Land Use and Circulation Alternatives Evaluation

for the City of San Mateo | January 14, 2022 – Public Review Draft

STRIVE SAN MATEO
GENERAL PLAN 2040

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1. Introduction

San Mateo is undertaking a major public planning effort, called *Strive San Mateo General Plan 2040*, to help guide how the City will look, feel, and change over the next 20 years. As part of the General Plan visioning process, the community expressed that San Mateo should be: "a vibrant, livable, diverse, and healthy community that respects the quality of its neighborhoods, fosters a flourishing economy, is committed to equity, and is a leader in environmental sustainability."

To achieve the General Plan vision, the City has analyzed three land use and transportation alternatives for 10 Study Areas throughout San Mateo that were developed through an extensive public process. Each land use alternative shows a vision for the different types and ranges of development that should occur in each Study Area over the next 20 years. The circulation alternatives guide how people could travel throughout San Mateo using bicycles, cars, transit, or by walking.

This Alternatives Workbook is intended to help you understand the implications of the three different approaches to land use and transportation planning represented by each of the alternatives, including both positive and negative impacts, so that you can participate in developing a Preferred Scenario that will be a combination of the individual preferred scenarios for each Study Area in the City.

STRIVE SAN MATEO
GENERAL PLAN 2040

1.1 REPORT ORGANIZATION

This Alternatives Workbook is organized into the following chapters:

1. The Introduction chapter describes the organization of the workbook, purpose of the General Plan, and outlines the alternatives process.
2. The Description of Alternatives chapter explains the place type menu that was used for each alternative, provides the projected buildout for the City, presents the proposed land use alternative maps by Study Area, and shows the circulation alternatives.
3. The Summary of Key Findings chapter provides a very high-level snapshot of the key findings for each alternative, based on the more detailed evaluation in Chapter 5, and provides information on how to build your Preferred Scenario.
4. The Project Context chapter lists the vision and values of the General Plan, provides a table of projects that are approved or in the development review process in all Study Areas, describes the relationship of the General Plan to the Housing Element and Measure Y, cites other Citywide plans and regulations in San Mateo that will affect future development.
5. The Alternatives Evaluation chapter provides a detailed comparison of each alternative for selected topics, including urban form, traffic and multimodal circulation, utilities, community services, environmental sustainability, equity and public health, city fiscal sustainability, and market viability.

6. The Next Steps section details the process to select the preferred scenario and upcoming General Plan tasks.

1.2 WHAT IS A GENERAL PLAN?

San Mateo is updating its General Plan, which is the plan that expresses the community's vision for how the City will look, feel, and change over the next 20 years. Every City in California is required to have a General Plan that covers the entire city. State law says that General Plans must address many different topics that affect our daily lives, such as housing, transportation, natural resources, public safety, and equity.

- Where housing, businesses, industry, open space, schools, civic buildings, and other land uses will be located, and what density or intensity of use is allowed.
- Where roads, truck routes, bicycle routes, walking trails, and public utilities and facilities will go, and ensures that the City's infrastructure can serve the future development that is allowed in the General Plan.
- Current and future housing needs for people at all income levels, and housing policies and programs to preserve affordable housing and build new affordable and market-rate housing to meet those needs.
- How to protect our natural resources, such as water, air, trees, and hillsides, and how to preserve and improve open spaces, including open space for recreation, for habitat, or for public health and safety.
- Ways to protect residents from harmful or disruptive levels of noise, and to keep the community safe from natural and human-caused hazards, such as earthquakes, landslides, floods, and wildfires, including increased risks from climate change.
- Improving the safety and quality of life for residents of neighborhoods that face a combination of both higher-than-average pollution exposure and social and economic challenges such as low incomes, language barriers, or housing instability.

The General Plan will include policies that determine what can and cannot be built in the City, including new homes, new businesses, new parks, and improvements to our streets and sidewalks, and how this development will be served.

1.3 ALTERNATIVES PROCESS

The alternatives presented in this workbook consider different locations and intensities of development that could occur over the next 20 years for each of the 10 Study Areas. They were created to test the pros, cons, and different possible outcomes of a range of possible futures for San Mateo.

Here's how the alternatives were created:

1. Choose Study Areas. San Mateo community members provided input at workshops, meetings, and online to identify areas of the City that have the greatest potential to experience and to accommodate land use changes over the next 20 years. Study Areas include areas near transit; areas where current buildings are aging, vacant, or not maintained; or areas where property owners have expressed interest in considering redevelopment of the property. Ten Study Areas were identified as part of this process, as shown in Figure 1, Study Area Boundaries. The ten Study Areas are the locations where the most growth is projected to occur; however, changes could still occur outside of these areas. The General Plan will allow for continued growth outside of the Study Areas based on existing densities, regulations, and state law.

2. **Create a Range of Alternatives for each Study Area.** Three draft land use and circulation alternatives were created for each Study Area to consider different locations and intensities of development that could occur over the next 20 years. The range of three alternatives was vetted through a process of community meetings and input from the General Plan Subcommittee, Planning Commission, and City Council.

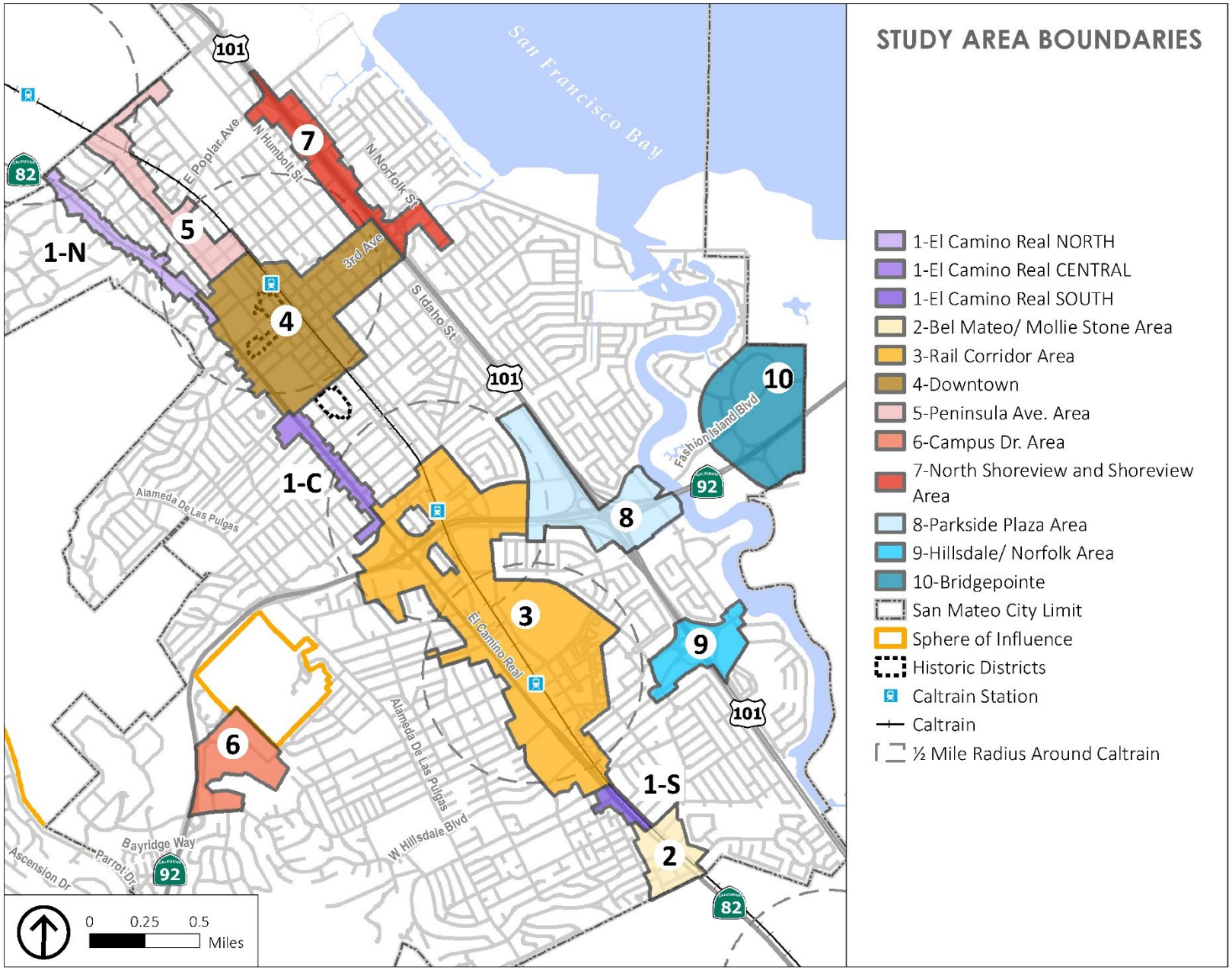
3. **Evaluate and Compare Alternatives.** This report evaluates and compares the alternatives to help facilitate selecting a Preferred Scenario.

4. **Choose a Preferred Scenario for Further Study.** Using this alternatives evaluation as a tool, the City will solicit community input on their preferences for the city's future growth and development. The Preferred Scenario will be developed through a robust public engagement process. The Preferred Scenario will be created by mixing and matching various features of each alternative. The City Council will provide final direction on the Preferred Scenario.

5. **Refine the Preferred Scenario.** The Preferred Scenario will become the basis for the land use and circulation maps in the Draft General Plan and will undergo extensive additional analysis in the Draft Environmental Impact Report. The Environmental Impact Report, or EIR, is required under the California Environmental Quality Act (CEQA) to identify and mitigate any potential environmental effects of adopting the updated General Plan. In addition to growth within the Study Areas, the General Plan will anticipate and allow for continued growth outside of the Study Areas based on existing regulations.

6. **Continued Participation.** After the Preferred Scenario is selected, the public will continue to play an important role. The City will ask the community for input on the Draft General Plan and the Draft Environmental Impact Report. Public participation at these key steps is vital to shaping a plan that represents the values and vision of the community.

Figure 1. Study Area Boundaries



1.4 COVID-19 PANDEMIC

City staff and the General Plan consultant team, including economists from Economic & Planning Systems (EPS), reexamined the land use alternatives in early 2021 to consider whether changes are needed to reflect effects of the ongoing COVID-19 pandemic. The team concluded that, by the year 2040, the effects of the current pandemic will not be discernable from other social and economic changes. Current economic predictions are that residential demand will continue to increase even though some parts of the Bay Area may be experiencing a temporary dip in the rental market.

