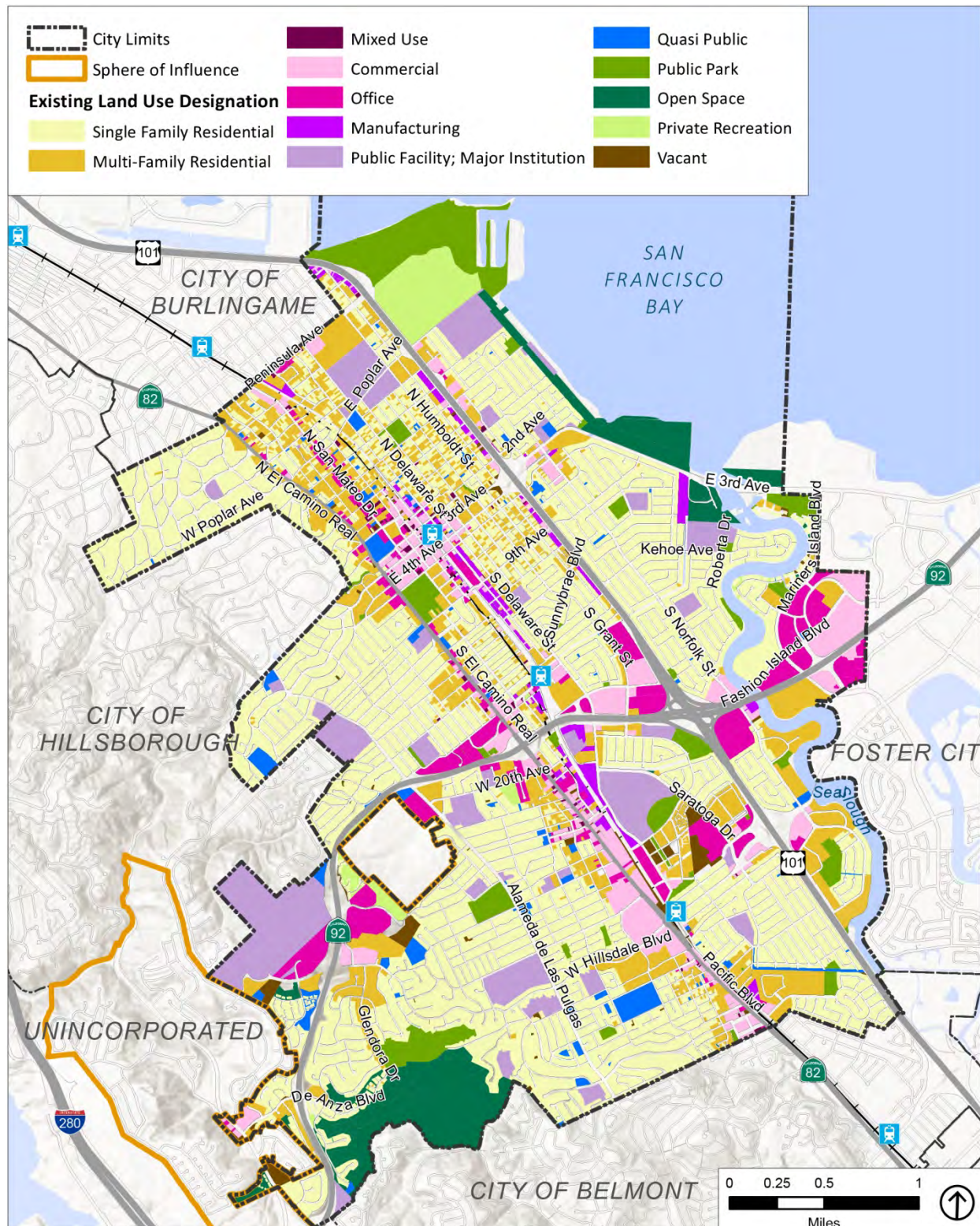
activity as of August 31, 2018. For the most up-to-date information on development projects in San Mateo, visit the City's website: www.cityofsanmateo.org/whats happening.

FIGURE 5 CITY OF SAN MATEO PLANNING BOUNDARIES



Source: City of San Mateo, 2018; San Mateo County, 2018; Esri, 2018; PlaceWorks, 2018

FIGURE 6 CITY OF SAN MATEO EXISTING LAND USE



Source: City of San Mateo, 2018; San Mateo County, 2018; Esri, 2018; PlaceWorks, 2018

TABLE 4 PLANNING BOUNDARIES

Planning Boundary	Size (Square Miles)	Timeframe for City Development
Sphere of Influence (SOI)	17.0	Beyond 20 years
City Limits	15.4	Present day

Source: City of San Mateo, 2018 and County of San Mateo, 2018.

TABLE 5 EXISTING LAND USE

Existing Land Use	Definition	Acres*	Percent of Total
Single-Family Residential	Detached, residential units that occur on a single parcel.	2,760	27.9%
Multi-Family Residential	Attached, residential units. These units can range from duplexes, triplexes, townhomes, and multi-story apartment buildings.	780	7.9%
Mixed Use	Includes a mix of uses within a single building such as residential, office, or commercial.	15	0.2%
Commercial	Includes places of commerce such as retail shops, malls, hotels, auto dealerships, restaurants, banks, gas stations, and personal services such as salons, laundromats, and travel agents.	330	3.3%
Office	Includes places of employment without a retail component.	315	3.2%
Industrial	Includes light manufacturing, service and repair, and warehousing.	75	0.8%
Public Facility	Includes schools and public facilities such as City Hall or the wastewater treatment plant.	510	5.1%
Quasi-Public	Includes churches, medical facilities, and privately held utility facilities such as electrical substations.	115	1.2%
Public Parks and Recreation	Includes publicly-owned park and recreation facilities.	330	3.3%
Open Space	Undeveloped land that is open to the public that typically includes trails and paths.	360	3.6%
Private Recreation	Includes privately owned recreation facilities such as the Poplar Creek Golf Course, Shipman Swim School, and Coyote Point Yacht Club.	140	1.4%
Vacant	Includes vacant, non-developed parcels.	70	0.7%
Rights-of-Way (ROW)	Includes the area consumed by the roadway network from curb to curb.	1,955	19.7%
Water	Includes the San Francisco Bay, Seal Slough, canals, and creeks.	2,150	21.7%
Total		9,905	100%

* Acreages have been rounded.

Source: Urban Footprint and PlaceWorks, 2018.

TABLE 6 PIPELINE DEVELOPMENT PROJECTS IN SAN MATEO

Project Status	Project Name	Single-Family (Units)	Multi-Family (Units)	Office (SF)	Retail (SF)	Hotel Rooms
Pre-Application	1495 S. El Camino Real			20,910	2,000	
Pre-Application	406 E 3 rd Avenue		23	122,031		
Completed Pre-Applications	477 E. Hillsdale Boulevard		151			
Completed Pre-Applications	Concar Passage – Concar, S. Delaware and S. Grant		935		32,000	
Pre-Application and Pending Application Subtotal		0	1,109	142,941	34,000	0
Application Under Review	1, 2, and 3 Waters Park Drive	28	162			
Application Under Review	1650 S. Delaware Street (AAA Office Building)		73			
Application Under Review	2750, 3150 & 3190 South Delaware Street – Bay Meadows II SPAR Modifications			367,488	2,378	
Application Under Review	2940 S. Norfolk Street (Hampton Inn and Suites)					182
Application Under Review	303 Baldwin Avenue (Trag's Market)		64	60,664	19,952	
Application Under Review	Essex at Central Park		80		7,000	
Applications Under Review Subtotal		28	379	428,152	29,330	182
Approved Application	2 West 3 rd Avenue		10		8,745	
Approved Application	210 S. Fremont Street		15			
Approved Application	21 Lodato Avenue		3			
Approved Application	2775 S. Delaware (BRIDGE Housing)		68			
Approved Application	520 S. El Camino Real			6,379		
Approved Application	De Anza Duplex	2				
Approved Application	Hillsdale Terraces		68		13,462	
Approved Application	Public Storage – 2222 S. Delaware					
Approved Projects Subtotal		2	164	6,379	22,207	0
Under Construction	220 N. Bayshore Townhomes		42			
Under Construction	341 N. Delaware (Cal-Water)			17,007		
Under Construction	333-345 S. B Street Facade & Office SPAR			7,034		

TABLE 6 PIPELINE DEVELOPMENT PROJECTS IN SAN MATEO

Project Status	Project Name	Single-Family (Units)	Multi-Family (Units)	Office (SF)	Retail (SF)	Hotel Rooms
Under Construction	405 E. 4 th Avenue		15	55,291		
Under Construction	737 2 nd Avenue		7			
Under Construction	Bay Meadows Phase II Development Program		300	28,415	24,175	
Under Construction	Central Park South		60	33,500		
Under Construction	Classics (106, 110, and 120 Tilton Avenue)		27			
Under Construction	Franklin Templeton			245,260		
Under Construction	Hillsdale Shopping Center				20,157	
Under Construction	Station Park Green Development		599	10,000	25,000	
Under Construction Subtotal		0	1,050	396,507	69,332	0

Source: City of San Mateo, August 31, 2018.

Appendix A

Land Use Regulatory Setting Links

A. STATE REGULATIONS

1. California Government Code (Section 65300)
 - https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=GOV&division=1.&title=7.&part=&chapter=3.&article=5.
2. 2017 State Housing Laws
 - a. Senate Bill 35
 - https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB35
 - b. Senate Bill 167
 - https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB167
 - c. Senate Bill 166
 - https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB166
3. Senate Bill 375
 - https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375
4. Assembly Bill 32
 - https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060AB32
5. Cortese-Knox-Hertzberg Local Government Reorganization Act
 - <https://calafco.org/sites/default/files/documents/CKH%20GUIDE%20FINAL%20UPDATE%202017.pdf>
6. Disadvantaged Unincorporated Communities (SB 244, 2011)
 - http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201120120SB244
7. Planning for Healthy Communities Act (SB 1000, 2016)
 - https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB1000

B. REGIONAL REGULATIONS

1. Plan Bay Area (MTC and ABAG)
 - <http://2040.planbayarea.org/>
2. San Francisco Bay Conservation and Development Commission
 - <http://www.bcdc.ca.gov/>
 - http://www.bcdc.ca.gov/plans/sfbay_plan.html
3. San Mateo County General Plan
 - <https://planning.smcgov.org/general-plan>

C. LOCAL REGULATIONS

1. City of San Mateo 2030 General Plan (Land Use Element)
 - <https://www.cityofsanmateo.org/DocumentCenter/View/44794/Land-Use-Element--CAP-GPA-3-2-15?bidId=>
2. City of San Mateo Land Use Map
 - <https://www.cityofsanmateo.org/DocumentCenter/View/579/Land-Use-Map?bidId=>
3. City of San Mateo 2015-2023 Housing Element
 - <https://www.cityofsanmateo.org/DocumentCenter/View/47357/Housing-Element----CAP-GPA-2015-corrected?bidId=>

4. City of San Mateo Municipal Code (Including Title 27 – Zoning)
 - <http://qcode.us/codes/sanmateo/>
5. City of San Mateo Zoning Map
 - <https://www.cityofsanmateo.org/DocumentCenter/View/578/Zoning-Map?bidId=>
6. San Mateo Rail Corridor TOD Plan
 - <https://www.cityofsanmateo.org/1899/Rail-Corridor-Transit-Oriented-Development>
7. Bay Meadows Specific Plan
 - Phase 1: <https://www.cityofsanmateo.org/DocumentCenter/Index/2612>
 - Phase 2: <https://www.cityofsanmateo.org/DocumentCenter/Index/271>
8. Hillsdale Station Area Plan
 - <https://www.cityofsanmateo.org/DocumentCenter/View/59484/Hillsdale-Station-Area-Plan?bidId=>
9. El Camino Real Master Plan
 - <https://www.cityofsanmateo.org/1308/El-Camino-Real-Master-Plan>
10. Mariner’s Island Specific Plan
 - <https://www.cityofsanmateo.org/DocumentCenter/View/64608/Mariners-Island-Specific-Plan>
 - Plan
 - SCANNED
11. Shoreline Specific Plan
 - <https://www.cityofsanmateo.org/DocumentCenter/View/2486/Shoreline-Park-Specific-Plan?bidId=>
12. Detroit Drive Specific Plan
 - <https://www.cityofsanmateo.org/DocumentCenter/View/64607/Detroit-Drive-Specific-Plan---last-updated-1990>
13. Downtown Area Plan
 - <https://www.cityofsanmateo.org/DocumentCenter/View/55327/2009-Downtown-Area-Plan?bidId=>
14. Measure P (superseded Measure H)
 - <https://www.cityofsanmateo.org/DocumentCenter/View/5284/Measure-P?bidId=>

SAN MATEO

EXISTING CONDITIONS REPORT

PARKS, RECREATION, AND CULTURAL RESOURCES

PUBLIC REVIEW DRAFT | OCTOBER 9, 2018



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APPENDIX

Appendix A: Parks, Recreation, and Cultural Resources Regulatory Setting Links

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Existing Conditions Report: Parks, Recreation, and Cultural Resources

This report discusses existing conditions for parks and recreation and cultural resources in San Mateo.

Appendix A compiles links to the sources for all federal, State, regional, and local regulations cited below.

A. FEDERAL REGULATIONS

There are no federal regulations applicable to California general plan authority over land use or parks and recreation. Therefore, this section only discusses federal regulations that pertain to cultural resources.

1. Federal Regulations Relevant to Cultural Resources

National Historic Preservation Act of 1966 – National Register of Historic Places

The National Historic Preservation Act of 1966 established the National Register of Historic Places (National Register) as the official federal designation of historical resources, including districts, sites, buildings, structures, and objects. Resources less than 50 years in age, unless of exceptional importance, are not eligible for the National Register. Properties that are 50 or more years in age may be eligible for the National Register if one or more criterion for historic significance is met and physical integrity is retained. Though a listing in the National Register does not prohibit demolition or alteration of a property, the California Environmental Quality Act (CEQA) requires the evaluation of a project's effects and feasible mitigations on properties that are listed in, or determined eligible for listing in, the National Register.

According to 36 Code of Federal Regulations (CFR) part 60.4, the criteria for inclusion on the National Register, which are worded in a manner to provide for a wide diversity of resources, are based on the resources' quality of significance in American history, architecture, archeology, engineering, as well as the significance of the culture present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association. The following aspects are used to evaluate the eligibility of potential resources for listing in the National Register:

- That are associated with events that have made a significant contribution to the broad patterns of our history; or
- That are associated with the lives of persons significant in our past; or
- That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- That have yielded, or may be likely to yield, information important in prehistory or history.

