
SAN MATEO

EXISTING CONDITIONS REPORT

LAND USE

PUBLIC REVIEW DRAFT | OCTOBER 9, 2018



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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.

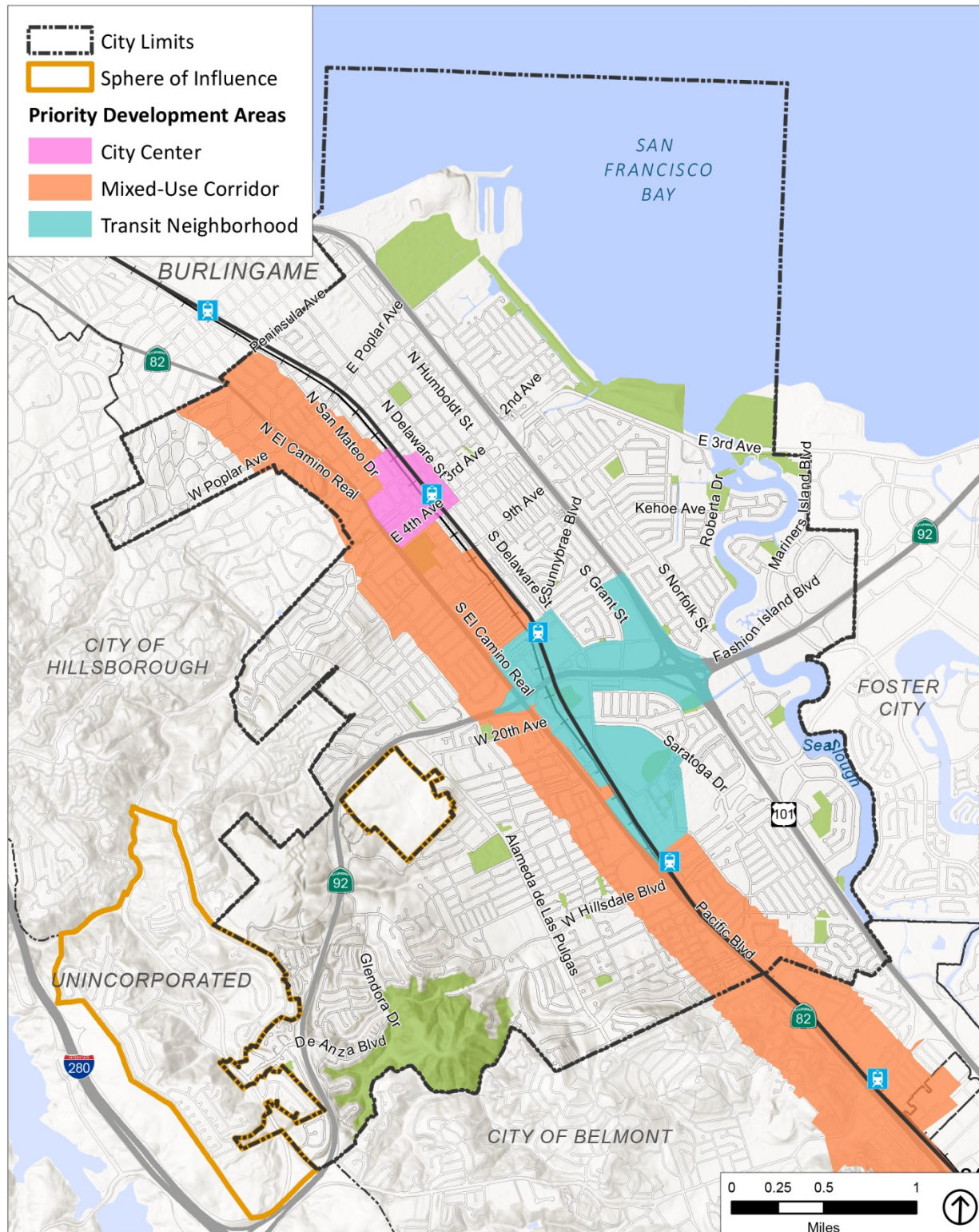
¹⁵ The City of San Mateo, 1971, *The Shoreline Park Specific Plan*, page 6.