Although the COVID-19 pandemic could result in a longer-term trend of more people working from home, there will continue to be a strong office market demand as employers see value in face-to-face work. In addition, other types of work, such as research and development in a lab environment, cannot feasibly happen from home. The decline of traditional "brick and mortar" retail is likely to be accelerated by online shopping habits built during the pandemic, but retail is not a significant proportion of the jobs or development foreseen in the land use alternatives. The pandemic also impacted the hospitality industry, especially hotels, during 2020, although demand has recovered over 2021 and is expected to continue to increase towards pre-pandemic levels over the next few years.

Overall, the range of possible futures contemplated in the draft land use alternatives remain a valid and feasible range of outcomes to analyze for housing and work over the next 20 years, taking COVID-19 into account.

1.5 SENATE BILL 9

In addition to growth within the Study Areas under an updated General Plan land use map, the General Plan will anticipate and allow for continued growth outside of the Study Areas based on existing regulations. Those regulations include both local and State laws.

On September 16, 2021, the State passed Senate Bill 9 (SB 9), intended to help address California's housing shortage. SB 9 allows homeowners in single-family residential zones to subdivide parcels of 2,400 square feet or more into two parcels and/or build a duplex on each parcel without a discretionary review process or a public hearing. This new law, which went into effect on January 1, 2022, will make it easier for homeowners to build up to four units on properties with a single-family residential zoning designation. Areas that are within very high fire hazard zones, historic districts, or affected by other environmental constraints are limited in their ability to subdivide or add units.

The alternatives presented in this workbook do not propose a change to properties zoned R-1 (One-Family Residential) within the city, whether or not they are in a Study Area. However, under SB 9, single-family zoned properties could still accommodate future growth by building a duplex and/or or by splitting the lot into two separate lots that would allow two units each.

2. Description of Alternatives

2.1 LAND USE ALTERNATIVES

The draft land use alternatives are shown on Figures 2 through 4 and are generally described as follows:

- Alternative A generally has the least change in designations and the lowest residential growth.
- Alternative B has the second-highest residential growth and spreads growth and midrange heights more evenly across all ten Study Areas. Outlying Study Areas like 6 and 2 become mini-villages that incorporate a mix of offices, homes, shopping, dining, and services within the study area.
- Alternative C has the highest residential growth and concentrates growth, change, tallest heights, and density near transit in Study Areas 3 and 4.

LAND USE PLACE TYPES

Figure 5 presents the land use categories that were used in the creation of the alternatives. The Place Types Menu presents simplified land use categories to streamline the amount of information presented in a more accessible format. Once the Council decides upon the preferred land use scenario, the General Plan team will revisit these land use categories to add additional detail about the allowed uses.

The Place Types Menu describes the density range permitted by each land use designation and the type of use that would be permitted based on the land use category. Most land use categories in the alternatives are similar to the existing General Plan land use designations, however there are a few differences. The biggest change is that Residential High and Mixed-Use High categories permit greater heights and densities than currently allowed under the voter approved initiative Measure Y. The current General Plan 2030 designation of Residential High most closely matches the Residential Medium category used for these alternatives.

The photographs in Figure 5 are not intended to represent recommended architectural design styles, only their general scale and character.

PROJECTED BUILDOUT

Table 1 shows the existing number of homes, population, and jobs in San Mateo as of 2018 and for each alternative. As shown in the table, the alternatives are exploring 11,810, 16,070, and 21,080 new residential units. By comparison, in 2019, which is used as the baseline comparison year for this evaluation, San Mateo had just over 39,000 homes.

Although the City is largely "built out," California law requires cities to plan for housing to accommodate a range of households and income levels. While the above projections are estimates, the City of San Mateo can reasonably assume we will continue to grow, and that we will need to zone for that growth in order to meet our legal obligations to the State. The General Plan Update provides an opportunity to set the foundation for future growth that is logical, orderly, and achieves the community's vision of San Mateo as a place that is "vibrant, livable, diverse, and healthy."

Table 1 Projected Buildout Citywide

	Existing (2019)	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	39,200	+11,810	+16,070	+21,080
Population	104,500	+29,500	+40,260	+53,500
Jobs	52,800	+15,430	+15,430	+14,990

Source: PlaceWorks, 2021. Numbers are rounded to the nearest 10.