Executive Order 11593

Executive Order 11593, Protection of the Cultural Environment, orders the protection and enhancement of the cultural environment through providing leadership, establishing State offices of historic preservation, and

developing criteria for assessing resource values. It was issued on May 13, 1971 and is included in 36 Code of Federal Regulations, Section 8921 as incorporated into Title 7, United States Code.

American Indian Religious Freedom Act

The American Indian Religious Freedom Act, Title 42 United States Code, Section 1996 protects Native American religious practices, ethnic heritage sites, and land uses.

Native American Graves Protection and Repatriation Act

Native American Graves Protection and Repatriation Act (NAGPRA), Title 25, United States Code (1990), defines “cultural items,” “sacred objects,” and “objects of cultural patrimony;” establishes an ownership hierarchy; provides for review; allows excavation of human remains, but stipulates return of the remains according to ownership; sets penalties for violations; calls for inventories; and provides for return of specified cultural items.

B. STATE REGULATIONS AND PROGRAMS

1. State Regulations Relevant to Parks and Recreation

Quimby Act

Since the passage of the 1975 Quimby Act (California Government Code §66477), cities and counties have been authorized to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. Revenues generated through Quimby Act ordinances cannot be used for the operation and maintenance of park facilities.¹ A 1982 amendment (AB 1600) requires agencies to clearly show a reasonable relationship between the public need for the recreation facility or park land and the type of development project upon which the fee is imposed. Cities with a high ratio of park space to inhabitants can set a standard of up to 5 acres per 1,000 persons for new development. Cities with a lower ratio can require the provision of up to 3 acres of park space per 1,000 people. The calculation of a city’s park space to population ratio is based on a comparison of the population count of the last federal census to the amount of City-owned parkland.

2. State Regulations Relevant to Cultural Resources

California Register of Historical Resources

The California Register of Historical Resources (California Register) is the authoritative guide to the State's significant historical and archeological resources. The State Historical Resources Commission (SHRC) designed the California Register program for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources.

While the California Register eligibility criteria and standards are very similar to that of the National Register, the California Register differs in some respects.² For instance, the California Register may consider for listing a

¹ Westrup, Laura, 2002, *Quimby Act 101: An Abbreviated Overview*, Sacramento: California Department of Parks and Recreation, <https://www.parks.ca.gov/pages/795/files/quimby101.pdf>, accessed on July 10, 2018.

² Public Resources Code Section 5024.1.

property less than 50 years old if it can be demonstrated that sufficient time has passed to understand its historical importance. The State Office of Historic Preservation (OHP) has recommended that properties 45 years or older may be of historical or cultural value. Similarly to the National Register, a listing in the California Register does not prohibit demolition or alteration of a property.

According to California Public Resources Code (PRC) Section 5020.1 (j), the criteria for inclusion of any object, building, structure, site, area, place, record, or manuscript in the California Register are based on the resources' quality of significance in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. A historic resource may be determined eligible to be listed in the California Register if it meets one or more of the following criteria:

- It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- It is associated with the lives of persons important in California's past.
- It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value.
- It has yielded, or is likely to yield, information important in prehistory or history.

Additionally, for a resource to be eligible for the California Register, it must retain sufficient integrity to be recognizable as a historic resource and to convey its significance.

The California Register automatically includes properties that are listed or have been formally determined eligible for listing in the National Register, as well as California Historical Landmarks and eligible California Points of Historical Interest. Other resources that are eligible for the California Register include historic landmarks and districts designated under a local ordinance consistent with SHRC procedures and historical resources identified in historic surveys conducted in accordance with OHP procedures.

California Environmental Quality Act

Section 15064.5 of the CEQA Guidelines states that projects which may cause a substantial adverse change in the significance of a historical resource may also have a significant effect on the environment. The CEQA Guidelines define four ways that a property can qualify as a historical resource for purposes of CEQA compliance:

- The resource is listed in or determined eligible for listing in the California Register of Historical Resources, as determined by the SHRC.
- The resource is included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code, or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- The lead agency determines the resource to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, as supported by substantial evidence in light of the whole record.
- The lead agency determines that the resource may be a historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1 (CEQA Guidelines Section 15064.5) which means, in part, that it may be eligible for the California Register.

In addition, Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines specify lead agency responsibilities in determining whether a project may have a significant effect on archaeological resources. If it can be demonstrated that a project will damage a unique archaeological resource, reasonable efforts may be required of the lead agency so the resources are preserved in place or left in an undisturbed state. Preservation in place is the preferred approach to mitigation. The Public Resources Code also details required mitigation if unique archaeological resources are not preserved in place.

Section 15064.5 of the CEQA Guidelines specifies procedures to be used in the event of an unexpected discovery of Native American human remains on non-federal land. These provisions protect such remains from disturbance, vandalism, and inadvertent destruction by establishing procedures to be implemented if Native American skeletal remains are discovered during construction of a project and establish the Native American Heritage Commission (NAHC) as the authority to identify the most likely descendant (MLD) and mediate any disputes regarding disposition of such remains.

California Historical Building Code, California Code of Regulations, Title 24, Part 8

The California Historical Building Code (CHBC) (as set forth in Sections 18950 to 18961 of Division 13, Part 2.7 of Health and Safety Code and as subject to the rules and regulations set forth in 24 CCR Part 8), provides alternative building regulations and standards for permitting repairs, alterations, and additions necessary for the rehabilitation, preservation, restoration (including related reconstruction), or relocation of historical buildings, structures, and properties deemed by any level of government as having importance to the history, architecture, or culture of an area. The CHBC was updated in 2013 as a part of the adoptions, amendments and repeal of administrative regulations to California Code of Regulations, Title 24, also known as the California Building Standards Code.

California Government Code Sections 65040.2, 65092, 65351, 65352.3, 65560, and 65562.5

California Government Code Sections 65040.2, 65092, 65351, 65352.3, 65560, and 65562.5 (enacted by Senate Bill 18 in 2004) set forth requirements for local governments (cities and counties) to consult with Native American tribes to aid in the protection of traditional tribal cultural places through local land use planning upon amendment of a general plan.³ The intent of California Government Code Sections 65040.2, 65092, 65351, 65352.3, 65560, and 65562.5 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning for the purpose of protecting, or mitigating impacts to, cultural places. The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy prior to individual, site-specific, project-level land use designations are made by a local government.

California Health and Safety Code Section 7052 and 7050.5

Section 7052 of the Health and Safety Code states that the disinterment of remains known to be human, without authority of law, is a felony. Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the County coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the NAHC.

³ SB 18 amends Government Sections (GC) 65040.2, 65092, 65351 and 65560, while adding GC sections 65352.3, 65352.4 and 65562.5.

California Public Resources Code Section 5097

Public Resources Code Section 5097 specifies the procedures to be followed in the event of the unexpected discovery of human remains on non-federal public lands. The disposition of Native American burials falls within the jurisdiction of the NAHC, which prohibits willfully damaging any historical, archaeological, or vertebrate paleontological site or feature on public lands.

California Public Resources Code Section 21074, 21080.3.1, 21084.2, and 21084.3

California Public Resources Code Sections 21074, 21080.3.1, 21084.2, and 21084.3 (enacted by Assembly Bill 52 in 2014) establish the requirements and procedures for Native American tribal consultation before or upon initiation of a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report. The purpose of the tribal consultation is to help identify potential impacts to tribal cultural resources early in the planning process. Tribal cultural resources are defined as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe.” A lead agency must provide written notice about the proposed project to the affected tribes and consult on potential mitigation measures (if any).

C. CITY REGULATIONS AND PROGRAMS

1. City Regulations Relevant to Parks and Recreation

City of San Mateo Vision 2030 General Plan

The Conservation Open Space, Parks and Recreation Element of the General Plan include goals and policies related to parks and recreation. Policies relevant to parks and recreation are listed in Table 1.

The Conservation and Open Space Element specifies the following facility and acreage standards:

- Neighborhood Park: 1.50 acres/1,000 people.
- Community/Regional Park: 4.50 acres/1,000 people.
- Total for Neighborhood and Community: 6.0 acres/1,000 people.

City of San Mateo Municipal Code

Title 2, Chapter 2.45 of the Municipal Code, describes the powers and duties of the City of San Mateo’s Parks and Recreation Department. It also provides descriptions of the role of the Director of the Department. Title 13, Chapter 13.01, covers the core business of the Parks and Recreation Department. Chapter 13.5 describes the regulations relating to park impact fees.

Heritage Tree and Street Tree Ordinances

The City Council adopted the Heritage Tree and Street Tree Ordinances in order to preserve significant trees for the enjoyment and betterment of future generations to come. The Heritage Tree Ordinance protects mature trees within the City, including those on private property, in order to protect the character of San

Mateo and maintain the backbone of the City's urban forest.⁴ The Street Tree Ordinance regulates street and other trees within the public right-of-way in order to enhance the character of the street and provide health and microclimate benefits.

Street Tree Master Plan – Planting

The Street Tree Master Plan identifies the designated street trees for plantings along the public right-of-way (typically in sidewalk planting strips) of San Mateo's local street network. New plantings are reviewed for consistency with the Master Plan; however, alternative trees may be recommended due to disease or other problems.

Recreation Facilities Strategic Plan

The Recreation Facilities Strategic Plan (RFSP) emerged in 2016 as a result of broader facility planning needed for the Central Park Master Plan. The goals of the RFSP are to ensure facilities are up to date with codes, especially Americans with Disability Act (ADA), address programming to meet the community's desires and needs, increase revenue generation capabilities, and provide direction for a community building within the Central Park Master Plan.⁵

Central Park Master Plan

San Mateo's Central Park is one of the most treasured and visited public places in the City.⁶ The Central Park Master Plan, adopted in May 2017, retains the historic character of Central Park, while proposing new additions to improve community gathering and recreation spaces. The Plan calls for additional facilities, as well as renovations of current park amenities.⁷

Shoreline Specific Plan

The Shoreline Specific Plan, adopted in 1971 and revised in 1990, sought to implement goals and policies established by the General Plan for the San Mateo shoreline area. This Plan also extended certain General Plan elements specifically for the shoreline planning area, including expansion upon Land Use, Circulation, Urban Design, Conservation, Open Space Parks and Recreation and Safety elements.⁸ The scope of this plan ranges from Burlingame City limits to the north to Foster City to the south and includes five major areas for a total of 885 acres. The five areas include Shoreland Parks and Recreation, Seal Point, Seal Cove, Marina Lagoon, and San Mateo Creek, along with the public streets associated with each.⁹

Other Park Planning Documents

In addition to the Central Park Master Plan and Shoreline Specific Plan, the City has developed the following park planning documents:

- Bayside/Joinville Park Master Plan
- Beresford Park Master Plan

⁴ City of San Mateo website, <https://www.cityofsanmateo.org/650/Heritage-Tree-Ordinance>.

⁵ City of San Mateo Department of Parks and Recreation, *Recreation Facilities Strategic Plan 2016*, page 7.

⁶ City of San Mateo, *Central Park Master Plan Update*, Executive Summary.

⁷ City of San Mateo, *Central Park Master Plan Update*, page 35.

⁸ The City of San Mateo, 1971, *The Shoreline Park Specific Plan*, page 1.

⁹ The City of San Mateo, 1971, *The Shoreline Park Specific Plan*, page 6.

- Gateway Park Master Plan
- Harborview Park Master Plan
- Martin Luther King Park Master Plan
- Lakeshore Park Master Plan
- Laurelwood Park Master Plan
- Laurie Meadows Park Master Plan
- Paddock Park Design Guidelines
- Parkside Aquatic Park Master Plan
- Ryder Park Master Plan
- Sugarloaf Park Master Plan
- Shoreview Park Master Plan
- Tidelands Park Master Plan
- Trinta Park Master Plan

2. City Regulations Relevant to Cultural Resources

City of San Mateo Vision 2030 General Plan

The Land Use and Conservation and Open Space sections of the City of San Mateo Vision 2030 General Plan includes goals and policies relevant to cultural resources, as listed in Table 2. These goals and policies call for the maintenance and protection of cultural resources.

A 1983 study conducted by archaeologist David Chavez mapped areas of cultural or of historical significance and categorized the areas as follows:¹⁰

- “High Sensitivity” zones included recorded archaeological sites and the immediate area which are favorable sites.
- “Medium Sensitivity” zones included areas surrounding the high sensitivity areas and other locales where, while no sites are recorded, the settings are similar to those where recorded sites do occur.
- “Low Sensitivity” zones indicate areas where archaeological resources are not generally expected, but may occur.

City of San Mateo Municipal Code

Chapter 27.66 Historic Preservation of the City of San Mateo Municipal Code establishes “requirements to insure the preservation and maintenance of the City’s historic structures and the Downtown historic district.” No building permit for an exterior façade modification, exterior alteration, or building addition will be issued until a planning application for Site Plan and Architectural Review (SPAR) has been approved. Upon the Zoning Administrator’s discretion, an independent analysis by an architectural historian may be required, and the report’s findings and recommendations may be incorporated as conditions of approval.¹¹

¹⁰ City of San Mateo, *General Plan Update Draft EIR*, pages 4.10-5 to 4.10-6.

¹¹ City of San Mateo, *San Mateo City Charter and Municipal Code*, Section 27.66.030 Review Required

The Historic Preservation ordinance applies to all buildings that are classified as individually eligible for the National Register and all contributor buildings within the Downtown Historic District.

- **Downtown Area**
 - 215-229 Second Avenue
 - 36 E. Third Avenue
 - 51 E. Third Avenue
 - 205-221 E. Third Avenue (220 E. Third Avenue, URM Building)
 - 100 S. B. Street
 - 113 S. B. Street (URM Building)
 - 164 S. B. Street
 - 201 S. B. Street
 - 709 S. B. Street
 - 16 Baldwin Avenue
 - 415 S. Claremont Street
 - 940 S. Claremont Street
 - 273 Railroad Avenue
- **Outside the Downtown**
 - 353 N. Claremont Street
 - 5 N. Delaware Street
 - 12 N. Delaware Street
 - 40 N. Delaware Street
 - 501 N. Delaware Street
 - 506 N. Delaware Street
 - 2 S. Delaware Street
 - 45 S. Delaware Street
 - 150 N. El Camino Real
 - 212 S. El Camino Real
 - 2454 S. El Camino Real
 - 20 El Cerrito Avenue
 - 100 N. Ellsworth Avenue
 - 117 N. Ellsworth Avenue
 - 202 N. Ellsworth Avenue
 - 137 Elm Street
 - 245 Grand Avenue
 - 510 S. Grant Street
 - 510-512 S. Idaho Street
 - 809 Lawrence Road
 - 1312 Palm Avenue
 - 1641 Palm Avenue
 - 37 E. Santa Inez Avenue

Another section of the Municipal Code pertaining to cultural and historic resources is Chapter 23.33 Floodplain Management, which contains requirements of Alternate Design Standards aimed at preserving, repairing, or rehabilitating “historic structures.”