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.

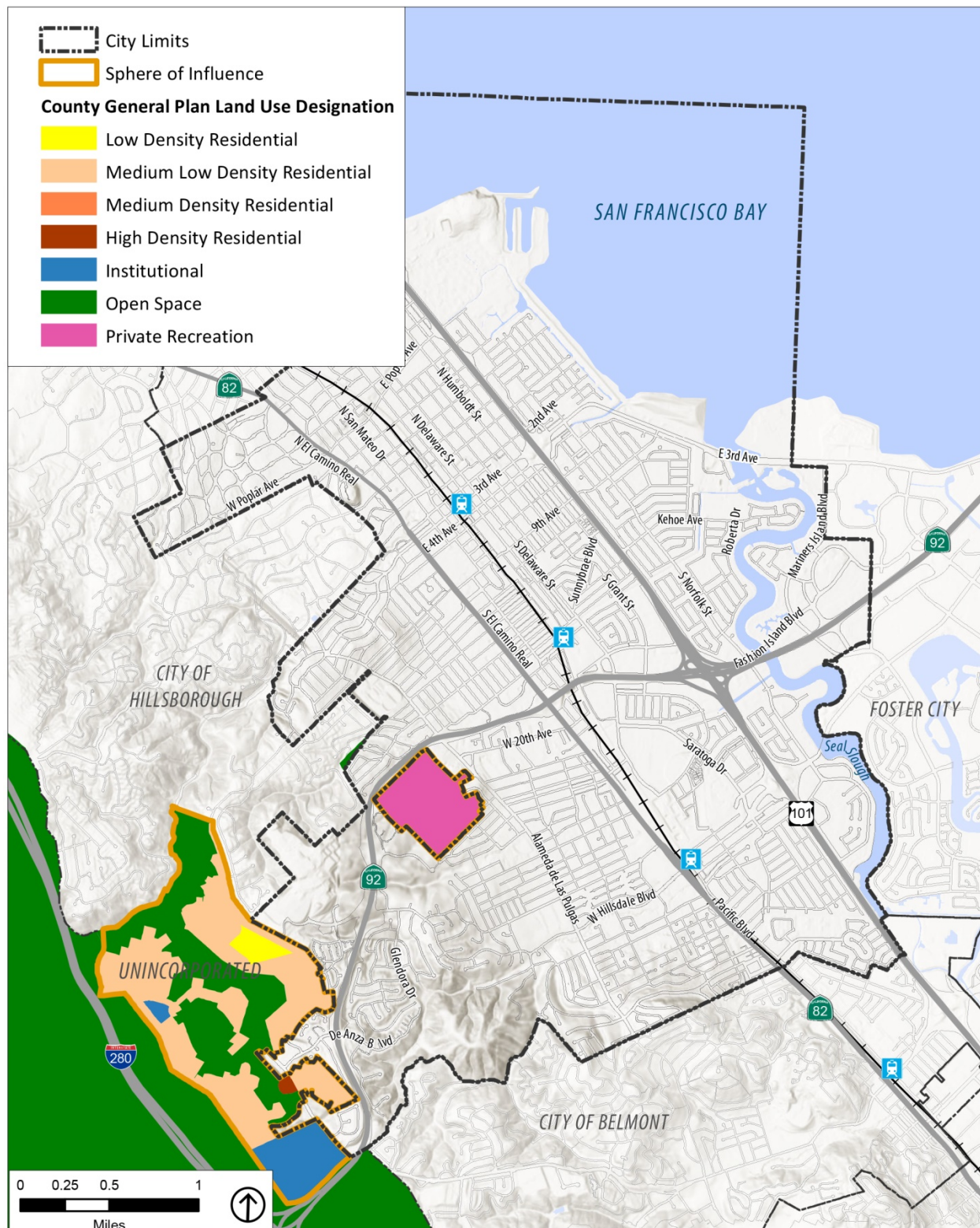
¹⁸ City of San Mateo, *Downtown Area Plan*, Chapter 1.