Figure 2. Land Use Alternative A

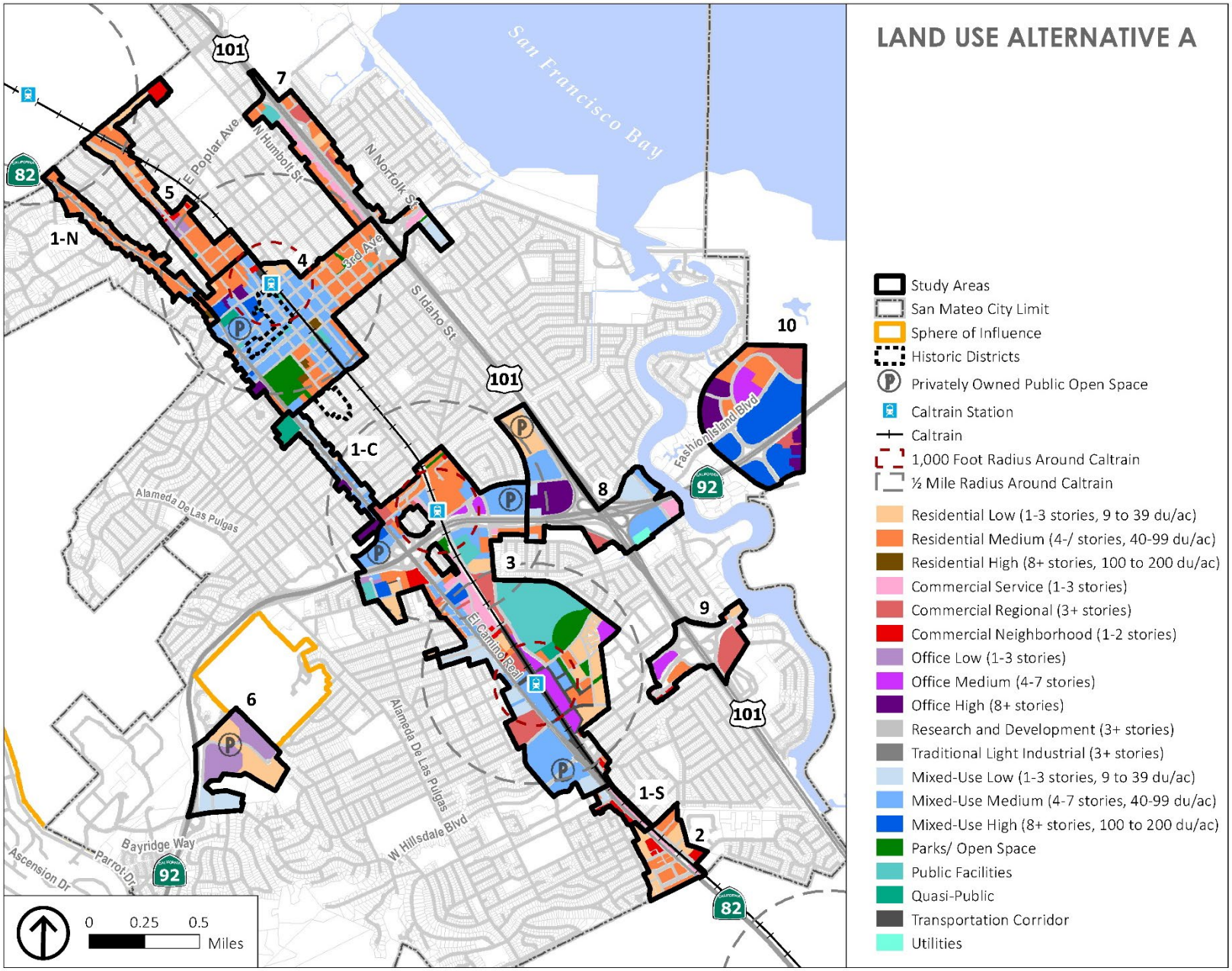


Figure 3. Land Use Alternative B

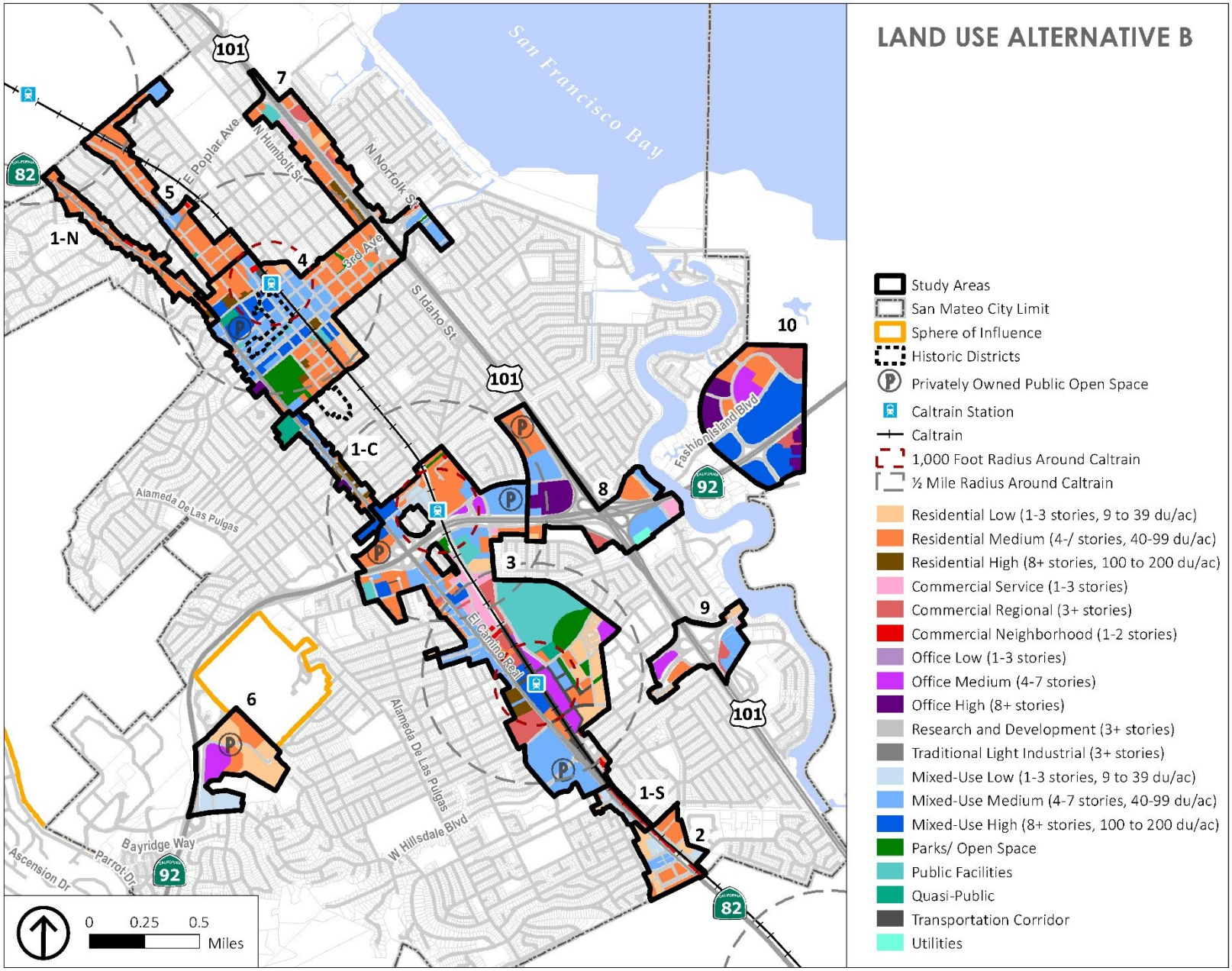


Figure 4. Land Use Alternative C

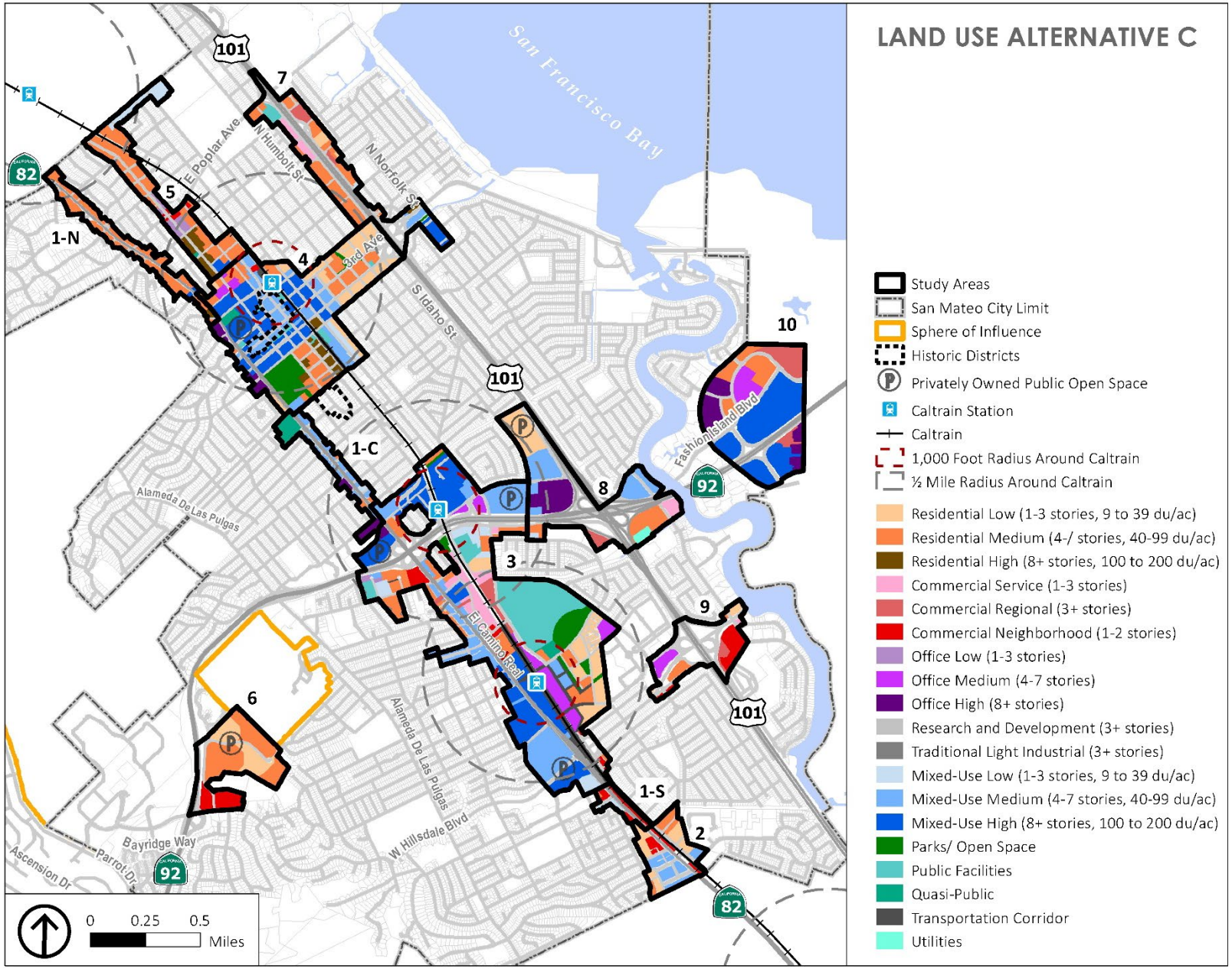
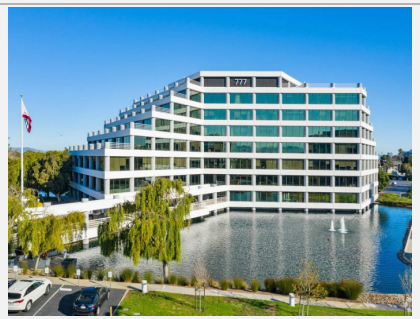
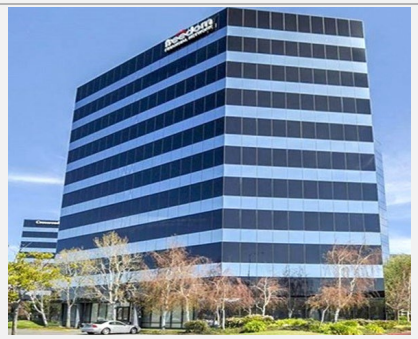


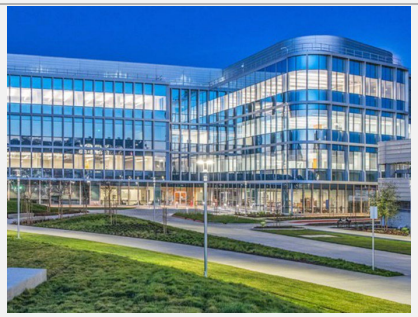
Figure 5. Place Type Menu

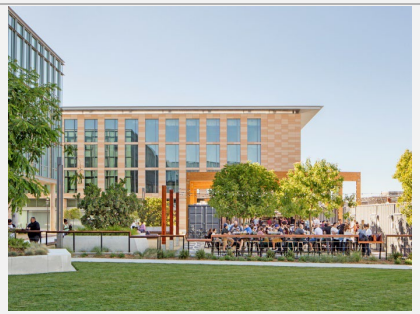
REF	CATEGORY	PHOTO/ILLUSTRATION	
RESIDENTIAL			
	Single Family • 1-2 story, detached homes including "in law" units (also known as ADU's) • Up to 9 units per acre		
	Residential Low • 1-3 story, attached homes including townhomes, duplexes, triplexes, and fourplexes • 9 to 39 units per acre		
	Residential Medium • 4-7 story buildings including condominiums and apartments • 40 to 99 units per acre		

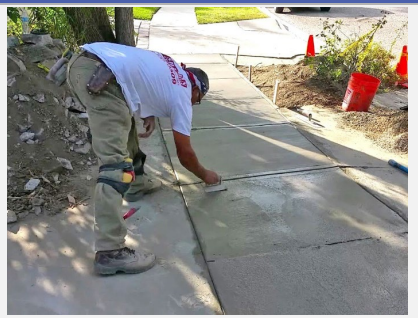
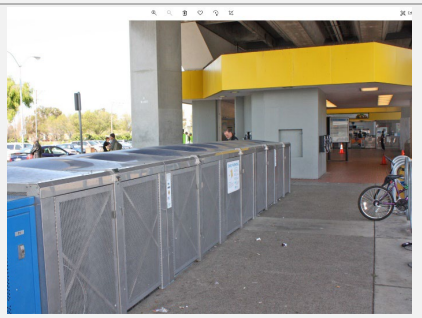
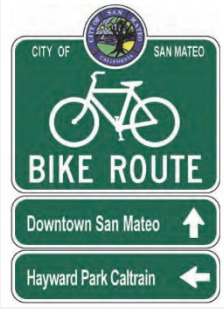
REF	CATEGORY	PHOTO/ILLUSTRATION	
	Residential High • 8+ story buildings including multi-story condominiums and apartments. • 100 to 200 units per acre		
MIXED USE			
	Mixed-Use Low • 1-3 story buildings with a mix of commercial, office, and/or residential integrated within the same site or the same building. • 9 to 39 units per acre • 0.25 FAR retail • 1.0 FAR office		
	Mixed-Use Medium • 4-7 story buildings with a mix of commercial, office, and/or residential integrated within the same site or the same building. • 40 to 99 units per acre • 0.25 FAR retail • 3.0 FAR office		
	Mixed-Use High • 8+ story buildings with a mix of commercial, office, and/or residential integrated within the same site or the same building. • 100 to 200 units per acre • 0.25 FAR retail • 5.0 FAR office		

REF	CATEGORY	PHOTO/ILLUSTRATION	
COMMERCIAL			
	Commercial Neighborhood • 1-2 story buildings with small shops, restaurants, salons, gyms, or shopping centers that serve the immediate neighborhood. • 1.0 FAR		
	Commercial Service • 1-3 story buildings with businesses such as automotive repair, pet hospitals, or self-storage. • 1.0 FAR		
	Commercial Regional • 3+ story buildings with large shopping centers such as Hillsdale Mall and Bridgepointe Shopping Center. • 1.0 to 2.5 FAR		

REF	CATEGORY	PHOTO/ILLUSTRATION	
OFFICE			
	Office Low • 1-3 story buildings with medical or professional offices. • 1.0 FAR		
	Office Medium • 4-7 story buildings with medical or professional offices. • 3.0 FAR		
	Office High • 8+ story buildings with medical or professional offices. • 5.0 FAR		

REF	CATEGORY	PHOTO/ILLUSTRATION	
INDUSTRIAL			
	Traditional Light Industrial – 1-2 story buildings with light manufacturing, warehousing, and distribution facilities. – 1.0 FAR		
	Research and Development – 3+ story buildings with professional office uses and manufacturing, laboratories, makers' spaces, and assembly processes to support the development of new products. – 1.0 to 2.0 FAR		

REF	CATEGORY	PHOTO/ILLUSTRATION	
PARKS AND OPEN SPACE			
	Parklet – small park or gathering space.		
	Community Park – a larger park of 1 to several acres that includes recreational or community amenities.		
P	**Privately-Owned Public Open Space** - publicly accessible but privately maintained plazas and courtyards integrated within private development.		
	Civic Gathering Space – a plaza, amphitheater, or town square that can accommodate community events.		