TABLE 1 GENERAL PLAN POLICIES RELEVANT TO PARKS AND RECREATION

Goal/Policy Number	Goal/Policy
Conservation Open Space, Parks, and Recreation	
Policy C/OS 6.6	New Development Street Trees. Require street tree planting as a condition of all new developments in accordance with the adopted Street Tree Master Plan, El Camino Real Master Plan, or Hillsdale Station Area Plan, as applicable.
Policy C/OS 6.7	Street Tree Planting. Encourage the planting of new street trees throughout the City and especially in gateway areas such as Third Avenue, Fourth Avenue, El Camino Real (SR 82), Hillsdale Boulevard, and 42 nd Avenue; encourage neighborhood participation in tree planting programs; explore non-City funded tree planting programs.
Policy C/OS 6.8	Street Tree Preservation. Preserve existing street trees; ensure adequate siting, selection, and regular maintenance of City trees, including neighborhood participation, for the purpose of keeping the trees in a safe and aesthetic condition.
Policy C/OS 12.2	Facility Standards. Adopt and use the Park and Recreation Facility Standards to assess the adequacy of existing facilities, designing, developing and redeveloping sites, and acquiring or accepting new sites. Standards are established to provide a guide for the types of facilities that a community ought to have. Specific standards for San Mateo directed by Policy 12.2 have been developed that are based upon general norms and the unique needs of San Mateo. (Standards Section following Policies.)
Policy C/OS 13.1	Maintenance Standards. Maintain the park system by a set of maintenance standards that reflect community values and in a manner that maintains, promotes, and optimizes positive use, and prevents degradation of facilities and ensures that particular equipment and facilities are maintained in a safe condition.
Policy C/OS 16.5	Development Fees. Assess appropriate fees and taxes to ensure that new development contributes adequate funding to compensate for its impacts on recreation facilities and services.
Policy C/OS 16.8	Redevelopment Areas. Utilize Redevelopment Agency funding for parkland capital improvements that promote the goals of the redevelopment areas, as appropriate in relation to other priorities and the availability of funds within the redevelopment area.

Source: City of San Mateo, 2010, General Plan 2030.

TABLE 2 GENERAL PLAN GOAL AND POLICIES RELEVANT TO CULTURAL RESOURCES

Goal/ Policy Number	Goal/Policy
Land Use	
Policy LU 3.2	Significant Historic Structures. Protect key landmarks, historic structures, and the historic character that exists in parts of downtown as defined in the Conservation/Open Space Element.
Policy LU 4.9	Cultural and Entertainment Facilities. Encourage the establishment of cultural and entertainment facilities in the downtown core and allow these types of uses to fulfill retail frontage requirements.
Conservation and Open Space	
Goal 3	Protect heritage trees and human-made elements of the urban environment which reflect the City's history and contribute to the quality of life.
Policy C/OS 7.1	Resource Protection. Preserve, to the maximum extent feasible, archaeological sites with significant cultural, historical, or sociological merit.
Policy C/OS 8.1	<p>Historic Preservation. Preserve, where feasible, historic buildings as follows:</p> <ol style="list-style-type: none"> Prohibit the demolition of historic buildings until a building permit is authorized subject to approval of a planning application. Require the applicant to submit alternatives on how to preserve the historic building as part of any planning application and implement methods of preservation unless health and safety requirements cannot be met. Require that all exterior renovations of historic buildings conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures. Historic building shall mean buildings which are on or individually eligible for the National Register of Historic Places, California Register of Historic Resources, or Downtown Historic District contributor buildings as designated in the 1989 Historic Building Survey Report, or as determined to be eligible through documentation contained in a historic resources report.
Policy C/OS 8.2	Historic Districts. Consider the protection of concentrations of buildings which convey the flavor of local historical periods or provide an atmosphere of exceptional architectural interest or integrity, after additional study.
Policy C/OS 8.3	Structure Rehabilitation. Promote the rehabilitation of historic structures; consider alternative building codes and give historic structures priority status for available rehabilitation funds.
Policy C/OS 8.4	Inventory Maintenance. Establish and maintain an inventory of architecturally, culturally, and historically significant structures and sites.
Policy C/OS 8.5	Public Awareness. Foster public awareness and appreciation of the City's historic, architectural, and archaeological resources.

Source: City of San Mateo, 2010, General Plan 2030.

D. PARKS AND RECREATION

1. Existing Parks

The City of San Mateo has a variety of parks and recreational facilities including more than a dozen neighborhood parks, nine larger community parks, six recreation/community centers, two pools, the Shoreline regional park system, a number of small “mini” parks, and an estuary lagoon for boating. Figure 1 shows the location of the parks within San Mateo and Table 3 provides a short description of the park amenities.

As shown in Table 3, there are approximately 423 acres of City parks and open space in San Mateo. Assuming the City’s 2018 population of 104,490, the existing park acres per 1,000 people ratio is 4.05 acres of park per 1,000 people which is below the City’s adopted standard of 6 acres of Community/Neighborhood parks per 1,000 people. However, if you add the 155-acre Coyote Point Recreation Area owned and operated by the County, the park acres per 1,000 people ratio is 5.53 acres of park per 1,000 people which is closer to the City’s adopted target.

2. Recreational Facilities

The San Mateo Parks and Recreation Department offers a variety of recreation facilities including six recreation/community centers, an estuary lagoon for boating, two pools, and the Poplar Creek 18-hole Golf Course. The City’s parks and recreation services provide opportunities for people of all ages to participate in community activities, including youth and family aquatics, children summer camps, adult fitness programs, youth programs for teens, and interactive classes for older adults and seniors. The City of San Mateo released a Recreation Facilities Strategic Plan in 2016 to establish a vision and roadmap for establishing what the community’s future facilities needs are and improvements to existing facilities. The City hosts special community events throughout the year, including Eggstravaganza, the Holiday Festival of Dance, National Night Out, and the Central Park Music Series, and are long-standing traditions that help to build community and provide family-friendly fun for San Mateo residents.

3. Urban Forestry and Tree Protection

As noted above, the San Mateo City Council adopted the Heritage Tree (SMMC 13.52), Landscape Ordinance (27.71) and Street Tree Ordinances (SMMC 13.35) in order to preserve significant trees for the enjoyment and betterment of future generations. These regulations help protect community-significant trees and the urban forest. As per Landscape Ordinance SMMC 27.71, new trees are required as part of new development and projects must have landscaping. Furthermore, the City’s Street Tree Planting Program encourages residents to request a free street tree to be installed in front of their house within the street right-of-way. All street trees are subject to the Street Tree Master Plan.

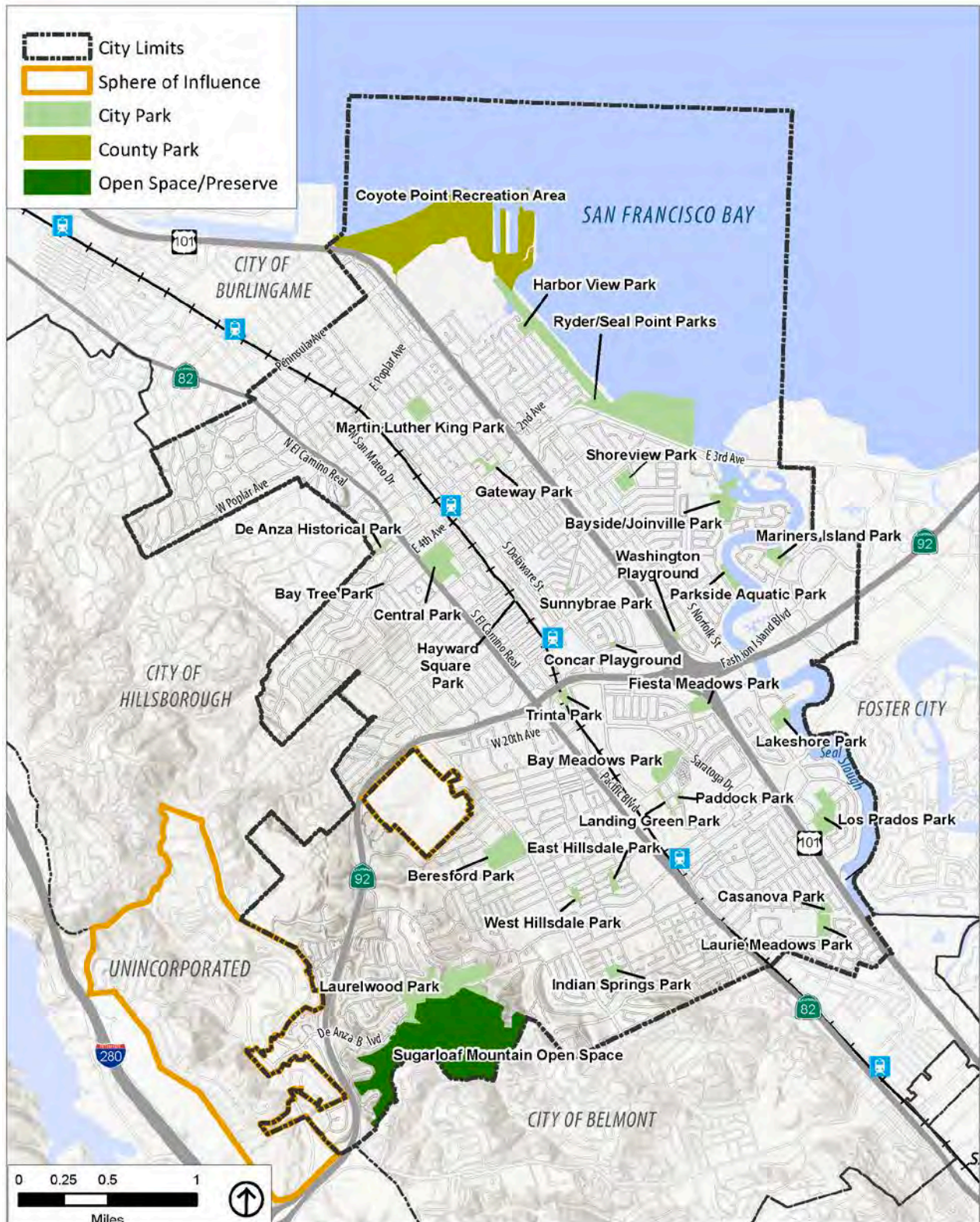
4. Future Park Improvements

The City of San Mateo’s Park and Recreation Department recently completed an update of the Central Park Master Plan (2018) that incorporates retention of the historic characters of Central Park and provides opportunities for new additions to improve community gathering and recreation spaces. The Plan also proposes construction of additional facilities as well as renovations of current park amenities.

The Park and Recreation Department is also developing a plan for future improvements of the undeveloped Borel Park. The 1.1-acre Borel Park is adjacent to the proposed location for the new Fire Station #25. The park

improvement plans include amenities such as a playground, oak glades, and grass lawns. More information is available on the City's website (www.cityofsanmateo.org/whats happening).

FIGURE 1 PARKS AND OPEN SPACE IN SAN MATEO



Source: City of San Mateo, 2018; San Mateo County, 2018; Esri, 2018; PlaceWorks, 2018

TABLE 3 PARKS AND OPEN SPACE IN SAN MATEO

Park	Description	Acres
Regional Parks		
Ryder Park	Ryder Park, which is within the Shoreline Parks along the San Francisco Bay, includes picnic facilities, an outdoor classroom, a boardwalk through marshland, and interpretive panels on native history.	4.1
Seal Point Park	Seal Point Park, also located along the San Francisco Bay, includes walking and biking pathways, a 3-acre dog park, and a boardwalk through marshland	61.0
Community Parks and Centers		
Bay Meadows Park	Bay Meadows Park includes a soccer field, picnic and restroom facilities, a lawn area, and a walking path that rings the park.	11.4
Bayside/Joinville Park	Bayside/Joinville Park, within walking distance of Seal Point Park, includes a playground, ball fields, tennis courts, picnic areas, and the Joinville Swim Center.	16.6
Beresford Recreation Center & Park	Beresford Park and Community Center includes a variety of recreation opportunities including a playground, tennis courts, a baseball diamond, skate area, bocce ball area, and basketball court. The park also houses the City's sole community garden plots.	18.0
Central Park & Center	Central Park, the 16.3-acre former Kohl Mansion property in the downtown, includes a Japanese Garden, rose garden, mini train, picnic facilities, playground, restrooms, tennis courts, baseball field, restrooms, and community center.	16.3
Martin Luther King Park, Center, & Pool	Martin Luther King Park includes a baseball field, soccer field, basketball court, picnic areas, playground, community center, and swimming pool.	6.1
Lakeshore Recreation Center & Park	Lakeshore Park includes a playground, basketball court, baseball diamond, picnic areas, and restrooms.	4.8
Los Prados Park	This park includes lighted tennis and basketball courts, a playground, baseball diamond, soccer/multipurpose field, picnic areas, and restrooms.	12.5
Parkside Aquatic Park	This park is bordered by the Marina Lagoon and is the site of the City's only boating launch ramp.	3.9
Shoreview Park & Center	This park offers a playground, tennis courts, a basketball court, a baseball field and a skate board plaza. It has one sheltered picnic area.	4.8
Neighborhood Parks		
Casanova Park	This neighborhood park is connected to Laurie Meadows by a pedestrian/bicycle bridge over Laurel Creek that splits the two parks. It contains a small children's play area, restroom, basketball hoop, and a picnic area with shade.	1.4
Harborview Park	Part of the Shoreline park system, Harborview has a ball-field, play areas, half basketball court, and restrooms, plus drop-in picnic areas that can also be reserved.	2.8
Indian Springs Park	Indian Springs Park was recently updated to include two climbing structures in the playground and also includes picnic areas, restrooms, and a passive lawn.	2.7
Laurelwood/Sugarloaf Mountain	This large open space parkland has many nature trails providing a variety of hiking opportunities.	228.2
Laurie Meadows	This 7.5-acre park includes a large lawn area containing a softball backstop, a walking path around the perimeter, and two separate playground areas with picnic tables.	5.3
Mariners Island Park	This neighborhood park includes two play areas, a grassy area, a baseball diamond, and picnic tables.	4.0
Paddock Park	This new neighborhood park provides a playground, picnic tables, restrooms, an open lawn area, and even a half basketball court.	1.2