FIGURE 1 CITY OF SAN MATEO PRIORITY DEVELOPMENT AREAS



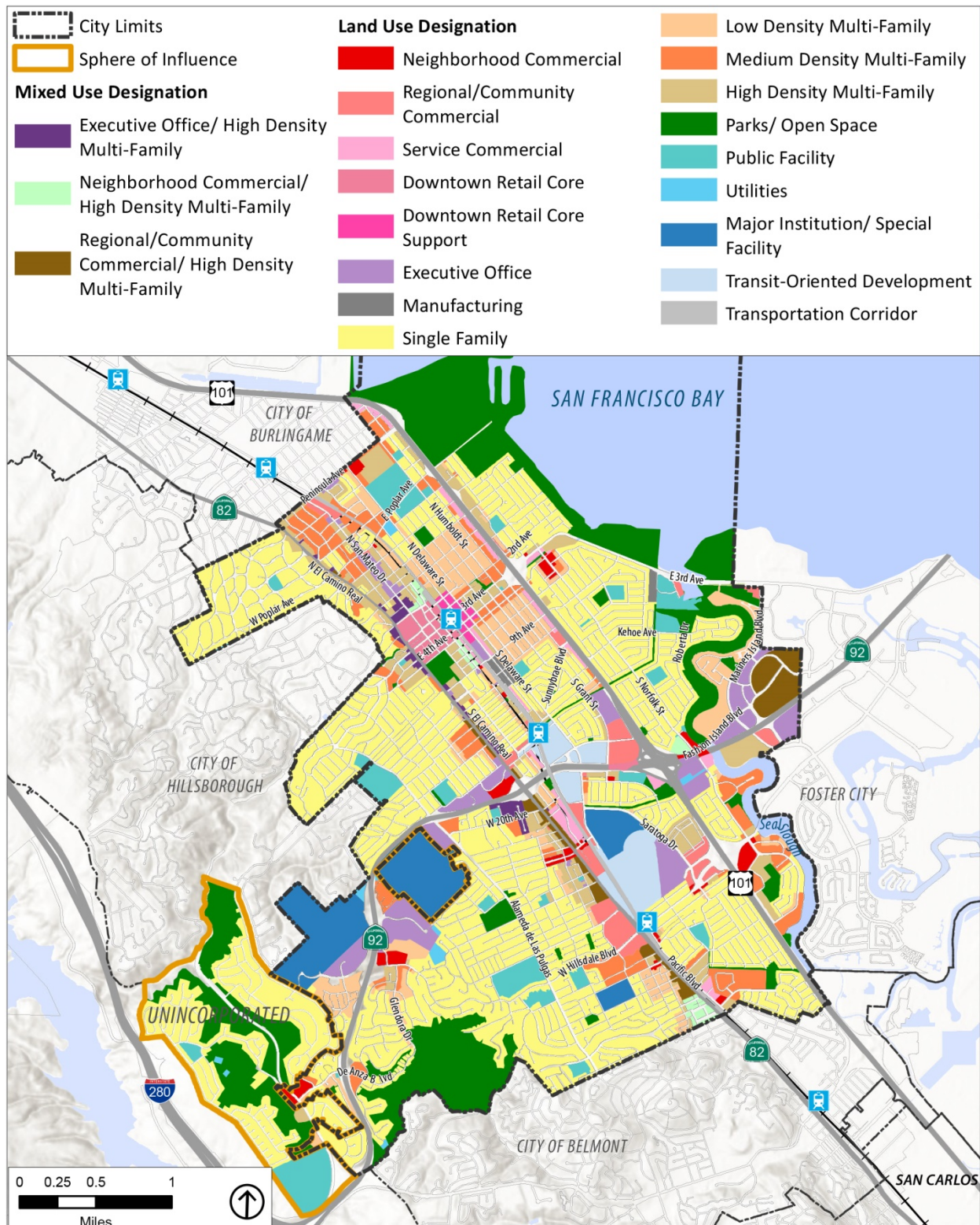
Source: City of San Mateo, 2018; San Mateo County, 2018; Esri, 2018; PlaceWorks, 2018; Metropolitan Transportation Commission, 2018