REF	CATEGORY	PHOTO/ILLUSTRATION
MULTI-MODAL CIRCULATION IMPROVEMENTS		
	Pedestrian Supportive Improvements – such as sidewalks, pedestrian cut-throughs, pedestrian bridges, bulb-outs/curb extensions, street lighting, and street trees.	 
	Bicycle Supportive Improvements – such as sharrows, bike lanes, separated bike paths, bike bridges, signage, bike racks, bike repair stations, etc. Community members have already provided input during the Bicycle Master Plan update process, refer to the Proposed Bicycle Network map.	 
	Transit Supportive Improvements – the City can partner with transit providers such as Caltrain and SamTrans on transit stop improvements such as covered bus shelters, lighting, benches, signage, bicycle storage lockers, pedestrian underpass, dedicated areas for buses, dedicated areas for drop-off/pick-up, commuter parking, etc.	 
	Circulation and Safety Improvements – improvements that address circulation on multiple levels such as grade separations, directional signage, dedicated areas for bike share facilities, etc.	 

REF	CATEGORY	PHOTO/ILLUSTRATION
	Emerging Transportation Technologies – This includes scooter- and bike-share, autonomous vehicles, shared use vehicles, etc.	 

The land use alternatives explore a range of residential growth within 10 Study Areas. The projected total number of homes, population, and jobs for each Study Area are shown in Table 2. Study Area 3 would result in the highest number of new homes and population for all alternatives, primarily due to its location since many of the sites within this Study Area are located a half-mile from a transit service. For Alternative A and B, Study Area 5 would result in the lowest number of new homes and population, while Study Area 9 would result in the lowest number of homes and population under Alternative C. All alternatives keep job growth constant despite varying residential growth, with the assumption that the City would not implement policies to either significantly stimulate, nor significantly dampen, job growth.

Although this alternatives evaluation makes an assumption about the amount of change that could occur within each Study Area, it is ultimately up to property owners to decide whether or when to redevelop their properties.

Table 2 Projected Buildout by Study Area

		Existing (2019)	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
1	Homes	830	+290	+1,370	+920
	Population	1,720	+751	+3,548	+2,383
	Jobs	1,010	+1,220	+320	+880
2	Homes	290	+500	+700	+600
	Population	590	+1,295	+1,813	+1,554
	Jobs	700	-70	-200	-100
3	Homes	2,090	+5,000	+5,160	+7,210
	Population	4,860	+12,950	+13,364	+18,674
	Jobs	13,440	+2,010	+2,460	+3,200
4	Homes	3,560	+1,000	+2,000	+5,150
	Population	4,780	+2,590	+5,180	+13,339
	Jobs	8,440	+820	+370	+1,530

		Existing (2019)	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
5	Homes	1,130	+90	+200	+300
	Population	2,550	+233	+518	+777
	Jobs	850	+40	+90	+40
6	Homes	130	+320	+500	+700
	Population	250	+829	+1,295	+1,813
	Jobs	610	+880	+1,240	0
7	Homes	610	+100	+390	+1,140
	Population	2,030	+259	+1,010	+2,953
	Jobs	1,410	-190	-270	-230
8	Homes	20	+1,200	+2,000	+1,710
	Population	60	+3,108	+5,180	+4,429
	Jobs	5,300	+3,250	+2,330	+2,310
9	Homes	170	+160	+350	+200
	Population	470	+414	+907	+518
	Jobs	740	+600	+590	+520
10	Homes	440	+1,900	+1,900	+1,900
	Population	890	+4,921	+4,921	+4,921
	Jobs	7,210	+6,870	+8,500	+6,840

LAND USE ALTERNATIVE MAPS BY STUDY AREA

The draft land use alternatives anticipate that housing and job growth would mainly occur within the 10 Study Areas, as explained previously. However, growth is still anticipated throughout the City, including the single-family zoned properties, which will be able to accommodate future growth under SB 9 by building a duplex or splitting a lot, or by adding an Accessory Dwelling Unit (ADU) (aka granny flat or in-law unit) or Junior Accessory Dwelling Unit (JADU).

Table 3 describes changes specific to each of the Study Areas and Figures 6 through 17 show the draft land use alternatives by study area.

Table 3 Study Area Descriptions

Study Area	Location	Alternative A	Alternative B	Alternative C
1 - El Camino Real NORTH	Located on El Camino Real between Peninsula Ave and Baldwin Ave Includes various apartment buildings, the Sterling Court assisted living facility, and Saint Joseph Parish.	Majority of parcels would be designated as Residential Medium. A few parcels would be Mixed-Use Medium Most net new residential units than Alt. C	Majority of parcels would be designated as Residential Medium. Includes two Commercial Neighborhood parcels Most net new residential units	Majority of parcels would be designated as Residential Medium. A few parcels would be Mixed-Use High Least net new residential units
1 - El Camino Real CENTRAL	Located on El Camino Real between Notre Dame Ave and Bovet Rd This Study Area includes various restaurants, Charles Schwab, and St. Matthew Catholic Church.	Most properties along El Camino Real would be designated for mixed use at varying densities Would result in a decrease of residential units	Would allow a mix of uses, including Mixed-Use Medium and Residential High Most net new residential units	Most properties along El Camino Real would be designated as Mixed-Use Medium Most net new residential units than Alt. A
1 - El Camino Real SOUTH	Located on El Camino Real between 36th and 40th Ave This Study Area includes a variety of commercial buildings, such as AutoZone, Mancini's Sleepworld, and Kelly-Moore Paints	West side would be mostly Commercial Neighborhood Would result in the lowest decrease of residential units compared to Alt. C	West side would be mostly Mixed-Use Low Would result in the lowest decrease of residential units	West side would be Mixed-Use Low and Commercial Neighborhood Would result in the most decrease of residential units
2 - Bel Mateo/ Mollie Stone Area	Located between 39th Ave and North Rd Includes the Bel Mateo Bowl and Mollie Stone Market	Would designate the area primarily as residential and commercial Bel Mateo Bowl would be designated as Residential Low and Mollie Stone Market as Residential Medium Least net new residential units	Would designate the area as primarily residential and mixed use Bel Mateo Bowl would be designated as Residential Low and Mollie Stone Market as Residential Medium Most net new residential units	Would allows a mix of uses, including Mixed-Use Medium, Commercial Neighborhood, and Residential Low Bel Mateo Bowl would be designated as Residential Low and Mollie Stone Market as Mixed-Use Medium Most net new residential units than Alt. A

Study Area	Location	Alternative A	Alternative B	Alternative C
3 - Rail Corridor Area	Located between 16th Ave and 36th Ave This Study Area includes Hillsdale Caltrain stations and Hayward Park, events center, Bay Meadows, and Hillsdale shopping center	Borel Square Shopping Center would be Mixed-Use Medium Hillsdale Shopping Center would be designated as Commercial Regional and Mixed-Use Medium Least net new residential units, population, and jobs	Borel Square Shopping Center would be Residential Medium Hillsdale Shopping Center would be designated the same as Alt. A More net new residential units, population, and jobs than Alt. A	Borel Square Shopping Center would be Mixed-Use Hillsdale Shopping Center would be designated as Mixed-Use Medium and Mixed-Use High Most net new residential units, population, and jobs than Alt. A and B
4 – Downtown	Located between Tilton Ave and 9th Ave This Study Area includes San Mateo Central Park, San Mateo Public library, and a variety of commercial and residential uses	Would reflect the current General Plan and would be closest to the City's Downtown Specific Plan Built Form Alternative 1, which did not make changes to allowed heights or FARs. Least net new residential units than Alt. B and C. Would allow more jobs than Alt. B	Would designate most of the Downtown core as Mixed-Use Medium and would be closest to Downtown Specific Plan Built Form Alternative 2, which kept most heights the same but increased density and FAR. More net new residential units than Alt. A. Would result in less jobs compared to Alt. A and C	Would designate most of the Downtown core as Mixed-Use High (except the Historic District) and would be closest to Downtown Specific Plan Built Form Alternative 3, which increased heights near transit and lower heights in transition to residential areas. Most net new residential units and more jobs than Alt. A and B
5 - Peninsula Ave. Area	Located between Peninsula Ave and Tilton Ave Includes office and commercial uses along San Mateo Drive and Safeway on Peninsula Ave	Would allow a mix of uses, including Residential Low, Residential Medium, Office High, and Commercial Neighborhood Would allow the same number of jobs as Alt. C	Would designate most of the area as Residential Medium and Mixed-Use Medium Would allow the most net new jobs	Would allow for the most net new housing, designating the parcels along San Mateo Drive that are closest to Downtown as Residential High or Mixed-Use High Would result in the most net new residential units
6 - Campus Dr. Area	Located along State Route 92 Includes Laurelwood Shopping Center and office buildings on Campus Dr	Would represent the least change to the existing office uses Would allow more jobs than Alt. C	Would designate most of the area for residential and mixed use and maintain an office area Would allow the most net new jobs	Would change the office uses along Campus Dr to residential and maintain the commercial designation at the Laurelwood Shopping Center Would result in the most net new residential units