TABLE 3 PARKS AND OPEN SPACE IN SAN MATEO

Park	Description	Acres
Trinta Park	Park amenities include two baseball diamonds, playground, and half basketball court.	1.9
Small Neighborhood and Mini Parks		
Bay Tree Park	This pocket park is named after the huge bay tree on the corner and has grassy areas and a few park benches.	0.4
Concar Playground	This park contains a children's playground, a sandbox, and picnic areas. There are different play structures for toddlers and older children.	0.4
DeAnza Historical Area/Arroyo Park	Located along the San Mateo Creek, this park is the historical camping spot of Juan Bautista of the de Anza expedition, 1776.	1.4
East Hillsdale Park	This neighborhood park includes a playground and tennis courts.	2.0
Fiesta Meadows	This park has a soccer field and an asphalt pathway around the perimeter of that soccer field allowing for walking and jogging.	6.2
Gateway Park	Located along the San Mateo Creek, this park has grassy lawns, a few benches and picnic tables, a small playground, and a gateway pavilion. It includes the Gateway Park West Trail with a pedestrian bridge over the creek.	1.5
Hayward Square Park	This small neighborhood park has a picnic table, trees, and a grassy central lawn.	0.2
Landing Green Park	This slim park has grassy lawns, picnic tables, benches, trellis, a bocce ball court, and plenty of vegetation.	0.9
Sunnybrae Playground	This neighborhood park contains swings, slides, picnic areas, and separate playgrounds for toddlers and older children.	0.4
Washington Playground	This park includes a full basketball court, trees, swings, picnic benches, and play structures for both toddlers and older children.	1.1
West Hillsdale Park	This park includes a playground, basketball court, and passive lawn.	1.6
Total		423.1

Source: City of San Mateo, 2018.

E. CULTURAL AND HISTORIC RESOURCES

This section provides an overview of the cultural and historic resources in San Mateo.

1. Paleontological Resources

Paleontological resources (fossils) are the remains and/or traces of prehistoric plant and animal life exclusive of human remains or artifacts. Fossil remains such as bones, teeth, shells, and wood are found in the geologic deposits (rock formations) in which they were originally buried. Paleontological resources represent a limited, non-renewable, sensitive scientific and educational resource. The potential for fossil remains at a location can be predicted through previous correlations established between the fossil occurrence and the geologic formations where they were buried. For this reason, geologic knowledge of a particular area and the paleontological resource sensitivity of particular rock formations make it possible to predict where fossils will or will not be encountered.

A search of the University of California Museum of Paleontology Specimen Search database indicated there are 727 recorded paleontological specimens within the County of San Mateo, most of which were found in the Woodside Area or at beach locations such as Moss Beach and San Gregorio Beach.¹³

2. Archaeological Resources

According to an archaeological study conducted in 1983 by David Chavez, the Costanoan people, commonly referred to as Ohlone Indians, are estimated to have been some of the earliest inhabitants in the general area between 5,000 and 7,000 years ago.¹⁴ The study concluded with findings of mortars, pestles, manos, charmstones, bone and deer/elk horn tools, projectile points (including obsidian), and shell ornaments.¹⁵

As a result of the 1983 archaeological survey, the City of San Mateo *Vision 2030 General Plan's* Conservation and Open Space Elements concluded that a majority of the City is in a "low sensitivity" zone wherein archaeological resources are not generally expected, but may occur.¹⁶ According to the General Plan Update EIR, the 1983 archaeological survey concluded that soil removal and construction have eliminated most above-ground shell mounds; however, the potential exists for the presence of undisturbed subsurface deposits.

3. Historical Resources

Local Historical Context

As mentioned previously, San Mateo area's earliest known inhabitants were the Ohlone Indians. During the 1760s and 1770s, Spanish explorers were the first to traverse the San Francisco Peninsula. In 1776, Colonel Juan Bautista De Anza and Father Pedro Font set out to travel from Monterey to San Francisco in search of settlement sites, and a recorded diary entry belonging to Font dated Tuesday, March 26, 1776, referenced the existence of "a good-sized village situated on the banks of the arroyo of San Mateo."¹⁷ On March 29, 1776, the party had set up camp along the banks of the creek. Settlement of the land ensued with a variety of

¹³ University of California Museum of Paleontology, Specimen Search, http://ucmpdb.berkeley.edu/cgi/ucmp_query2, accessed on July 25, 2013.

¹⁴ City of San Mateo, *General Plan Update Draft EIR*, pages 4.10-1 to 4.10-2.

¹⁵ City of San Mateo, *General Plan Update Draft EIR*, pages 4.10-2.

¹⁶ City of San Mateo, *Vision 2030 General Plan*, page VI-9.

¹⁷ City of San Mateo, *General Plan Update Draft EIR*, pages 4.10-3.

institutions used to settle the land, including the missions, the presidios, the pueblos, and the ranchos, of which the missions were the most successful.¹⁸ By 1823, 21 missions were established along the California coast from San Diego to Sonoma. Around 1793, an adobe building was constructed on the north bank of San Mateo Creek, which specialized in producing wool, salt, grain, and vegetables.¹⁹ By 1833 the missions were secularized and lands were divided as land grants and by the end of the Mexican-American War in 1848, the beginning of the American period in California had begun.²⁰ On September 3, 1894, an overwhelming majority of 150 people voted in favor to 25 against, incorporation to and became the town of San Mateo.²¹

During 1861, construction commenced on the railroad to connect San Francisco with San Jose, with the first train service in San Mateo on October 17, 1863. The City of San Mateo was largely developed surrounding the railroad and became a popular destination for wealthy San Franciscans who developed large estates. Because of the wealthy and the large estates they had built, much of the population was made up of people who serviced the newly constructed mansions.²² Following an increase in population and becoming a weekend destination for the wealthy, the Crystal Springs dam was completed in 1889 as means of providing quality drinking water to the area.²³ With population increasing, came the need for schools, utilities and other public services. On March 18, 1889, San Mateo's first fire department was officially organized.²⁴ Following World War II, population growth and development increased significantly; with a population in 1940 at 19,405 persons, and by 1960 the population had grown to 69,870.²⁵ By the close of the twentieth century, the City had reached a population of over 92,000.

As a result of the early patterns of suburbanization in the late 1800s, the City of San Mateo has identified a number of historically significant buildings, structures, and landmark sites.²⁶ The archaeological survey conducted in 1983 classified San Mateo as a "mature" community, with many properties over 50 years old.²⁷ Additionally, 200 buildings were identified as historically significant, of which, approximately 37 are individually eligible for the National Register of Historic Places.²⁸ Five buildings in the City are listed on the National Register of Historic Places: Ernest Coxhead House on the East of Santa Inez, De Sabla Teahouse and Tea Garden on De Sabla Avenue, Hotel Saint Matthew on Second Avenue, National Bank of San Mateo on B Street, and the US Post Office on South Ellsworth Street.²⁹

Federally and State Recognized Historic Resources

The National Register requires that buildings be 50 years or older or prior to eligibility for a listing, while the State Office of Historic Preservation (OHP) has determined that buildings, structures, and objects 45 years or older may be of historical value and therefore eligible for inclusion on the California Register.

As mentioned above, the following historic resources in San Mateo are listed on the National Register:

- Ernest Coxhead House

¹⁸ City of San Mateo, *General Plan Update Draft EIR*, pages 4.10-4.

¹⁹ City of San Mateo, *General Plan Update Draft EIR*, pages 4.10-4.

²⁰ City of San Mateo, *General Plan Update Draft EIR*, pages 4.10-4.

²¹ City of San Mateo, *General Plan Update Draft EIR*, pages 4.10-6.

²² City of San Mateo, *General Plan Update Draft EIR*, pages 4.10-4 to 4.10-6.

²³ City of San Mateo, *General Plan Update Draft EIR*, pages 4.10-6.

²⁴ City of San Mateo Website, <http://www.cityofsanmateo.org/index.aspx?NID=291>, accessed on June 12, 2018.

²⁵ City of San Mateo, *Vision 2030 General Plan*, pages II-1.

²⁶ City of San Mateo, *Vision 2030 General Plan*, pages VI-7 to VI-8.

²⁷ City of San Mateo, *Vision 2030 General Plan*, pages VI-7 to VI-8.

²⁸ City of San Mateo, *Vision 2030 General Plan*, pages VI-8.

²⁹ City of San Mateo, *Vision 2030 General Plan*, pages VI-8.

- Eugene De Sabla J. Jr. Teahouse and Tea Garden
- Hotel St. Matthew
- National Bank of San Mateo
- US Post Main Office – San Mateo

The following historic resources in San Mateo are listed on the State Register:

- Anza Expedition Camp location
- Central Park
- Ernest Coxhead House
- Eugene De Sabla J. Jr. Teahouse and Tea Garden
- Hospice (outpost of Mission Dolores)
- Hotel St. Matthew
- Jepson Laurel
- National Bank of San Mateo
- Parrot Estate Gatehouse
- Portola Expedition Camp location
- Sunshine Cottage
- Templeton Crocker Home “Uplands”
- US Post Main Office

Locally Recognized Historic Resources

The City of San Mateo’s 1989 Historic Building Survey includes information regarding a variety of historic resources as well as contributors to a historic district. The Historic Building Survey identified approximately 200 historically significant structures. Of the 200 structures, approximately 37 structures are eligible for the National Register of Historic Places.³⁰ To establish the historic significance of buildings, the Survey utilized the evaluation standards adopted by the California State Office of Historic Preservation. The Historic Building Survey focused on areas east of El Camino Real because this is where the oldest neighborhoods mostly occurred.³¹

The Historic Building Survey also identified two historic districts, the Downtown Historic District and the Glazenwood Historic District. In addition to any individual buildings, common areas, or historic sites within these Districts, the relationship of buildings to each other, setbacks, fence patterns, views, driveways and walkways, and street trees and other landscaping together establish the character of the District.³²

Historic resources in the Downtown Historic District are mainly concentrated along East Third Avenue and South B Street, though historic structures exist throughout the Downtown.³⁴ Historic structures in the Downtown Historic District were built before 1900 to the late 1930s.³⁵ The Glazenwood Historic District is a residential area that includes 1920’s Spanish Colonial Revival homes. To support the preservation of these historic resources, the City has codified protection of historic buildings in the General Plan and Zoning Code as cited in Section C.2 of this report.

³⁰ City of San Mateo, *Historic Resources Handout*, page 1.

³¹ San Mateo County Historical Association, *City of San Mateo Historic Building Survey*, 1989, page 4.

³² <https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf>

³⁴ San Mateo County Historical Association, *City of San Mateo Historic Building Survey*, 1989, page 19.

³⁵ San Mateo County Historical Association, *City of San Mateo Historic Building Survey*, 1989, page 20.

Appendix A
Parks, Recreation, and Cultural Resources
Regulatory Setting Links

A. STATE REGULATIONS

1. National Historic Preservation Act of 1966 – National Register of Historic Places
 - <https://www.nps.gov/history/local-law/nhpa1966.htm>
2. 36 Code of Federal Regulations part 60.4
 - <https://www.law.cornell.edu/cfr/text/36/60.4>
3. Executive Order 11593, Protection of the Cultural Environment
 - <https://www.archives.gov/federal-register/codification/executive-order/11593.html>
4. American Indian Religious Freedom Act, Title 42 United States Code, Section 1996
 - <https://www.gpo.gov/fdsys/pkg/USCODE-2010-title42/pdf/USCODE-2010-title42-chap21-subchapl-sec1996.pdf>
5. Native American Graves Protection and Repatriation Act
 - <https://www.nps.gov/archeology/tools/laws/nagpra.htm>

B. STATE REGULATIONS

1. 1975 Quimby Act
 - https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201320140AB1359
2. California Register of Historical Resources (Office of Historic Preservation)
 - http://ohp.parks.ca.gov/?page_id=27961
 - <http://ohp.parks.ca.gov/ListedResources/>
3. California Environmental Quality Act (CEQA)
 - <http://resources.ca.gov/ceqa/more/faq.html>
 - [https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=I95DAAA70D48811DEBC02831C6D6C108E&originationContext=documenttoc&transitionType=Default&contextData=\(sc.Default\)&bhcp=1](https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=I95DAAA70D48811DEBC02831C6D6C108E&originationContext=documenttoc&transitionType=Default&contextData=(sc.Default)&bhcp=1)
 - <http://resources.ca.gov/ceqa/guidelines/art1.html>
4. California Historical Building Code, California Code of Regulations, Title 24, Part 8
 - <http://ohp.parks.ca.gov/pages/1074/files/2016%20CA%20CHBC.pdf>
5. California Government Code Sections 65040.2, 65092, 65351, 65352.3, 65560, and 65562.5 (enacted by SB 18)
 - http://leginfo.legislature.ca.gov/faces/billCompareClient.xhtml?bill_id=200320040SB18
6. California Health and Safety Code Section 7052 and 7050.5
 - https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=HSC&division=7.&title=&part=1.&chapter=2.&article=
7. California Public Resources Code Section 5097
 - http://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=PRC&division=5.&title=&part=&chapter=1.7.&article=
8. California Public Resources Code Section 21074, 21080.3.1, 21084.2, and 21084.3 (enacted by AB 52)
 - https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201320140AB52
 - https://leginfo.legislature.ca.gov/faces/billCompareClient.xhtml?bill_id=201320140AB52

C. LOCAL REGULATIONS

1. City of San Mateo 2030 General Plan
 - <https://www.cityofsanmateo.org/2021/2030-General-Plan>
 - <https://www.cityofsanmateo.org/DocumentCenter/View/7165/COS-PR-Element-?bidId=>
2. City of San Mateo Municipal Code
 - <http://qcode.us/codes/sanmateo/>
 - https://qcode.us/codes/sanmateo/view.php?topic=27-27_66
3. Heritage Tree and Street Tree Ordinances
 - <https://www.cityofsanmateo.org/650/Heritage-Tree-Ordinance>
4. Street Tree Master Plan - Planting
 - <https://www.cityofsanmateo.org/DocumentCenter/View/66274/Street-Tree-Masterplan-revised-3-2-11-2>
5. Recreation Facilities Strategic Plan
 - <https://www.cityofsanmateo.org/3249/Recreation-Facilities-Strategic-Plan>
 - https://www.cityofsanmateo.org/DocumentCenter/View/49565/16_07_06-Rec-Facilities-Strat-Plan-Full-Report?bidId=
6. Central Park Master Plan
 - <https://www.cityofsanmateo.org/2735/Central-Park-Master-Plan>
 - https://www.cityofsanmateo.org/DocumentCenter/View/61324/CPMPU_FINAL-May-26-17_17_10_16v1?bidId=

SAN MATEO

EXISTING CONDITIONS REPORT

UTILITIES

PUBLIC REVIEW DRAFT | OCTOBER 9, 2018



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Appendix A: Utilities Regulatory Setting Links

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Existing Conditions Report: Utilities

This report describes the existing utilities in the City of San Mateo and evaluates the potential impacts for the potential future buildout of the City and the facilities that serve it. Water supply, wastewater conveyance and treatment, storm drainage systems, natural gas and electric facilities, and solid waste disposal are addressed in this report. Appendix A compiles links and sources for all federal, State, regional, and local regulations cited below.