FIGURE 2 SAN MATEO COUNTY GENERAL PLAN LAND USES



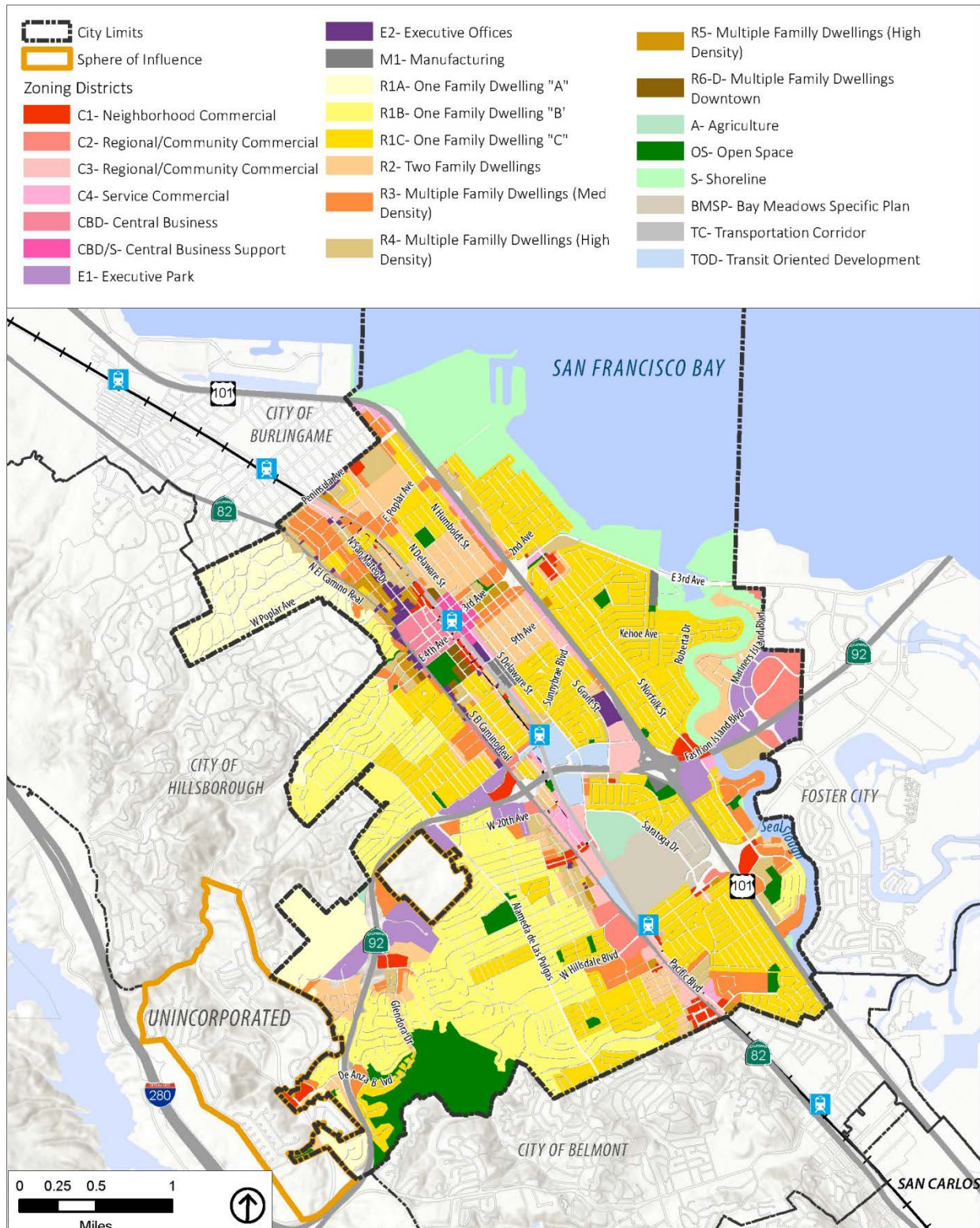
Source: City of San Mateo, 2018; San Mateo County, 2018; Esri, 2018; PlaceWorks, 2018