Study Area	Location	Alternative A	Alternative B	Alternative C
7 - North Shoreview and Shoreview Area	Located along Bayshore Blvd, between Poplar Ave and south of Cary Ave This Study Area includes Market Fiesta and North Peninsula Veterinary hospital	Would allow a mix of uses and designates most of the east side of Bayshore Boulevard as Commercial Service Least net new residential units than Alt. B and C	Would allow a mix of uses, but a majority of the area would be reserved for Residential Medium and Residential High uses Would result in more net new residential units than Alt. A	Would allow a mix of uses, including, Commercial Service, Residential Medium and Residential High uses Would result in the most net new residential units
8 - Parkside Plaza Area	Located near the State Route 92 and Highway 101 interchange This Study Area includes Parkside Plaza, San Mateo Marriott and the Crossroads office park	San Mateo Marriott would be designated as Residential Low. Parkside Plaza would be Mixed-Use Low. The fish market parcel would be designated as Mixed-Use Medium Would allow the most net new jobs	San Mateo Marriott would be designated as Residential Medium. Parkside Plaza would be Residential Medium. The fish market parcel would be designated as Mixed-Use Medium Would allow the most net new residential uses	San Mateo Marriott would be designated as Residential Low. Parkside Plaza would be Mixed-Use Medium. The fish market parcel would be designated as Mixed-Use Medium More net new residential units than Alt. A
9 - Hillsdale/ Norfolk Area	Located near the Highway 101 and Hillsdale Blvd Interchange Includes Kaiser, Hillsdale Inn and Marina Plaza Shopping Center	Would allow a mix of uses and maintain the commercial designation at the Marina Plaza Shopping Center Would allow the most net new jobs	Would add the most net new residential units by accommodating most of the new residential units at the Marina Plaza Shopping Center which would have a Mixed-Use Medium designation	Would allow a mix of uses and maintain the commercial designation at the Marina Plaza Shopping Center More net new residential units than Alt. A
10 - Bridgepointe	Located on Mariners Island Blvd This Study Area includes Bridgepoint Shopping Center and surrounding offices, commercial and residential buildings	Would allow a mix of uses and would designate the Bridgepoint Shopping Center as Mixed Use High Would result in the same number of residential units as Alt B and C	Would allow a mix of uses and would designate the Bridgepoint Shopping Center as Mixed Use High Would allow the most net new jobs	Would allow a mix of uses and would designate the Bridgepoint Shopping Center as Mixed Use High Would result in the same number of residential units as Alt A and B