A. WATER SERVICES

The City of San Mateo gets its water supply primarily from the California Water Service, Mid-Peninsula District for emergencies, and the Foster City Estero Municipal Improvement District for bayside portions of San Mateo (Figure 1). This section outlines the regulatory framework as well as the existing conditions of the water services to the City of San Mateo.

1. Regulatory Framework

This section summarizes federal, State, regional and the local regulations related to water supply in San Mateo.

Federal and State Regulations

Federal Safe Drinking Water Act (SDWA)

The Safe Drinking Water Act (SDWA) was established to ensure the protection of the quality of drinking water in the US. It authorizes the Environmental Protection Agency (EPA) to establish minimum health standards for public water system owners or operators. Water suppliers are required to remove contaminants that exceed water quality standards. The Department of Health Services is the primary water safety regulatory agency in California. The water supplier must notify its customers if the water is below required standards.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Act provides local jurisdictions and established agencies, such as the State Water Resources Control Board as well as the nine Regional Water Quality Control Boards, the authority to enforce water quality standards over State water rights and quantity policies.

California Senate Bill (SB) 610 and 221

SB 610 and SB 221 were amended in 2001 to assure coordination between the local water and land use decisions to confirm that California cities and communities are provided with adequate water supply. Specific projects are required to prepare a Water Supply Assessment (WSA). The WSA is composed of information regarding existing and forecasted water demands, as well as information pertaining to available water supplies for the new development.

The following projects are required to prepare a WSA:

- Residential developments consisting of more than 500 homes, or

- A business employing more than 1,000 people or having more than 500,000 square feet;
- A commercial office building employing more than 1,000 people or having more than 250,000 square feet of floor space;
- A hotel having more than 500 rooms;
- An industrial complex with more than 1,000 employees and occupying more than 40 acres of land; or
- A mixed-use project that require the same or greater amount of water as a 500 dwelling-unit project.

SB 221 requires written verification that there is a sufficient water supply available for new residential subdivisions that include over 500 dwelling units or meet the other requirements listed above. The verification must be provided before commencement of construction for the project.

California Urban Water Management Planning Act (UWMP)

The California Urban Water Management Planning Act (UWMP) and Section 10620 of the Water Code requires that every urban water supplier within California shall prepare and adopt an UWMP and update it every five years. The UWMP describes the service area of the water supplier, projected 20-year water supply and demand for the service area in normal years, dry years and multiple dry years, and water recycling strategies.

California Sustainable Groundwater Management Act

The California Sustainable Groundwater Management Act (SGMA), which was amended in 2014, is comprised of AB 1739, SB 1168, and SB 1319 and provides a framework for sustainable groundwater management. The SGMA requires governments and water agencies that deal with high and medium priority basins, as assessed by the State's Department of Water Resources, to halt overdraft and implement measures to bring the groundwater basins back into sustainable levels of pumping and recharge. As the sustainability plans are implemented, the respective basins should return back into sustainable levels within 20 years. The SGMA supports local agencies by providing guidance, as well as financial and technical assistance.

2016 California Plumbing Code

The 2016 California Plumbing Code is an overarching document that provides plumbing guidelines and requirements. The purpose of the plumbing code is to provide a universal document for reference and to prevent conflicting plumbing codes within local jurisdictions. Some topics covered in the code include potable and non-potable water systems, water fixtures, and recycled water systems.

2016 CALGreen Building Code

CALGreen mandatory green building standard codes were adopted in 2010. The 2016 CALGreen building codes are effective July 2018. The goals and initiatives of the CALGreen building code is to reduce greenhouse gas (GHG) emissions from buildings, reduce water consumption, and promote environmentally friendly and cost effective places to live and work.

The Water Conservation Act of 2009

The Water Conservation Act of 2009, also known as Senate Bill X7-7, requires all water suppliers within California to increase their water use efficiencies. The goal of the bill is to reduce urban water usage by 20 percent by year 2020. Urban water suppliers who do not meet the 20 percent by 2020 will be ineligible for

State water grants or loans. Water suppliers must determine baseline water usage and set goals to meet specified water reductions by certain years.

Regional Regulations

2015 California Water Service Urban Water Management Plan, Mid-Peninsula District

To be in compliance with the Urban Water Management Planning Act and The Water Conservation Act of 2009, Cal Water Mid-Peninsula District, who is the primary provider of water to the City of San Mateo, adopted their 2015 UWMP in June 2016. The UWMP was developed to stay in conformance with California Water Code 10617.

Water Shortage Contingency Plan – California Water Service, Mid-Peninsula District

The water shortage contingency plan includes water shortage response strategies. Some of these water shortages can include drought or sudden catastrophic supply interruptions. The goal of the plan is to ensure that the District has the necessary resources and management responses to protect and preserve human health and environmental assets.

Local Regulations

City of San Mateo 2030 General Plan

The City of San Mateo 2030 General Plan contains policies and goals addressing water use and conservation, including a critical need to conserve existing water supplies by practicing efficient and sustainable water use. Table 1 provides a summary of the goals and policies related to water use and supply.

City of San Mateo Municipal Code

In addition to the General Plan, the City of San Mateo's Municipal Code provides a framework that shapes the development within the City. Chapters in the Municipal Code that pertain to water supply include: 23.16, Plumbing Code; 23.70, Green Building Code; 23.72, Water Conservation in Landscaping. These codes ensure that new development incorporate water conservation practices.

2. Existing Conditions

Water Supply Sources

Cal Water

Cal Water's Bayshore District (Mid-Peninsula (MPS) system) is the municipal water utility that provides retail water service to the City of San Mateo and San Carlos. The Bayshore District is comprised of the formerly separate South San Francisco District and Mid-Peninsula Districts. The Mid-Peninsula reference is still used at times administratively to represent the Cal Water service territories of San Mateo and San Carlos. The Mid-Peninsula system does not have any local water supply production. Instead, the water supply for the MPS system is completely purchased from the San Francisco Public Utilities Commission (SFPUC). SFPUC also supplies water to Cal Water's South San Francisco District, which serves areas north of San Mateo, as well as the Bear Gulch District, which serves areas south of San Mateo. Cal Water shares an annual supply of SFPUC purchased water between the entire Bayshore and Bear Gulch Districts. The water supplied by SFPUC comes

from local surface and imported surface water sources, primarily the Hetch Hetchy reservoir in the Sierra Nevada. In 2015, up to 8.5 million gallons per day (MGD) of water were delivered to more than 25,000 service connections in the MPS District.

The City and County of San Francisco's Regional Water System (RWS), operated by SFPUC, provides water to Cal Water through a network of pipelines, tunnels, and treatment plants. The amount of water available is dependent on the hydrology, institutional parameters, and physical facilities that capture the water supply from the Tuolumne River watershed, Alameda Creek watershed, and San Mateo County watersheds. About 85 percent of the water comes from the Tuolumne River watershed while the remaining volume comes from the Alameda Creek watershed and San Mateo County watersheds. SFPUC is significantly dependent on reservoir levels to provide adequate water supplies to its wholesale customers.

Cal Water has a Water Supply Agreement with SFPUC which specifies an Individual Supply Guarantee (ISG), which ensures that a specific amount of water is allocated for Cal Water each year. Cal Water's ISG for the three Districts that SFPUC serves is 35.68 MGD.

The potable water supplied to the Bayshore District is primarily used in single family applications but it is also used for multi-family, commercial, industrial, institutional/government, and other uses. Approximately 70 percent of the water use in the District is for residential use, as seen in Table 2.

Estero Municipal Improvement District

Estero Municipal Improvement District (EMID) provides water to portions of San Mateo bordered by Mariner's Island Blvd and the Marina Lagoon and provides one 12-inch emergency water line to serve the City. EMID primarily provides services to the City of Foster City. Similarly to the Bayshore District, EMID receives its entire water supply from SFPUC and also holds an Individual Supply Guarantee with that entity. According to the agreement, EMID is guaranteed 5.9 MGD of water from SFPUC.

The District does not clearly define the percentage of water usage from the City of San Mateo. Table 3 conveys the total water usage and use types of the District for its entire service area.

Projected Supply and Demand – Cal Water, Mid-Peninsula District

Cal Water has performed a supply and demand assessment from year 2020 to year 2040. All supply and demand values are in acre-feet per year (AFY). Table 4 presents Cal Water's projected supply and demand totals from year 2020 through year 2040 for the normal year condition.

Table 4 indicates there is sufficient water supply sourced from SFPUC, the South San Francisco District groundwater supply, and the Bear Gulch District local surface water to supply their own Districts as well as the MPS District.

Table 5 presents Cal Water's projected demands and supply totals from year 2020 through year 2040 for the single dry year condition. Table 5 projects there is an insufficient water supply to meet the demands during single dry years. This is based on historical data which indicates that the surface water supplies from the Bear Gulch Reservoir have declined and that the South San Francisco District's normal ground water supply has remained consistent during single dry years. The projected shortages are around 20 percent.

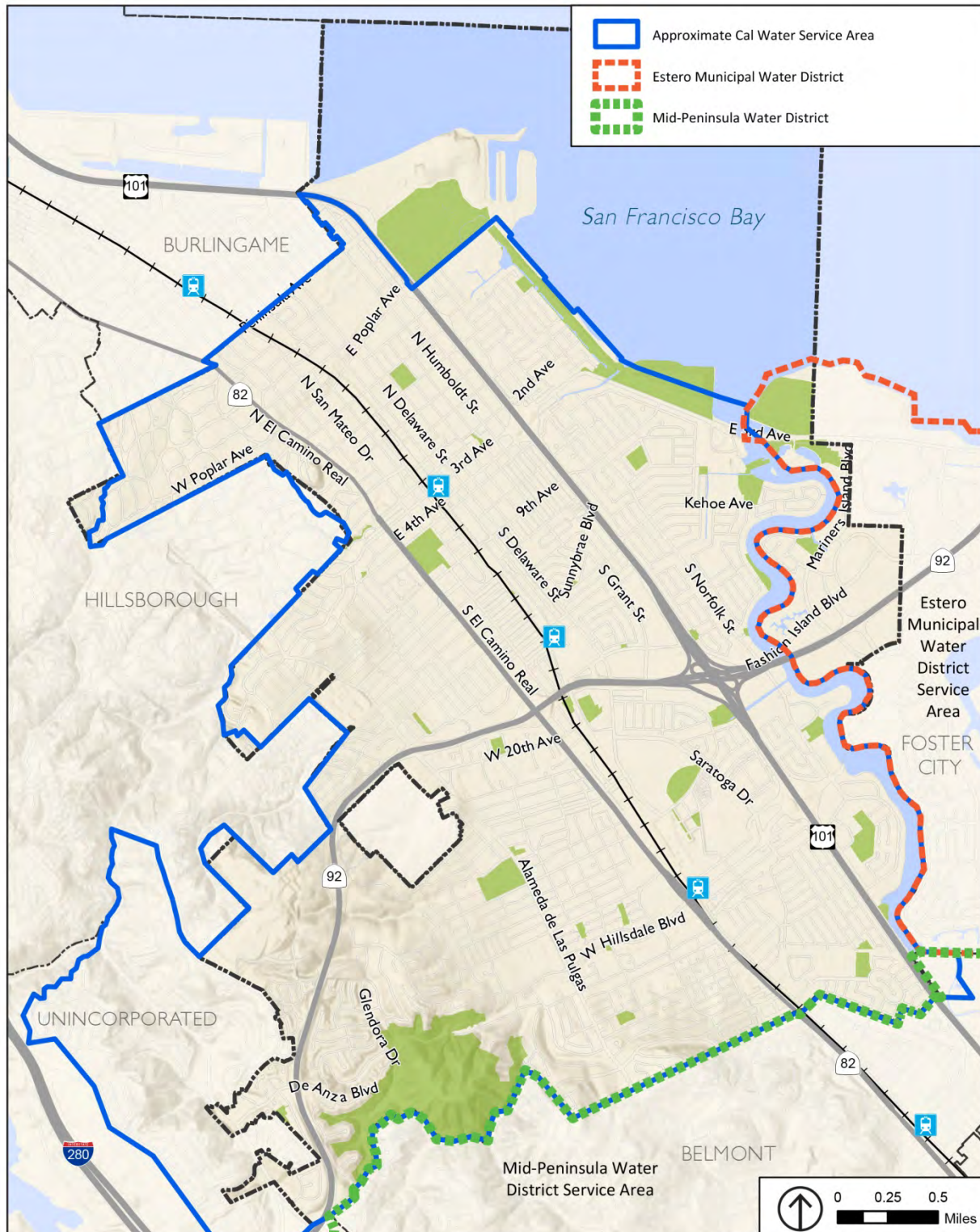
Table 6 presents Cal Water's projected demands and supply totals from year 2020 through year 2040 for the multiple dry year condition. Table 6 projects a shortage of about 19 to 22 percent during the first dry year and

taper down to about 14 to 17 percent by the third dry year. According to historical data, the amount of groundwater supplied from the South San Francisco District remained consistent, while the surface water supply from the Bear Gulch District declined.

Based on historical records, the local surface supply from the Bear Gulch Reservoir provides an average of approximately 609 AFY in multiple dry years. The South San Francisco District's normal groundwater supply of 1,535 AFY is expected to be fully available in multiple dry years. The supply totals shown in Table 6 include these volumes as well as the available SFPUC supplies of 28.52 MGD (31,950 AF) in each of the three years. Shortages that can exceed 20 percent in the first year are followed by projected second and third year shortages of between 15 percent and 20 percent.