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

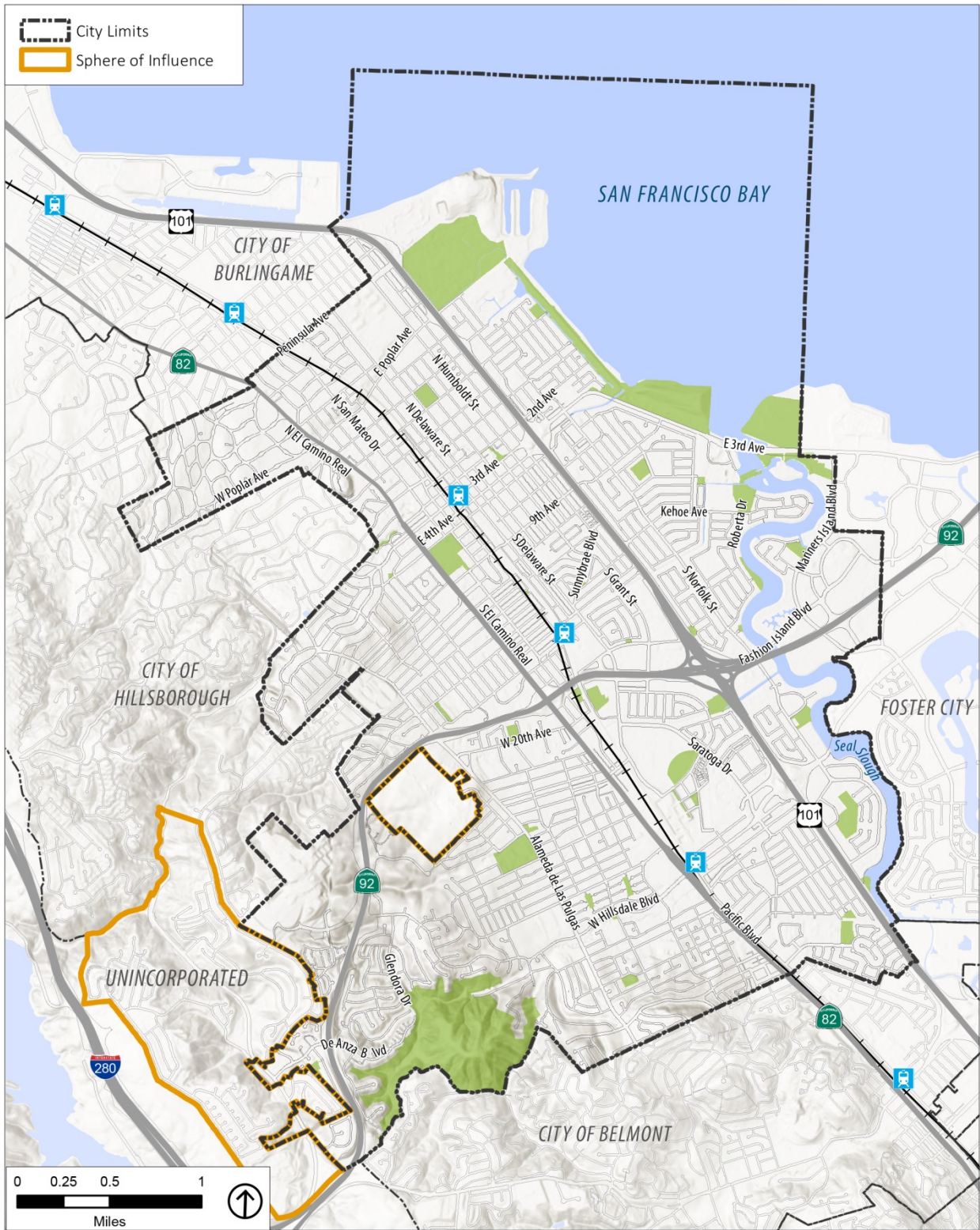
Water, such as the San Francisco Bay, Seal Slough, and canals, comprises approximately 22 percent of the City Limits.