Source: PlaceWorks, 2021

Figure 6. Study Area 1-North

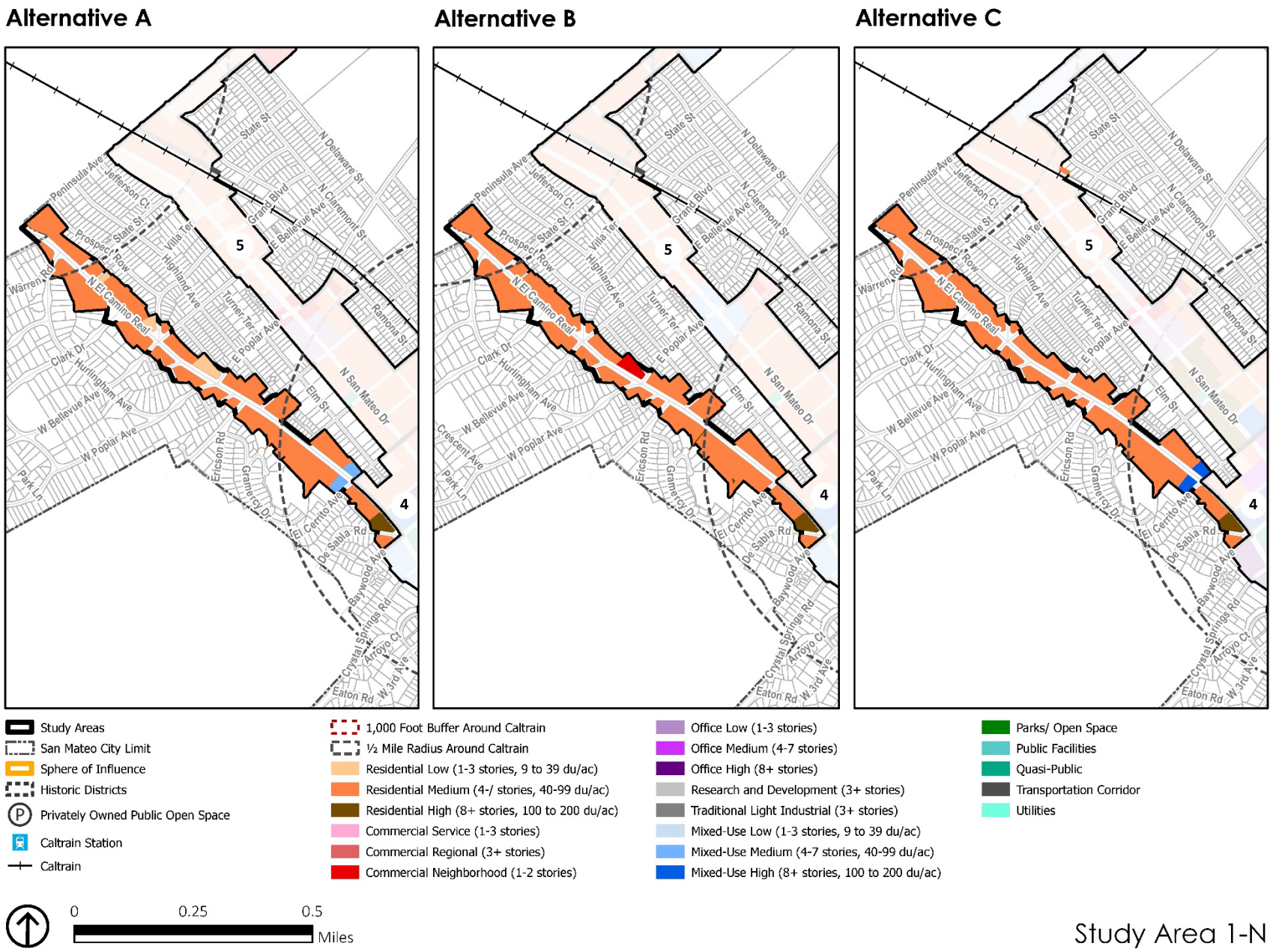


Figure 7. Study Area 1-Central

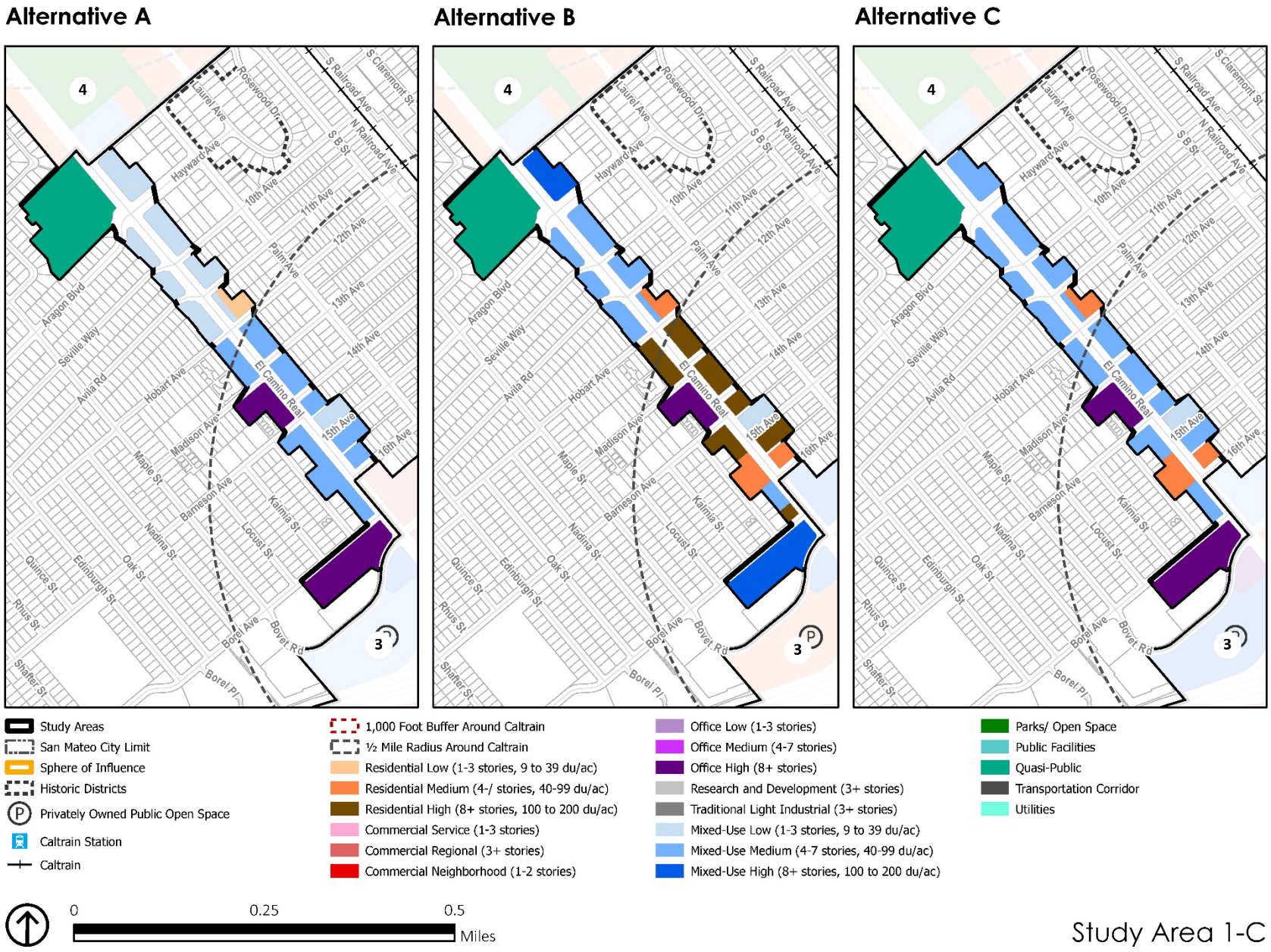


Figure 8. Study Area 1-South

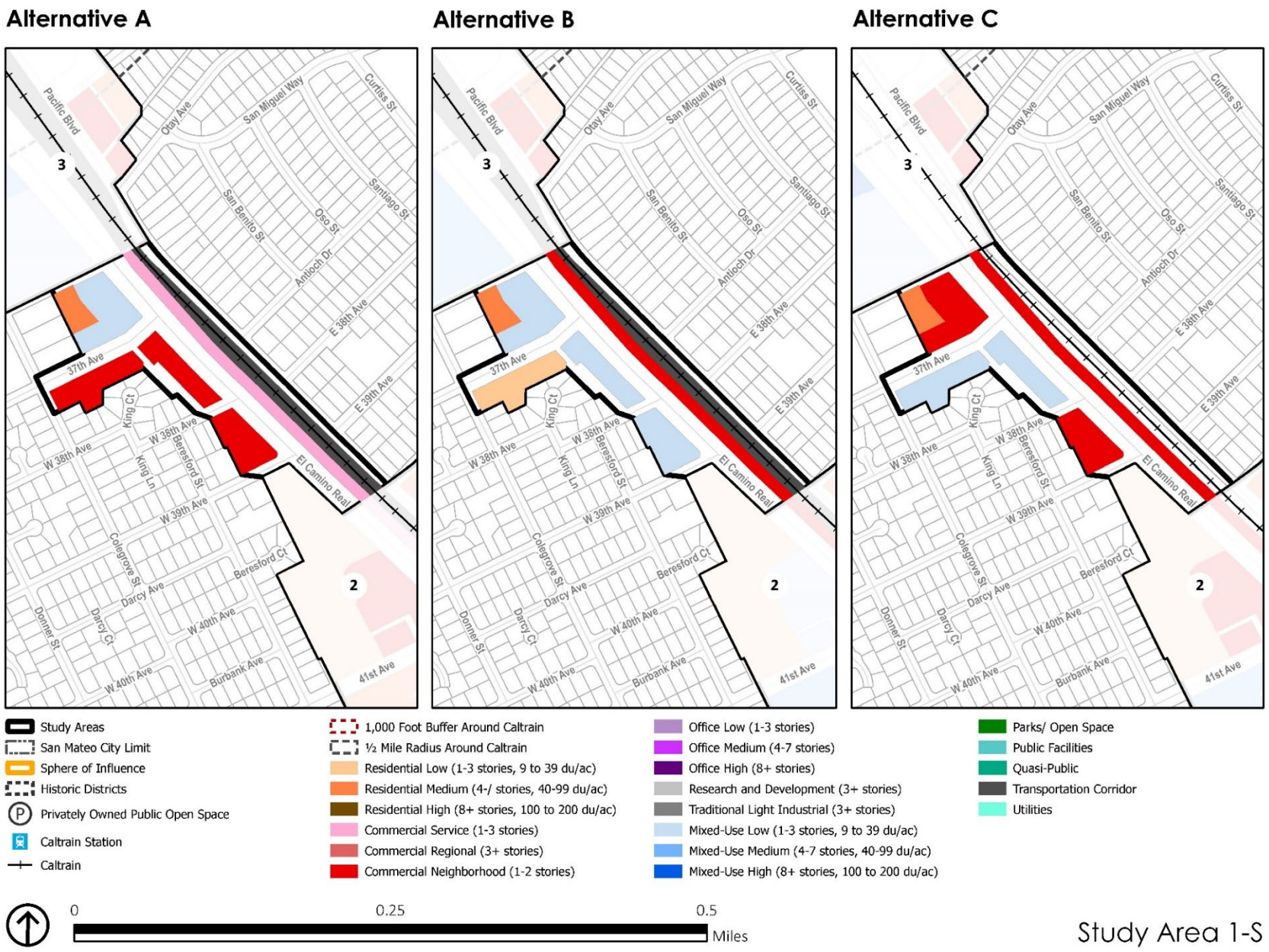