As shown in these three tables, the District has a sufficient supply during years under normal conditions. However, during one-year or multi-year droughts, shortfalls up to 20 percent or more are projected. Under such conditions, Cal Water will implement its Water Shortage Contingency Plan, as described in Chapter 8 of Cal Water's 2015 Mid-Peninsula District Urban Water Management Plan. In the 2012-2017 drought, District customers were asked to reduce their demand by 16 percent as specified by the State Board Resources Control Board. The District has exceeded this amount (25 percent reduction based on June 2015 to March 2016 totals). Cal Water is also striving to increase the water supply portfolio for this District and for the other two peninsula districts (Mid- Peninsula and South San Francisco). As described above, these three Districts share Cal Water's SFPUC supply, and any supply added to one of these Districts will benefit the others.

FIGURE 1 SAN MATEO WATER SUPPLIERS



Source: California Water Service, 2016. PlaceWorks, 2018.

TABLE 1 GENERAL PLAN GOALS AND POLICIES RELEVANT TO WATER USE

Goal/ Policy #	Goals/Policy
LU Goal 1e	Provide adequate transportation, utilities, cultural, educational, recreational, and public facilities, and ensure their availability to all members of the community. Establish San Mateo as the cultural center of San Mateo County.
LU Goal 1i	Consider the effects of Climate Change on the City of San Mateo. Incorporate Sustainability into the City's policies, work programs and standard operations.
Policy LU 1.1	Planning Area Growth and Development to 2030. Plan for land uses, population density, and land use intensity as shown on the Land Use, Height and Building Intensity and City Image Plans for the entire planning area. Design the circulation system and infrastructure to provide capacity for the total development expected in 2030. Review projections annually and adjust infrastructure and circulation requirements as required if actual growth varies significantly from that projected.
LU Goal 4a	Facilities. Seek to provide a safe and predictable supply of water, and provide storm drainage, sewer and flood control facilities adequate to serve existing needs, the projected population and employment growth and to reduce the associated life safety and health risks to acceptable levels.
Policy LU 4.4	Water Supply. Seek to ensure a safe and predictable water system for existing and future development by taking the following actions: <ul style="list-style-type: none"> ▪ As a high priority, work with California Water Company and Estero Municipal Improvement District and adjacent jurisdictions to develop supplemental water sources and conservation efforts. ▪ Strongly encourage water conservation by implementing pro-active water conservation methods, including requiring all new development to install low volume flush toilets, low-flow shower heads, and utilize drip irrigation while promoting high-efficiency washing machines and establishing an education program to improve water conservation practices. ▪ Investigate the feasibility of developing capacity to use recycled wastewater, stormwater runoff, graywater and ground water that will enable reuse of water for irrigation purposes, freeing comparable potable water supplies for other uses.
Policy LU 4.28	Peakload Water Supply. Seek to ensure that the California Water Service Company and the Estero Municipal Improvement District provide and maintain a water supply and distribution system which provides an adequate static pressure to deliver a minimum fire hydrant flow of 2,500 gallons per minute to all areas of the City, except where a lesser flow is acceptable as determined by the Fire Chief. Ensure that new development does not demand a fire flow in excess of that available.
LU Goal 5	Promote cooperative interaction with other public agencies regarding regional issues.
Policy LU 5.1	Inter-Agency Cooperation. Promote and participate in cooperative planning with other public agencies and adjacent jurisdictions, especially regarding regional issues such as water supply, traffic congestion, rail transportation, air pollution, waste management, fire services, emergency medical services and climate change.
LU Goal 8b	Recognize potential climate change consequences such as increased sea level rise, changing weather events, less snow melt in the Sierras - therefore less drinking water availability, hotter temperatures, changing air quality and more heat related health issues.
LU Goal 8c	Ensure that all improvements to existing structures are developed or remodeled in a sustainable manner.
Policy LU 8.7	Water Reduction Strategies. Establish a partnership with California Water Service (CWS), Bay Area Water Supply Conservation Agency and other mid-peninsula cities to promote the water reduction strategies that are offered and to create an outreach program that will help inform residences and businesses of increase costs and the need for conservation efforts.
Policy LU 8.8	Water Rates. Actively support a strategy to decouple water utility revenues from water consumption and any other regulatory changes that will offer incentives to CWS to actively pursue conservation while working with CWS to implement progressive water rates.
Policy LU 8.12	Engaging the Public. Create a multi-phased information campaign to educate residents and businesses on the Climate Action Plan and to spark behavioral changes in individual energy and water consumption, transportation mode choices, and recycling.

TABLE 1 GENERAL PLAN GOALS AND POLICIES RELEVANT TO WATER USE

Goal/ Policy #	Goals/Policy
Policy C/OS 2.3	Hydrologic Impacts. Ensure that improvements to creeks and other waterways do not cause adverse hydrologic impacts on upstream or downstream portions of the subject creek; comply with Safety Element Policy S-2.1 regarding flood control.
Policy C/OS 2.6	Water Quality. Continue to strive for the highest possible level of water quality reasonable for an urban environment in City creeks, channels, Marina Lagoon, and the Bay through the provision of administrative, maintenance, and treatment measures. At a minimum, water quality levels must meet Environmental Protection Agency (EPA) standards, allow for limited water recreation and sustain aquatic/wildlife habitat appropriate to the water flow. The more stringent requirements applicable to contact water creation would apply to Marina Lagoon and beach areas.
Policy C/OS 13.6	Sustainability Practices. Establish management and operating practices that are environmentally, socially and economically sustainable.

Source: City of San Mateo, 2010, General Plan 2030.

TABLE 2 RETAIL: DEMANDS FOR POTABLE IN CITY OF SAN MATEO FROM CAL WATER 2015 ACTUAL

	Single-Family	Multi-Family	Commercial	Industrial	Institutional/ Governmental	Other	Losses	Total
Active Services	22,081	584	2,410	9	246	45	-	25,372
2015 Delivery (AF/yr)	4,659	1,629	2,027	5	567	117	556	9,560
Supply Percent of Total	49%	17%	21%	0%	6%	1%	6%	100%

TABLE 3 WATER CONSUMPTION BY CUSTOMER TYPE – PAST AND CURRENT

	Year	Water Use Sectors	Single-Family	Multi-Family	Comm./ Instit.	Indust.	Landscape Irrigation	Misc.	Unaccounted	Totals
A	2005	# of Accounts	4,654	2,899	198	68	26		488	8,333
		Deliveries AF/Y	1,655	2,021	484	86	26		1,575	5,847
	2010	# of Accounts	4,800	2,691	226	70	481	53		8,321
		Deliveries AF/Y	1,403	1,816	506	71	1,141	6	462	5,407

Source: Estero Municipal Improvement District. 2010 – 2015 Urban Water Management Plan.

TABLE 4 RETAIL: NORMAL YEAR SUPPLY FOR THE BAYSHORE, BEAR GULCH, AND SOUTH SAN FRANCISCO DISTRICTS – SUPPLY AND DEMAND COMPARISON

	2020	2025	2030	2035	2040
Supply Totals	40,225	40,280	40,647	41,149	41,767
Demand Totals	40,225	40,280	40,647	41,149	41,767
Difference	0	0	0	0	0

Source: California Water Service, 2015 Urban Water Management Plan.

TABLE 5 RETAIL: DRY YEAR SUPPLY FOR MID-PENINSULA, BEAR GULCH, AND SOUTH SAN FRANCISCO DISTRICTS – SUPPLY AND DEMAND COMPARISON

	2020	2025	2030	2035	2040
Supply Totals	33,836	33,836	33,836	33,836	33,836
Demand Totals	41,984	42,041	42,425	42,947	43,591
Difference	(8,148)	(8,205)	(8,589)	(9,111)	(9,755)
Percent Shortage	19%	20%	20%	21%	22%

Source: California Water Service. 2015 Urban Water Management Plan.

TABLE 6 RETAIL: MULTIPLE DRY YEARS FOR THE BAYSHORE, BEAR GULCH, AND SOUTH SAN FRANCISCO DISTRICTS – SUPPLY AND DEMAND COMPARISON

		2020	2025	2030	2035	2040
First Year	Supply Totals	33,836	33,836	33,836	33,836	33,836
	Demand Totals	41,984	42,041	42,425	42,947	43,591
	Difference	(8,148)	(8,205)	(8,589)	(9,111)	(9,755)
	Percent Shortage	19%	20%	20%	21%	22%
Second Year	Supply Totals	34,223	34,223	34,223	34,223	34,223
	Demand Totals	40,764	40,819	41,192	41,700	42,327
	Difference	(6,541)	(6,596)	(6,969)	(7,477)	(8,104)
	Percent Shortage	16%	16%	17%	18%	19%
Third Year	Supply Totals	34,223	34,223	34,223	34,223	34,223
	Demand Totals	39,758	39,812	40,176	40,671	41,283
	Difference	(5,535)	(5,589)	(5,953)	(6,448)	(7,060)
	Percent Shortage	14%	14%	15%	16%	17%

Source: California Water Service. 2015 Urban Water Management Plan.

B. WASTEWATER

The City of San Mateo maintains its own sanitary sewer systems. San Mateo's Wastewater Treatment Plant is jointly owned by the City of San Mateo and the City of Foster City / Estero Municipal Improvement District (EMID). This section describes the regulatory framework as well as the existing conditions of the wastewater conveyance and treatment facilities serving the City of San Mateo.

1. Regulatory Framework

The following is a summary of federal, State, regional and local regulations related to wastewater conveyance and treatment in San Mateo.

Federal and State Regulations

Federal Clean Water Act

The Federal Clean Water Act creates the framework for regulating pollutant discharge into the waters of the United States and provides water quality standards for surface waters. The Clean Water Act was initially enacted in 1948 and was significantly revised and expanded in 1972.

The EPA, under the Clean Water Act, has set wastewater standards and made it unlawful to discharge pollutants from a point source to any navigable waters without obtaining a permit. Some of these point sources include pipes and man-made drainage channels that drain industrial facilities or commercial facilities.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) program was created in 1972 by the Federal Clean Water Act. The NPDES program helps regulate water pollution by imposing regulations that control the pollutant at the source of discharge. The EPA has authorized State, tribal, and territorial governments the ability to perform administrative, enforcement, and permitting aspects of the NPDES program.

State Water Resources Control Board

The State Water Resources Control Board establishes statewide policies and regulations for California under the Federal Clean Water Act and the Porter-Cologne Water Act. The Board's role is to protect California's water resources, which is comprised of surface waters and groundwater. The Board regulates water quality and mitigates for deficiencies in the State's water resources.

Regional Regulations

San Francisco Bay Regional Water Quality Control Board

The San Francisco Bay Regional Water Quality Control Board was created as a result of the California Porter-Cologne Act. The Board's jurisdiction includes Alameda, Contra Costa, San Francisco, Santa Clara, San Mateo, Marin, Sonoma, Napa, and Solano counties. The Board's purpose is to protect the water quality at the regional level by implementing and enforcing rules that regulate discharge.

Local Regulation

City of San Mateo Sewer System Management Plan

The most recent Sewer System Management Plan (SSMP) was updated in 2015. The purpose of the SSMP is to create a record of the activities and events that the City utilizes to manage its wastewater collection system. Some of these methods include maintaining the system to provide reliable service for the future, provide or increase capacities to allow for peak sewer flows, and minimize the number of sewer overflows. The plan should meet the requirements of the Regional Water Quality Board and the Statewide General Waste Discharge Requirements. It is important that system overflows are minimized because they pose a hazard to natural drainage systems and the environment.

City of San Mateo 2030 General Plan

The City of San Mateo 2030 General Plan contains policies and goals that address wastewater infrastructure, as summarized in Table 7.

City of San Mateo Municipal Code

In addition to the General Plan, the City of San Mateo Municipal Code provides a framework that shapes the development within the City. Chapters in the Municipal Code related to wastewater include Chapters 7.38, Sanitary Sewer Use; 23.16, Plumbing Code; 23.70, Green Building Code; 23.72, Water Conservation in Landscaping.

Clean Water Program – San Mateo

The Clean Water Program is a comprehensive plan to upgrade the aging wastewater collection and treatment system with advanced infrastructure that will provide reliable service for years to come. The Final Programmatic Environmental Impact Report was certified and adopted by City Council in 2016. The Clean Water Program costs approximately \$900 million over approximately 10-years. Primary objectives of the Clean Water Program are to replace aging infrastructure and facilities, build wet weather sewer system capacity assurance to prevent overflows, meet current and future regulatory requirements, and align with the City of San Mateo and Foster City's sustainability goals.

2. Existing Conditions

Wastewater Collection

City of San Mateo Sewer Collection System¹

The City of San Mateo's underground sewer collection system is comprised of 236 miles of sanitary sewer lines, more than 5,000 manholes, and 26 sewer lift stations. The collection system was built in the mid-1900s and is comprised of predominantly vitrified clay pipe (VCP). A majority of the system is over 60 years old, as shown in Table 8. This system is maintained by the City's Department of Public Works, Environmental Services division. Individual indoor waste drains are conveyed by the wastewater collection system to the City's Wastewater Treatment Plant, where the effluent is treated and eventually discharged into the San Francisco Bay.

¹ City of San Mateo, 2015. Sewer System Management Plan. Sewer System Management Plan, <https://www.cityofsanmateo.org/DocumentCenter/View/47516/City-of-San-Mateo-SSMP-2015?bidId=>, accessed on June 10, 2018.

City plans to upgrade the aging infrastructure are outlined in the Sewer System Management Plan, Integrated Wastewater Master Plan, and San Mateo's Clean Water Program. The City does not yet have plans in place for repurposing treated wastewater into a recycled water system.

Wastewater Treatment

San Mateo Wastewater Treatment Plant²

The San Mateo Wastewater Treatment Plant is owned by the City of San Mateo (approximately 75 percent ownership) and the City of Foster City/ EMID (approximately 25 percent ownership). A 2017 Joint Powers Agreement between the City of San Mateo and City of Foster City / EMID establishes the capacity, ownership, and cost distribution to the parties.

A 1989 sanitary sewage agreement was established between the City of San Mateo and three other agencies: the Town of Hillsborough, Crystal Springs County Sanitation District, and the County of San Mateo, as these agencies convey their wastewater to the San Mateo Wastewater Treatment Plant for treatment.