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

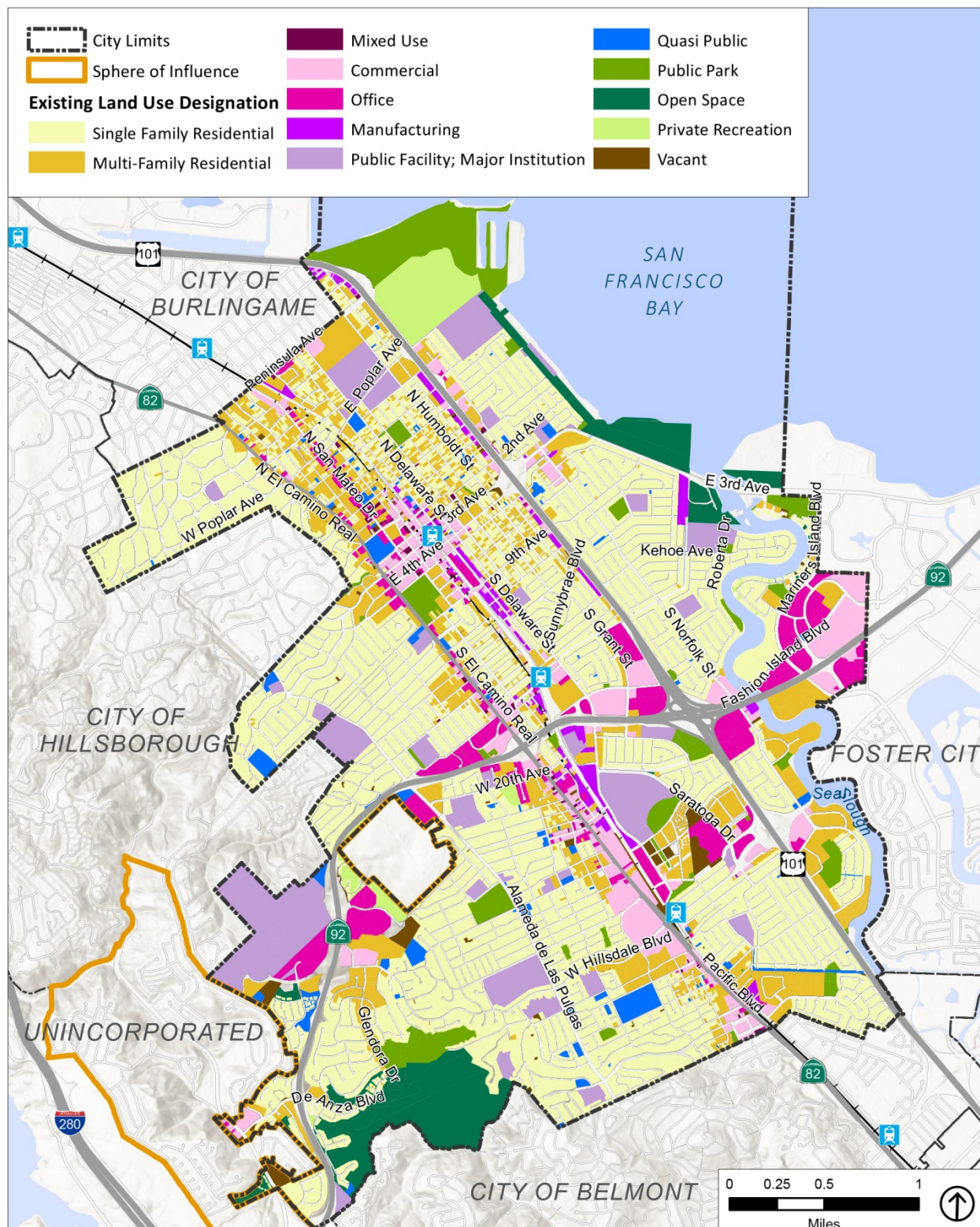
activity as of August 31, 2018. For the most up-to-date information on development projects in San Mateo, visit the City's website: www.cityofsanmateo.org/whats happening.

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=>