Figure 9. Study Area 2

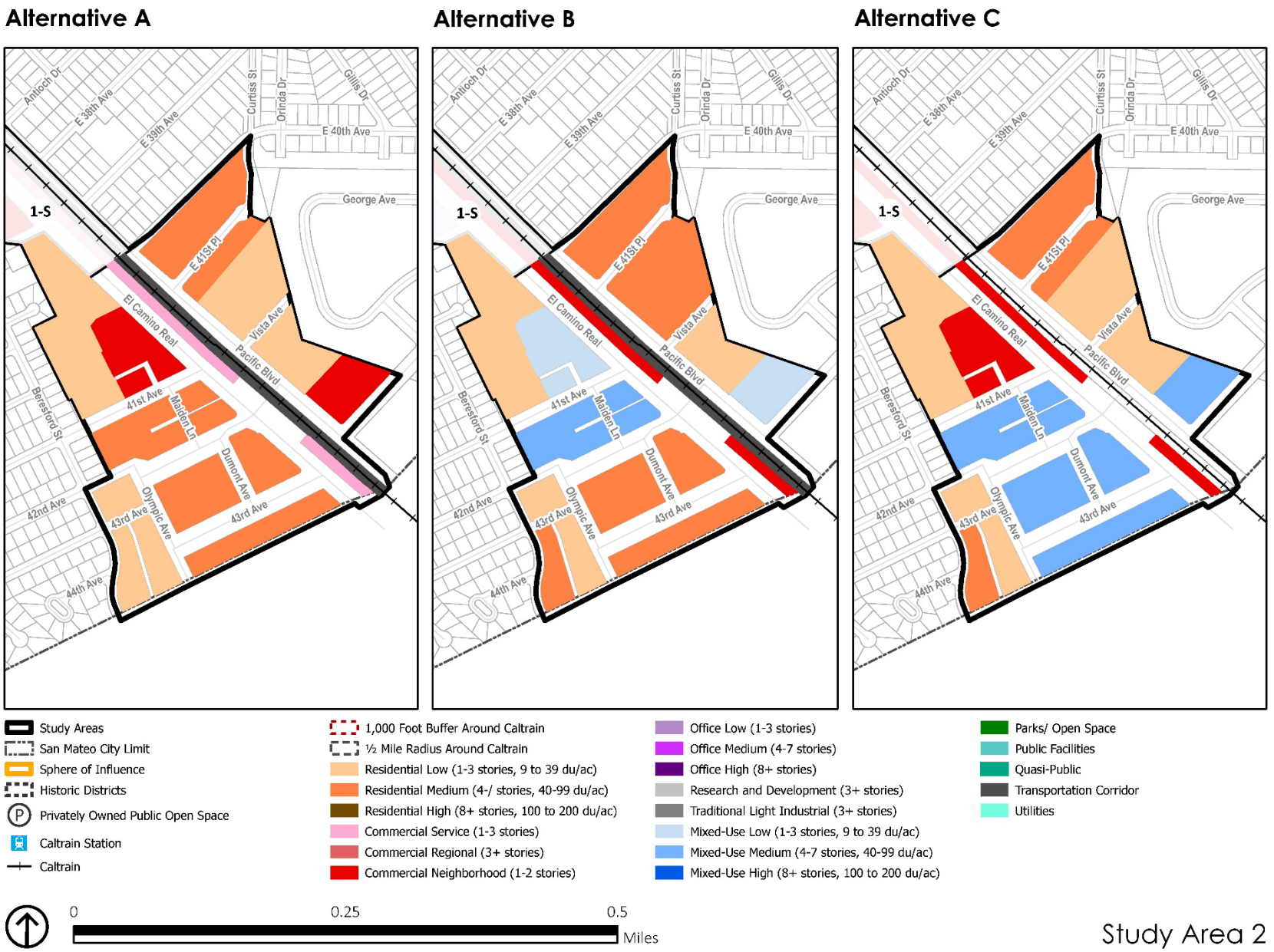


Figure 10. Study Area 3

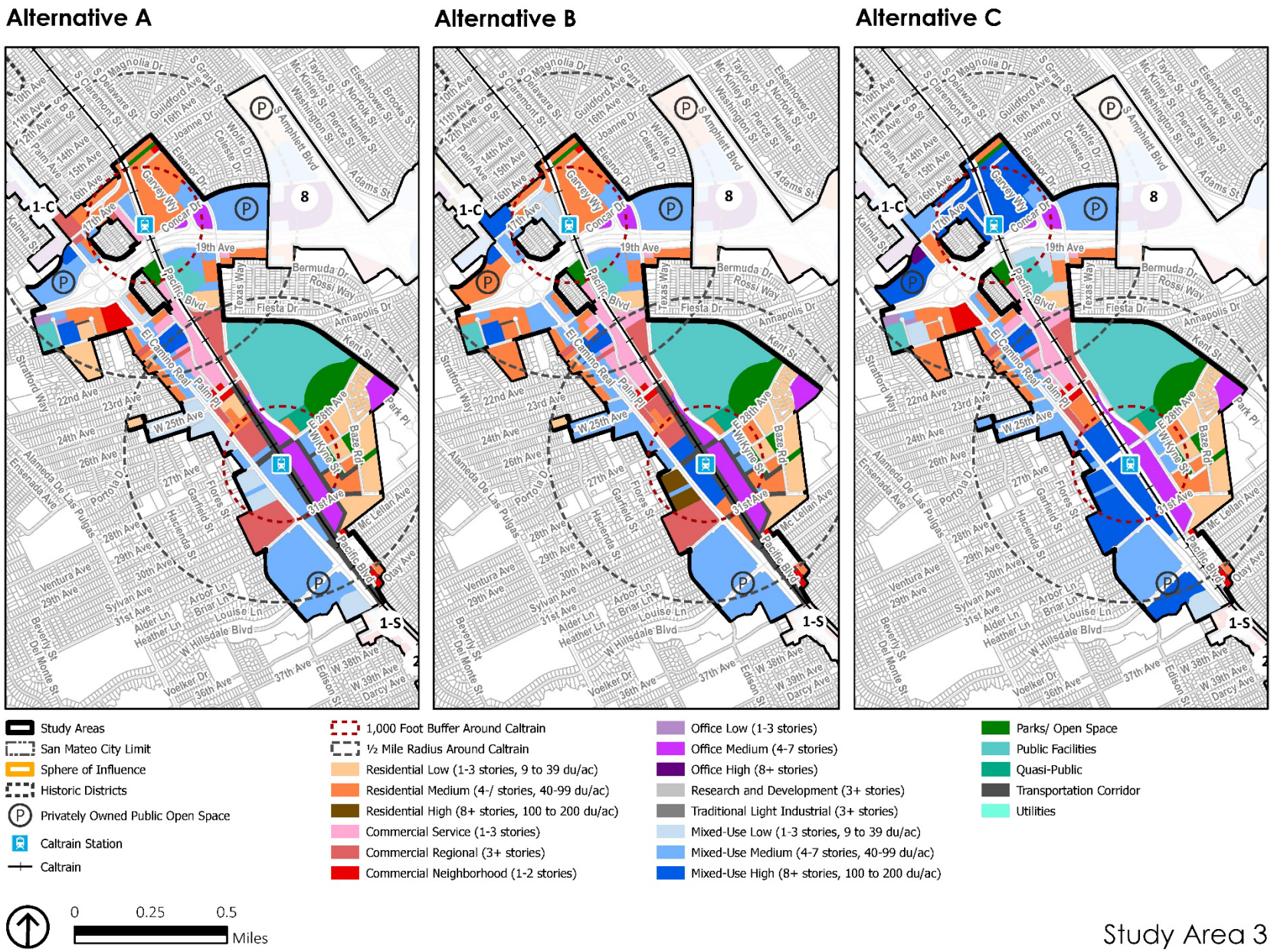


Figure 11. Study Area 4

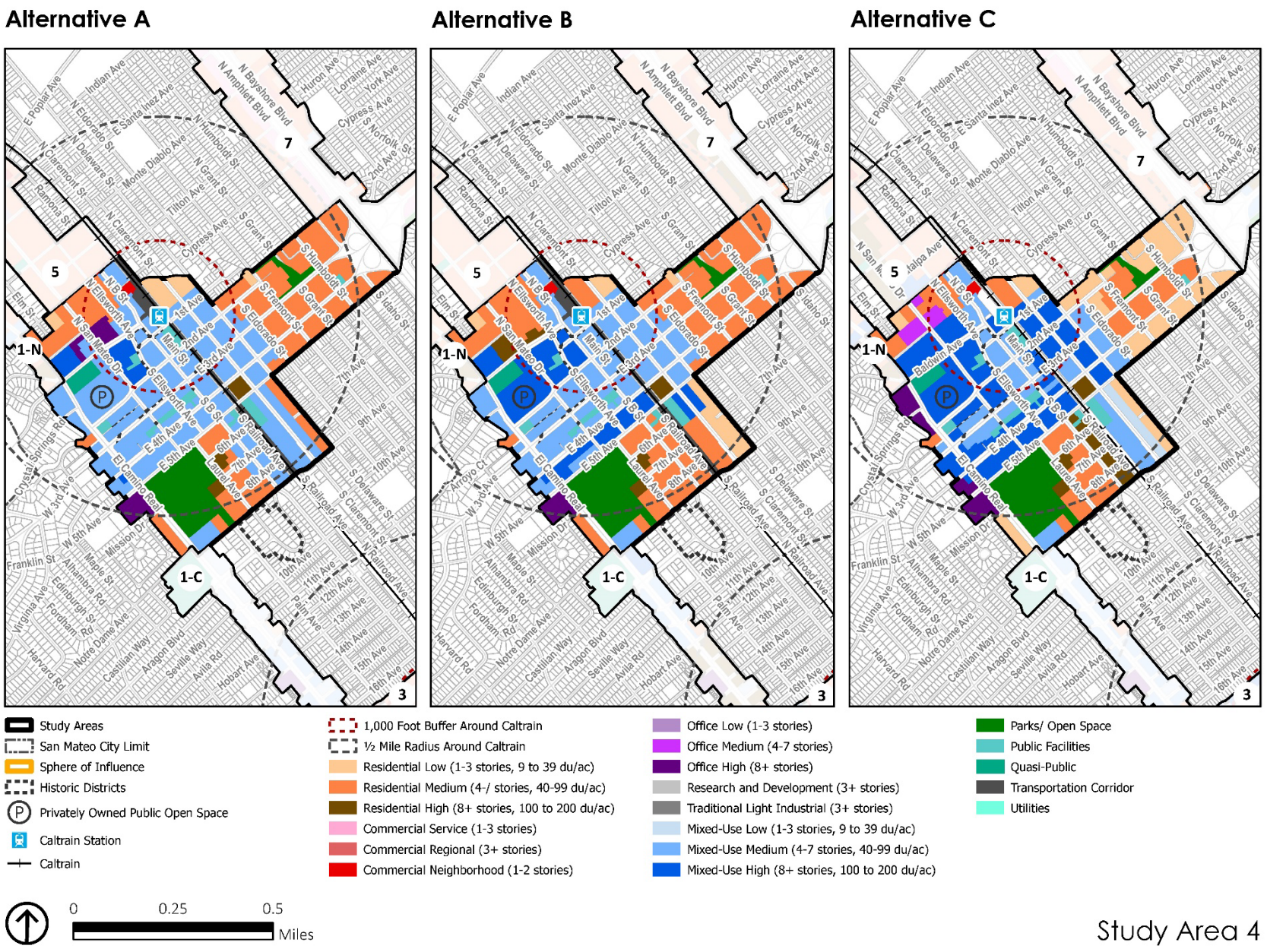


Figure 12. Study Area 5

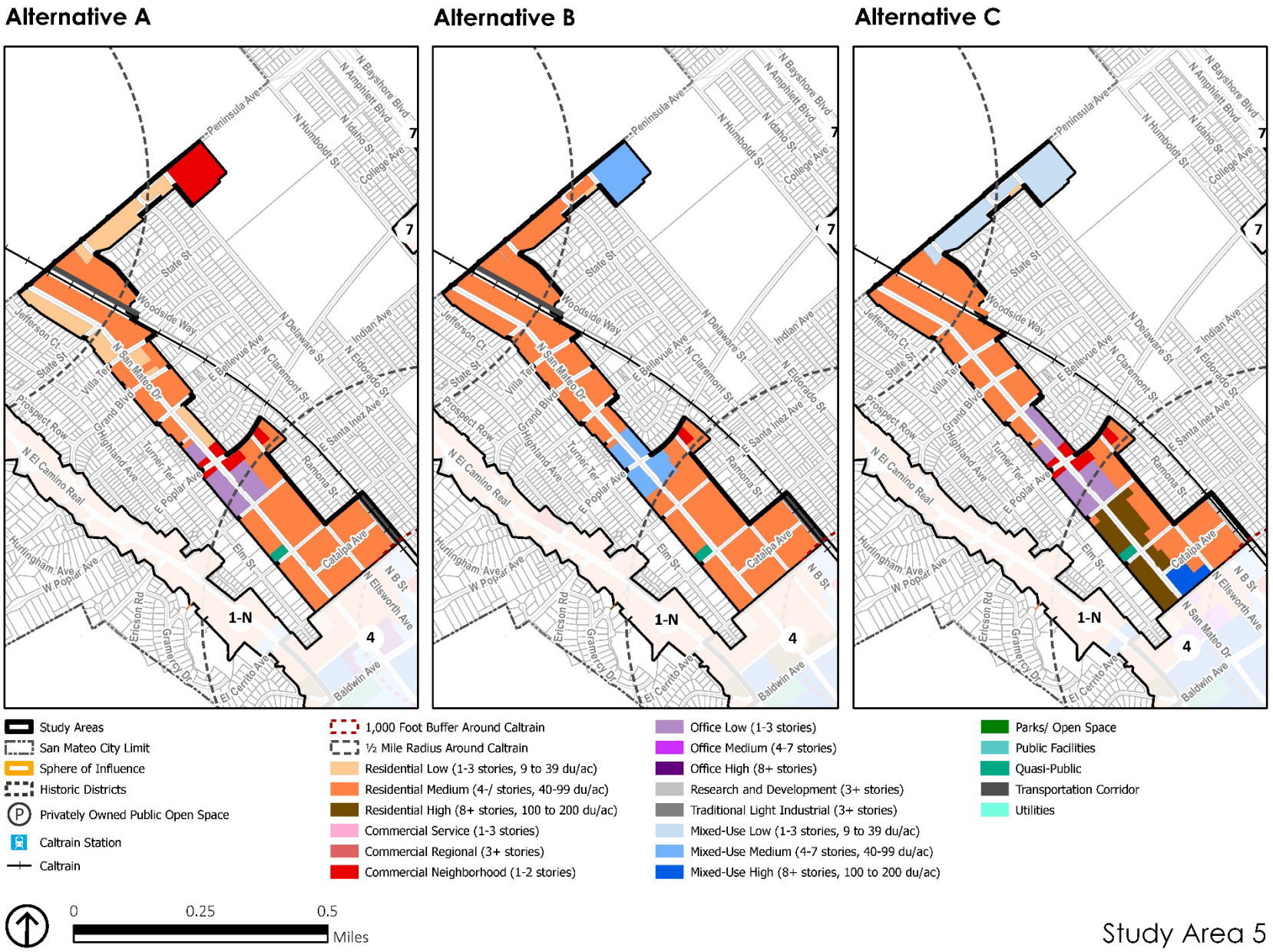