The treatment plant has been in operation since 1935 and treats an average dry weather flow of approximately 9 to 12 MGD of wastewater, with approximately 4.1 dry metric tons of biosolids removed from the plant each day. The City's National Pollutant Discharge Elimination System permit allows the wastewater treatment plant to discharge up to 60 MGD of treated effluent into the San Francisco Bay.³

² City of San Mateo, 2015. Sewer System Management Plan. Sewer System Management Plan, <https://www.cityofsanmateo.org/DocumentCenter/View/47516/City-of-San-Mateo-SSMP-2015?bidId=>, accessed on June 10, 2018.

³ Phillips, Jennifer. Jacobs. E-mail communication with Deryk Daquigan, City of San Mateo. August 27, 2018.

TABLE 7 GENERAL PLAN GOAL AND POLICIES RELEVANT TO WASTEWATER

Goal/ Policy #	Goals/Policy
LU Goal 1e	Provide adequate transportation, utilities, cultural, educational, recreational, and public facilities, and ensure their availability to all members of the community. Establish San Mateo as the cultural center of San Mateo County.
Policy LU 1.1	Planning Area Growth and Development to 2030. Plan for land uses, population density, and land use intensity as shown on the Land Use, Height and Building Intensity and City Image Plans for the entire planning area. Design the circulation system and infrastructure to provide capacity for the total development expected in 2030. Review projections annually and adjust infrastructure and circulation requirements as required if actual growth varies significantly from that projected.
Policy LU 4.5	Wastewater Treatment Plant Expansion. Provide adequate waste water treatment for the projected 2030 service area population, employment and development. Require that any future expansion of the Waste Water Treatment Plant (WWTP) be designed to be compatible with the adjacent parks, school, and low-density residential areas by screening views of WWTP with extensive and tall landscaping and reducing the height of all new structures to the maximum practicably feasible. Any future expansion of the WWTP shall take into account the possible rise in sea level.
Policy LU 4.6	Inter-Agency Coordination. Coordinate future expansion or modification of the Wastewater Treatment Plant with the other users of the plant including the Estero Municipal Improvement District (Foster City), the Crystal Springs County Sanitation District, Hillsborough and Belmont.
Policy LU 4.7	<p>Sewer System. Provide a sewer system which safely and efficiently conveys sewage to the wastewater treatment plant. Implement the Sewer System Management Plan (SSMP) to ensure proper Maintenance, operations and management all parts of the wastewater collection system.</p> <p>1. Comprehensive Sewer System Study. As a high priority maintain the comprehensive sewer system study to address the efficiency and integrity of the sewer lines and facilities, and develop a Capital Improvement Program to make any necessary improvements.</p> <p>2. Sewer Requirements for New Development. Require new major multi-family and commercial developments to evaluate the main sewer lines in the project vicinity which will be utilized by the new development and make any improvements necessary to convey the additional sewage flows.</p>

Source: Vision 2030, San Mateo General Plan.

TABLE 8 BREAKDOWN OF SEWER COLLECTION SYSTEM
BY AGE

Pipe Age	Length (Feet)	Length (miles)	Percentage of System
2000 – present	14,414	2.7	1
1980 – 1999	61,082	11.6	5
1960 – 1979	203,758	38.6	16.4
1940 – 1959	638,134	120.8	51.2
1920 – 1939	273,484	51.8	22
1900 – 1919	54,227	10.3	4.4
Before 1900	0	0	0
Total	1,245,099	235.8	100%

Source: City of San Mateo, Sewer System Management Plan.

C. STORMWATER SERVICES

The City of San Mateo maintains storm drain systems citywide. The system comprises 80 miles of storm drain lines that typically direct flow to the nearest creek before reaching San Francisco Bay (see Figure 2).

1. Regulatory Framework

This section summarizes the federal, State level, regional level, and local regulations governing stormwater conveyance and treatment in San Mateo.

Federal and State Regulations

Federal Clean Water Act

The Federal Clean Water Act creates the framework for regulating pollutant discharge into the waters of the United States and provides water quality standards for surface waters. The Clean Water Act was initially enacted in 1948 and was significantly revised and expanded in 1972.

The EPA, under the Clean Water Act, has set wastewater standards and made it unlawful to discharge pollutants from a point source to any navigable waters without obtaining a permit. Some of these point sources include pipes and man-made drainage channels that drain industrial facilities or commercial facilities.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) program was created in 1972 by the Federal Clean Water Act. The NPDES program helps regulate water pollution by imposing regulations that control the pollutant at the source of discharge. The EPA has authorized State, tribal, and territorial governments the ability to perform administrative, enforcement, and permitting aspects of the NPDES program.

State Water Resources Control Board

The State Water Resources Control Board establishes statewide policies and regulations for California under the Federal Clean Water Act and the Porter-Cologne Water Act. The Board's role is to protect California's water resources, which is comprised of surface waters and groundwater. The Board regulates water quality and mitigates for defects in the State's water resources.

National Flood Insurance Act of 1968

The City of San Mateo has been a regular member of the National Flood Insurance Program since 1981. In participating communities which adopt adequate floodplain management policies, FEMA is allowed to make affordable insurance protection against losses from flooding available to property owners. Certain areas in San Mateo are prone to flooding from the results of studies completed in the 1980s, and areas protected by levees are now at risk to flooding after FEMA adopted new policies in 1988.

Regional Regulations

San Francisco Bay Regional Water Quality Control Board

The San Francisco Bay Regional Water Quality Control Board was created as a result of the California Porter-Cologne Act. The Board's jurisdictions include Alameda, Contra Costa, San Francisco, Santa Clara, San Mateo, Marin, Sonoma, Napa, and Solano counties. The Board's purpose is to protect the water quality at the regional level by implementing and enforcing rules that regulate discharge. The Board-issued Municipal Regional Stormwater NPDES Permit (version 2.0) regulates stormwater management for the City of San Mateo and other municipalities and local agencies in Alameda, Contra Costa, San Mateo and Santa Clara Counties, and the cities of Fairfield, Suisun City, and Vallejo.

Local Regulation

City of San Mateo Vision 2030 General Plan

The City of San Mateo 2030 General Plan contains policies and goals addressing management of stormwater and storm drain infrastructure, as listed in Table 9.

City of San Mateo Municipal Code

In addition to the General Plan, the City of San Mateo's Municipal Code provides a framework that shapes the development within the City. The Municipal Code includes the following sections regarding stormwater management and discharge control: Section 7.38, Sanitary Sewer Use; Section 7.39, Stormwater Management and Discharge Control; and Section 23.72, Water Conservation in Landscaping.

2. Existing Conditions

Stormwater

City of San Mateo Stormwater System⁴

In addition to storm drain lines (see Table 10), the San Mateo storm collection system includes 25 miles of open channels and ditches that convey storm-generated runoff into the bay. The City is divided into seven watersheds: Laurel Creek, 19th Avenue Channel, 16th Avenue Channel, San Mateo Creek, North San Mateo, Shoreview Park, and Mariners Island. The storm drainage system is maintained by the City Department of Public Works, as are levees that provide flood protection from creek flooding and the San Francisco Bay. The 2004 San Mateo Storm Drain Master Plan addresses stormwater conveyance deficiencies through capital improvements.

⁴ City of San Mateo, 2004, *Storm Drain Master Plan, San Mateo, CA*.

FIGURE 2 EXISTING WATERSHEDS



Source: San Mateo County GIS

TABLE 9 GENERAL PLAN GOAL AND POLICY RELEVANT TO STORMWATER

Goal/Policy #	Goals/Policy
Policy LU 4.4.5	<p>Stormwater Treatment. Continue to implement the San Mateo Countywide Stormwater Pollution Prevention Plan Program to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) permit.</p> <ul style="list-style-type: none"> ▪ Prevent water pollution from point and non-point sources. ▪ Minimize stormwater runoff and pollution by encouraging low-impact design features, such as pervious parking surfaces, bioswales and filter strips in new development. ▪ Encourage the use of drought-tolerant and native vegetation in landscaping. <p>The City of San Mateo is required under the countywide stormwater pollution prevention program to prevent stormwater pollution. The principal goal is to minimize erosion, sediment, and other waste runoff from active construction sites and to implement effective post-construction permanent treatment measures. The City has implemented design and permit requirements based on the current NPDES permit. With the requirements set forth under the permit, the City has managed to prevent further erosion of our natural creeks, increase the amount of natural vegetation, and decrease the amount of stormwater runoff from in-fill development projects with the use of specific guidelines, pamphlets, and project conditions of approval.</p>
LU Goal 4a	<p>Facilities. Seek to provide a safe and predictable supply of water, and provide storm drainage, sewer and flood control facilities adequate to serve existing needs, the projected population and employment growth and to reduce the associated life safety and health risks to acceptable levels.</p>

Source: Vision 2030, San Mateo General Plan.

TABLE 10 STORM DRAIN COLLECTION SYSTEM INVENTORY

Pipe Type	Diameter/ Size (Inches)	Total Length in System (Feet)
Reinforced Concrete Pipe	8	740
	10	330
	12	99,630
	15	85,080
	18	74,200
	21	31,140
	24	44,770
	27	14,720
	30	14,780
	33	10,030
	36	35,140
	42	91,900
	48	15,200
	54	4,760
	60	2,960
	66	5,100
	72	3,770
	120	260
Elliptical Pipe	19 x 30	2,210
	38 x 60	460
	48 x 76	2,340
	53 x 83	4,300
Arch Pipe	36 x 22	950
	43 x 27	720
	14' x 5'-8	2,020
Egg Shaped Pipe	48 x 32	580
Total Pipe Length		419,990
Ditches and Canals		127,750

Source: 2004 Storm Drain Master Plan, City of San Mateo.

D. ENERGY

The Pacific Gas & Electric company (PG&E) provides electric and natural gas service in San Mateo. PG&E transports the electrical energy and Peninsula Clean Energy consortium provides the electrical commodity.

1. Regulatory Framework

Federal and State Regulations

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 introduced requirements to shift the US towards energy independence and security. These requirements include increasing the production of cleaner renewable fuels, increasing the efficiency of products and energy for buildings and vehicles.

Energy Policy Act of 2005

The Energy Policy Act of 2005 provides resources to entities that develop or use technologies that reduce the production of GHGs. Some energy production methods that are addressed include energy efficiency, renewable energy, and electricity and energy tax incentives.

2016 California Building Code

The 2016 California Building Code establishes building energy efficiency standards. The Building Energy Efficiency Standards section provides regulations on what new commercial and residential buildings have to adhere to with regards to building energy. Requirements in this Code include efficient HVAC systems and lighting systems.

California Public Utilities Commission

The California Public Utilities Commission (CPUC) is an agency that regulates utilities, ensures reliable access to utility infrastructure, and protects the environment and consumers. In relation to energy, the CPUC specifically regulates investor-owned electric and natural gas utilities operating in California. One of these companies includes PG&E, which serves the City of San Mateo. Some initiatives and mandates addressed by CPUC relate to consumer electric costs, electric power procurement and generation, infrastructure, customer energy resources, energy efficiency, and energy rates.

2006 Appliance Efficiency Regulations

The 2006 Appliance Efficiency Regulations provides standards and requirements for the 21 different categories of appliances that are sold in California. They include federally regulated and non-regulated appliances.

Governor's Green Building Executive Order⁵

Enacted in April 2012, the Governor's Green Building Executive Order required the reduction of GHGs. The Order sought to achieve this directive by requiring new government buildings to be Net Zero Energy by 2025,

⁵ State of California, April 12, 2012. Executive Order B-18-12, <https://www.gov.ca.gov/2012/04/25/news17508>, accessed on June 10, 2018.

reduction of peak electrical loads, pursuing of electrical vehicle systems and obtaining at a minimum, LEED silver certification for large government buildings.

Regional Regulations

Peninsula Clean Energy

Peninsula Clean Energy (PCE) is the official provider of electricity for San Mateo County and primarily focuses on providing renewable energy. Its portfolio consists of over 50 percent of eligible renewable energies and consumers can choose between PCE or PG&E when selecting an energy provider. Energy provided by PCE is transmitted through PG&E distribution channels.

Local Regulation

City of San Mateo 2030 General Plan

The City of San Mateo 2030 General Plan contains policies and goals that call for sustainable energy efficiency and conservation practices, as listed in Table 11.

City of San Mateo Municipal Code

The City has adopted the California Green Building Code, which covers a number of requirements, from energy efficiency in building operation to provision of electrical vehicle infrastructure (see Sections 23.08, Building Code; 23.12, Electrical Code; 23.24, Energy Code; 23.44, Electrical Vehicle Charging Stations; 23.70, Green Building Code).

2. Existing Conditions

Pacific Gas & Electric & Peninsula Clean Energy^{6,7}

Pacific Gas & Electric Company and Peninsula Clean Energy together provide electrical services in San Mateo. PG&E is the sole provider for natural gas services to the City. PG&E provides distribution of electrical services to the city, while PCE provides the electrical commodity. PCE works in conjunction with PG&E to provide electricity to consumers through the use of PG&E's distribution infrastructure and network. Both utilities are regulated by the California Public Utilities Commission.

PG&E serves California in the areas north of Bakersfield and south of Eureka, and from the Sierra Nevada in the east to the Pacific Ocean from the west. PG&E owns over 106,000 circuit miles of electric distribution lines, 18,000 circuit miles of interconnected transmission lines, 42,000 miles of natural gas distribution pipelines, and 6,400 miles of transportation pipelines. PG&E provides energy to over 5 million electric customers and over 4 million natural gas customers.

As of 2016, the PG&E energy generation profile consists of 12 percent large hydroelectric facilities, 17 percent natural gas, 24 percent nuclear, 14 percent energy from unspecified sources, and 33 percent eligible

⁶ Company profile, No Date, https://www.pge.com/en_US/about-pge/company-information/profile/profile.page, accessed on June 10, 2018.

⁷ PG&E's Power Mix, Understanding Our Clean Energy Solutions, 2017, https://www.pge.com/pge_global/local/assets/data/en-us/your-account/your-bill/understand-your-bill/bill-inserts/2017/november/power-content.pdf, accessed on June 10, 2018.

renewable energies, which includes biomass and waste, geothermal, small hydroelectric, solar and wind. PCE's portfolio consist of 27 percent hydroelectric facilities, 15 percent unspecific sources, and 58 percent eligible renewable energies, which includes small hydroelectric and wind.

TABLE 11 GENERAL PLAN GOAL AND POLICY RELEVANT TO ELECTRIC AND GAS

Goal/Policy #	Goals/Policy
LU Goal 1i	Consider the effects of Climate Change on the City of San Mateo. Incorporate sustainability into the City's policies, work programs and standard operation.
Policy LU 4.16	<p>Service Improvements and Expansion. Seek to ensure adequate gas, electric and communication systems to serve existing and future needs while minimizing impacts on existing and future residents by taking the following actions:</p> <ul style="list-style-type: none"> ▪ Underground electrical and communication transmission and distribution lines in residential and commercial areas as funds permit. ▪ Require all new developments to underground lines and provide underground connections when feasible. ▪ Balance the need for cellular coverage with the desire to minimize visual impacts of cellular facilities, antennas, and equipment shelters.

Source: City of San Mateo, 2010, General Plan 2030.

E. SOLID WASTE

This section describes existing conditions related to solid waste disposal services in the City of San Mateo.

1. Regulatory Framework

State Regulations

California Integrated Waste Management Act

California's Integrated Waste Management Act of 1989 (AB 939) requires that cities and counties divert 50 percent of all solid waste from landfills as of January 1, 2000 through source reduction, recycling, and composting. AB 939 also establishes a goal for all California counties to provide at least 15 years of ongoing landfill capacity. To help achieve this, the Act requires that each city and county prepare a Source Reduction and Recycling Element to be submitted to the Department of Resources Recycling and Recovery (CalRecycle).

In 2007, SB 1016 amended AB 939 to establish a per capita disposal measurement system. California Integrated Waste Management Board (CIWMB) sets a target per capita disposal rate for each jurisdiction. Each jurisdiction must submit an annual report to CIWMB with an update of its progress in implementing diversion programs and its current per capita disposal rate.⁸ The City of San Mateo disposal rate in 2017 was 4.3 pounds of waste per person per day (ppd) per resident and 8.3 ppd per employee, which was well below the CIWMB targets of 5.8 ppd per resident and 13.3 ppd per employee.⁹

In September 2016, Governor Brown signed establishing methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants (SLCP) in various sectors of California's economy. The SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food be recovered for human consumption by 2025. Methane emissions resulting from the decomposition of organic waste in landfills are a significant source of greenhouse gas (GHG) emissions contributing to global climate change. Organic materials—including waste that can be readily prevented, recycled, or composted—account for a significant portion of California's overall waste stream.

California Solid Waste Reuse and Recycling Access Act of 1991

The California Solid Waste Reuse and Recycling Access Act requires development projects to set aside areas for collecting and loading recyclable materials. The Act required CalRecycle to develop a model ordinance for adoption by any local agency relating to adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model, or an ordinance of their own, governing adequate areas in development projects for collection and loading of recyclable materials.

⁸ CalRecycle, No Date. Per Capita Disposal and Goal Measurement (2007 and later), <http://www.calrecycle.ca.gov/LGCentral/Basics/PerCapitaDsp.htm#Jurisdiction>, accessed on July 10, 2018.

⁹ CalRecycle, Jurisdiction Diversion/Disposal Rate Summary (2007 – Current), <http://www.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversionPost2006.aspx>, accessed on July 10, 2018.

CALGreen Building Code¹⁰

The California Green Building Standards Code (CALGreen Code) is applied to any project initiated after January 1, 2011. Section 4.408, Construction Waste Reduction Disposal and Recycling, mandates that, in the absence of a more stringent local ordinance, a minimum of 50 percent of non-hazardous construction and demolition debris must be recycled or salvaged. The Code requires the Applicant to have a waste management plan for on-site sorting or construction debris, which is submitted to the City of San Mateo for approval. The plan:

- Identifies the materials to be diverted from disposal by recycling, reuse on the project, or salvage for future use or sale.
- Specifies if materials will be sorted on-site or mixed for transportation to a diversion facility.
- Identifies the diversion facility where the material collected can be taken.
- Identifies construction methods employed to reduce the amount of waste generated.
- Specifies that the amount of materials diverted shall be calculated by weight or volume, but not by both.

Local Regulations

City of San Mateo 2030 General Plan

The Land Use section of the General Plan contains goals and policies relevant to solid waste (see Table 12). Specifically, there is a policy to “continue to support programs to reduce solid waste materials in landfill areas in accordance with State requirements,” and to “support programs to recycle solid waste in compliance with State requirements, and require provisions for onsite recycling for all new development.”¹¹ Additionally, Land Use Policy 8.6 (LU 8.6) seeks to “increase measured waste diversion to 50 percent in 2020 and maximum diversion 90 percent by 2050 by mandating recycling, setting aggressive waste reduction goals for all new development and increasing costs for residential and commercial waste collection then using increased waste collection revenue to provide waste reduction incentives.”¹²

City of San Mateo Municipal Code

Chapter 7.32, Garbage, and Chapter 7.33, Recycling and Salvaging of Construction and Demolition Debris of the Municipal Code, govern solid waste and recycling activities in San Mateo. Chapter 7.32 establishes where and how solid waste is collected and removed from homes and businesses, and how it is disposed of in local landfills. Chapter 7.33 requires recycling of construction and demolition debris from all new residential or commercial development and remodel projects valued at more than \$50,000. At least 50 percent for alterations and 60 percent for new construction of the waste generated from the project must be recycled.

2. Existing Conditions

Recology San Mateo County (Recology) provides residential and commercial solid waste collection, composting, and recycling services for the City of San Mateo. Waste is transferred to Shoreway Environmental Center in San Carlos where visible recyclable materials are separated from gross refuse. The Shoreway Environmental Center has a permitted daily capacity of 3,000 tons, and currently processes between 1,500 to

¹⁰ <https://codes.iccsafe.org/public/document/details/toc/657>, accessed on October 8, 2018.

¹¹ City of San Mateo, *Vision 2030 General Plan*, page II-34.

¹² City of San Mateo, *Vision 2030 General Plan*, page II-42.

1,900 tons daily.¹³ After solid waste is collected and sorted at the San Carlos Transfer Station, it is transported to the Los Trancos Canyon (Ox Mountain) landfill in Half Moon Bay. The Ox Mountain landfill is permitted to receive up to 3,598 tons of waste per day or 1.3 million tons per year and has a remaining capacity of 22 million cubic yards.¹⁴ The Ox Mountain landfill is estimated to close by 2034.¹⁵

TABLE 12 GENERAL PLAN GOALS AND POLICIES RELEVANT TO SOLID WASTE

Goal/Policy #	Goal/Policy
Land Use	
Policy LU 4.31	Solid Waste Disposal. Continue to support programs to reduce solid waste materials in landfill areas in accordance with State requirements.
Policy LU 4.32	Recycling and Composting. Support programs to recycle solid waste in compliance with State requirements. Require provisions for onsite recycling for all new development and expand composting of green waste and food scraps, as directed by the City's Climate Action Plan which is an appendix of the General Plan.
Goal 5	Promote cooperative interaction with other public agencies regarding regional issues.
Policy LU 5.1	Inter-Agency Cooperation. Promote and participate in cooperative planning with other public agencies and adjacent jurisdictions, especially regarding regional issues such as water supply, traffic congestion, rail transportation, air pollution, waste management, fire services, emergency medical services and climate change.
Goal 8c	Ensure that all improvements to existing structures are developed or remodeled in a sustainable manner.
Policy LU 8.6	Waste Reduction. Reduce waste sent to landfills by San Mateo's residents, businesses and visitors by a minimum of 75% from 2005 levels by 2020 by mandating recycling, setting aggressive waste reduction goals for all development, implementing composting programs, and increasing costs for residential and commercial waste collection then using increased waste collection revenue to provide waste reduction incentives. Supportive actions for waste reduction are detailed in the Climate Action Plan.

Source: City of San Mateo, 2010, General Plan 2030.

¹³ City of San Mateo, *Vision 2030 General Plan*, page II-34.

¹⁴ San Mateo County Environmental Health Division, March 2017, *Ox Mountain Landfill Environmental Impact Report Technical Addendum*, page 2.

¹⁵ San Mateo County Environmental Health Division, March 2017, *Ox Mountain Landfill Environmental Impact Report Technical Addendum*, page 2.

Appendix A

Utilities Regulatory Setting Links

Water

A. FEDERAL AND STATE REGULATIONS

1. Federal Safe Drinking Water Act (SDWA)
 - <https://www.epa.gov/laws-regulations/summary-safe-drinking-water-act>
2. Porter-Cologne Water Quality Control Act
 - https://www.waterboards.ca.gov/water_issues/programs/nps/encyclopedia/0a_laws_policy.shtml
3. California Senate Bill (SB) 610 and 221
 - http://www.leginfo.ca.gov/pub/01-02/bill/sen/sb_0601-0650/sb_610_cfa_20010710_173214_asm_comm.html
4. California Urban Water Management Planning Act (UWMP)
 - <https://www.water.ca.gov/Programs/Water-Use-And-Efficiency/Urban-Water-Use-Efficiency/Urban-Water-Management-Plans>
5. California Sustainable Groundwater Management Act
 - <https://www.water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management>
6. 2016 California Plumbing Code
 - <http://epubs.iapmo.org/2016/CPC/mobile/index.html#p=1>
7. 2016 CALGreen Building Code
 - <https://www.documents.dgs.ca.gov/bsc/CALGreen/CALGreen-Guide-2016-FINAL.pdf>
8. The Water Conservation Act of 2009
 - http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200920107SB7

B. REGIONAL REGULATIONS

1. 2015 California Water Service Urban Water Management Plan, Mid-Peninsula District, and
2. Water Shortage Contingency Plan – California Water Service, Mid-Peninsula District (p.57)
 - https://storage.googleapis.com/midpeninsulawater-org/uploads/MPWD_2015%20UWMP_Final.pdf

C. LOCAL REGULATIONS

1. San Mateo 2030 General Plan (Conservation, Public Resource Element)
 - <https://www.cityofsanmateo.org/DocumentCenter/View/7165/COS-PR-Element-?bidId=>
2. City of San Mateo Municipal Code
 - <http://qcode.us/codes/sanmateo/>

Wastewater

A. FEDERAL AND STATE REGULATIONS

1. Federal Clean Water Act
 - <https://www.epa.gov/laws-regulations/summary-clean-water-act>
2. National Pollutant Discharge Elimination System
 - <https://www.epa.gov/npdes>
3. Porter-Cologne Water Act
 - https://www.waterboards.ca.gov/laws_regulations/docs/portercologne.pdf
4. State Resources Control Board
 - <https://www.waterboards.ca.gov/>

B. REGIONAL REGULATIONS

1. San Francisco Bay Regional Water Quality Control Board
 - https://www.waterboards.ca.gov/publications_forms/publications/factsheets/docs/region_brds.pdf

C. LOCAL REGULATIONS

1. City of San Mateo Sewer System Management Plan
 - <https://www.cityofsanmateo.org/DocumentCenter/View/47516/City-of-San-Mateo-SSMP-2015?bidId=>
2. City of San Mateo 2030 General Plan
 - <https://www.cityofsanmateo.org/2021/2030-General-Plan>
3. City of San Mateo Municipal Code
 - <http://qcode.us/codes/sanmateo/>
4. Clean Water Program - San Mateo
 - <http://cleanwaterprogramsanmateo.org/>

Stormwater

A. FEDERAL AND STATE REGULATIONS

1. Federal Clean Water Act
 - <https://www.epa.gov/laws-regulations/summary-clean-water-act>
2. National Pollutant Discharge Elimination System
 - https://www.waterboards.ca.gov/water_issues/programs/nps/encyclopedia/0a_laws_policy.shtml
3. State Water Resources Control Board
 - https://www.waterboards.ca.gov/water_issues/programs/nps/encyclopedia/0a_laws_policy.shtml
4. National Flood Insurance Act of 1968

- https://www.fema.gov/media-library-data/20130726-1545-20490-9247/frm_acts.pdf

B. REGIONAL REGULATIONS

1. San Francisco Bay Regional Water Quality Control Board
 - https://www.waterboards.ca.gov/publications_forms/publications/factsheets/docs/region_brds.pdf

C. LOCAL REGULATIONS

1. City of San Mateo 2030 General Plan
 - <https://www.cityofsanmateo.org/2021/2030-General-Plan>
2. City of San Mateo Municipal Code
 - <http://qcode.us/codes/sanmateo/>

Energy

A. FEDERAL AND STATE REGULATIONS

1. Energy Independence and Security Act of 2007
 - <https://www.epa.gov/laws-regulations/summary-energy-independence-and-security-act>
2. Energy Policy Act of 2005
 - <https://www.epa.gov/laws-regulations/summary-energy-policy-act>
3. 2016 California Building Code
 - <https://www.energy.ca.gov/2015publications/CEC-400-2015-037/CEC-400-2015-037-CMF.pdf>
4. California Public Utilities Commission
 - <http://www.cpuc.ca.gov/>
5. 2006 Appliance Efficiency Regulations
 - <http://www.energy.ca.gov/appliances/archive/2006regulations/>
6. Governor's Green Building Executive Order
 - <https://www.gov.ca.gov/2012/04/25/news17508>

B. REGIONAL REGULATIONS

1. Peninsula Clean Energy
 - <https://www.peninsulacleanenergy.com/>

C. LOCAL REGULATIONS

1. City of San Mateo 2030 General Plan
 - <https://www.cityofsanmateo.org/2021/2030-General-Plan>
2. City of San Mateo Municipal Code
 - <http://qcode.us/codes/sanmateo/>

Solid Waste

A. FEDERAL AND STATE REGULATIONS

1. California Integrated Waste Management Act
 - https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=PRC&division=30.&title=&part=3.&chapter=18.&article=1
2. SB 1016, 2007
 - http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB1016
3. SB 1383, 2016
 - http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB1383
4. California Solid Waste Reuse and Recycling Access Act of 1991
 - <https://law.justia.com/codes/california/2016/code-prc/division-30/part-3/chapter-18/>
5. CALGreen Building Code
 - <http://www.bsc.ca.gov/Home/CALGreen.aspx>
 - <https://codes.iccsafe.org/public/chapter/content/2057/>

B. LOCAL REGULATIONS

1. City of San Mateo 2030 General Plan
 - <https://www.cityofsanmateo.org/2021/2030-General-Plan>
 - <https://www.cityofsanmateo.org/DocumentCenter/View/44794/Land-Use-Element--CAP-GPA-3-2-15?bidId=>
2. City of San Mateo Municipal Code
 - <http://qcode.us/codes/sanmateo/>