Figure 13. Study Area 6

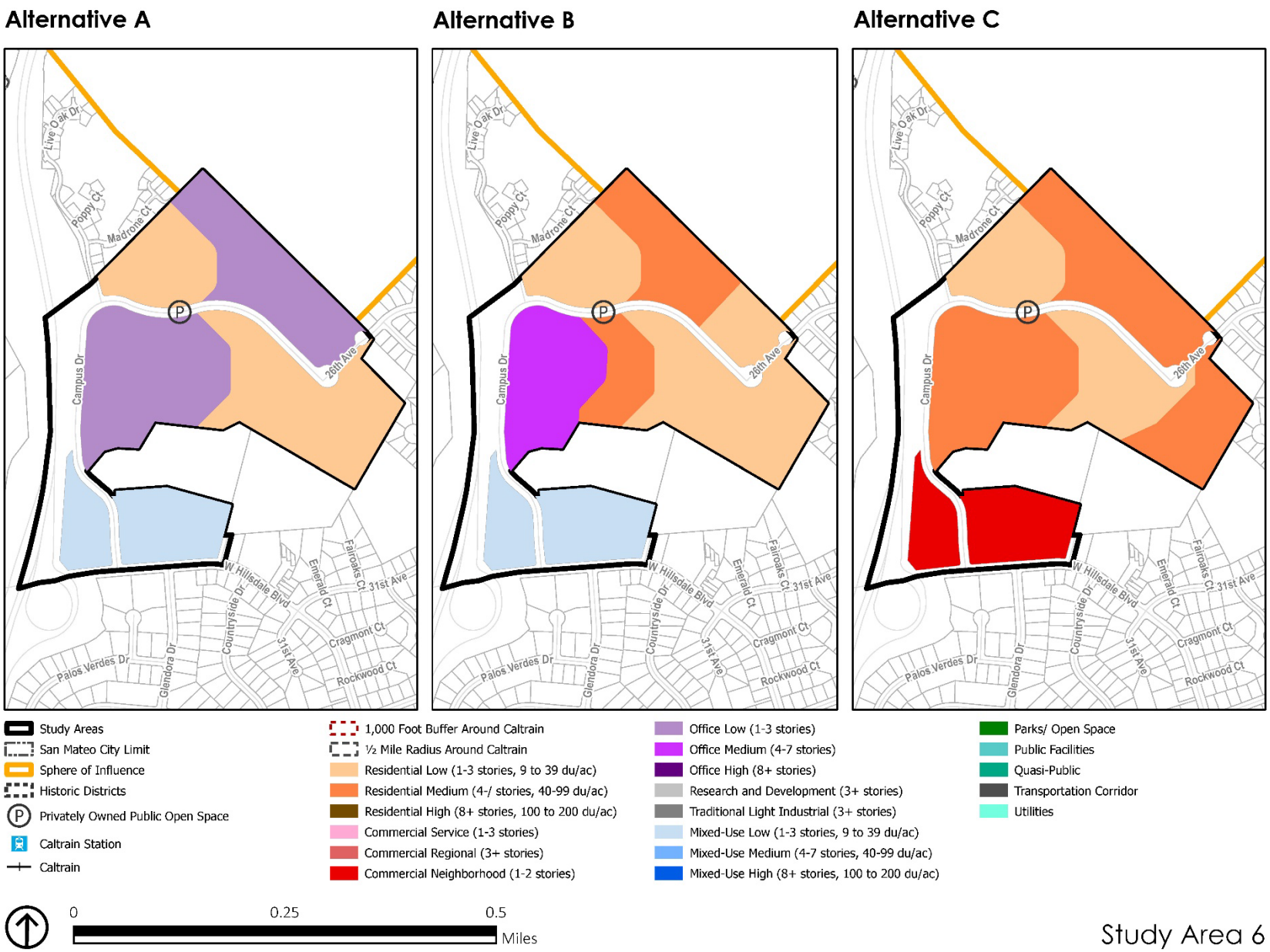


Figure 14. Study Area 7

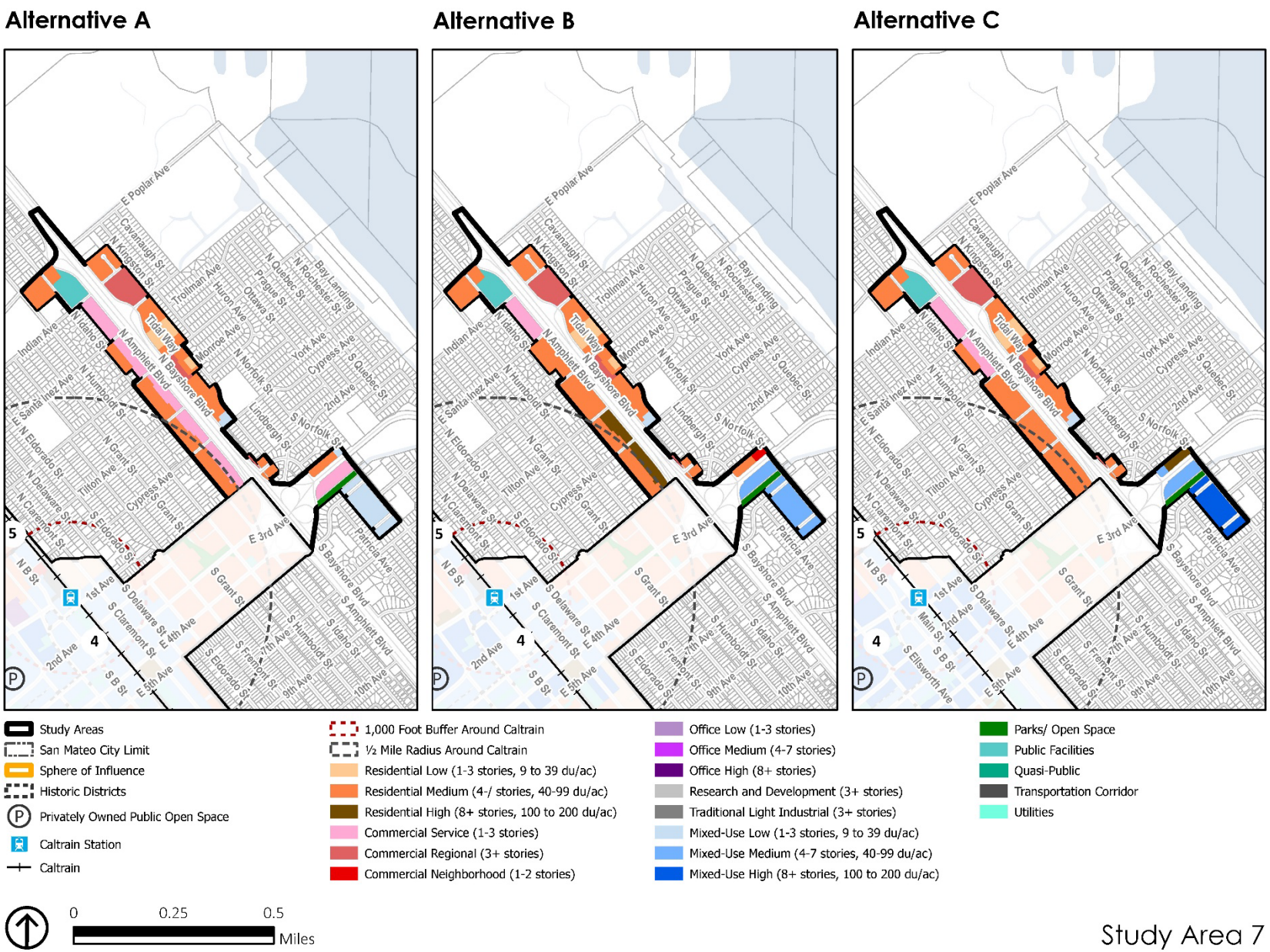


Figure 15. Study Area 8

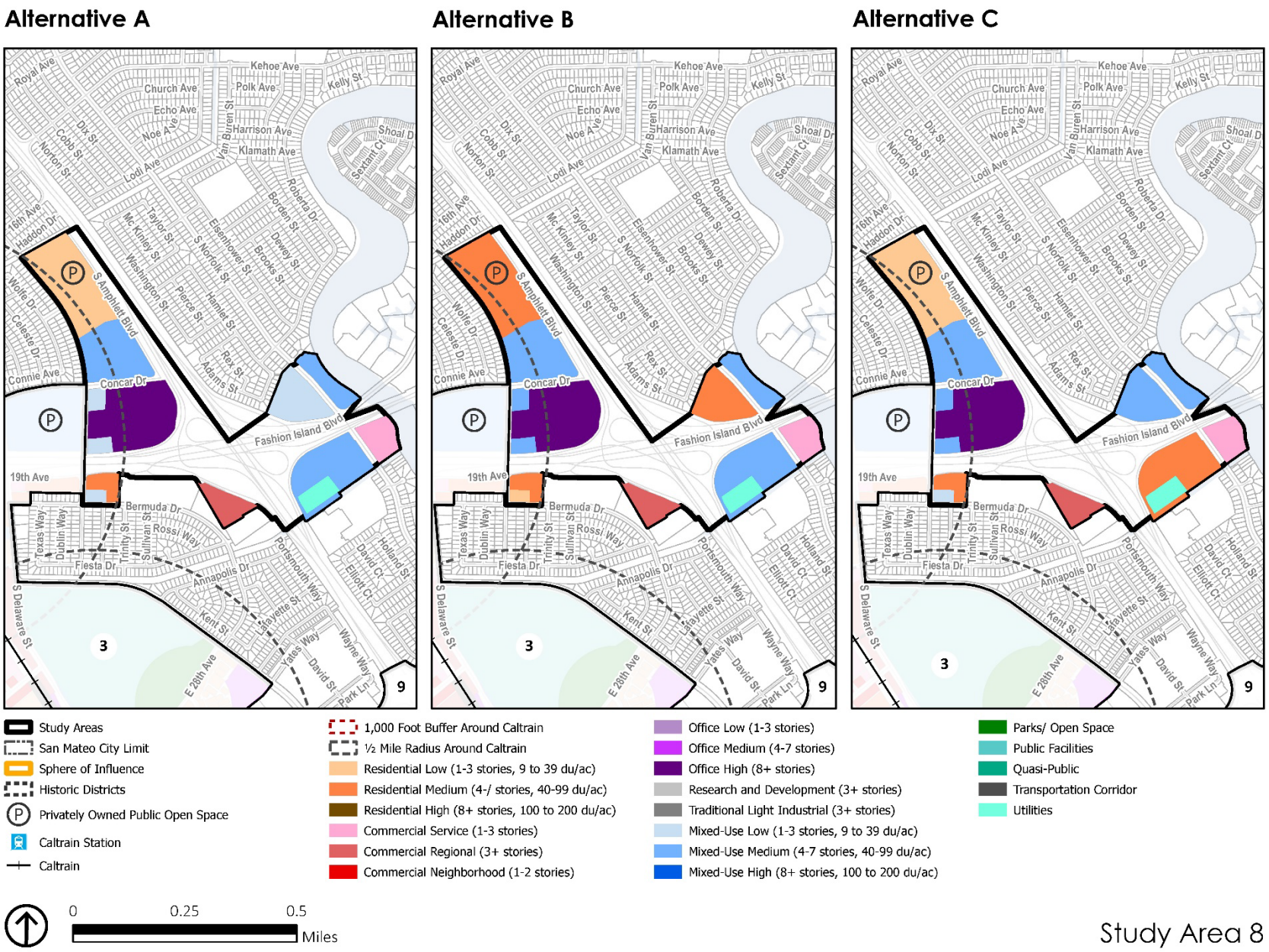


Figure 16. Study Area 9

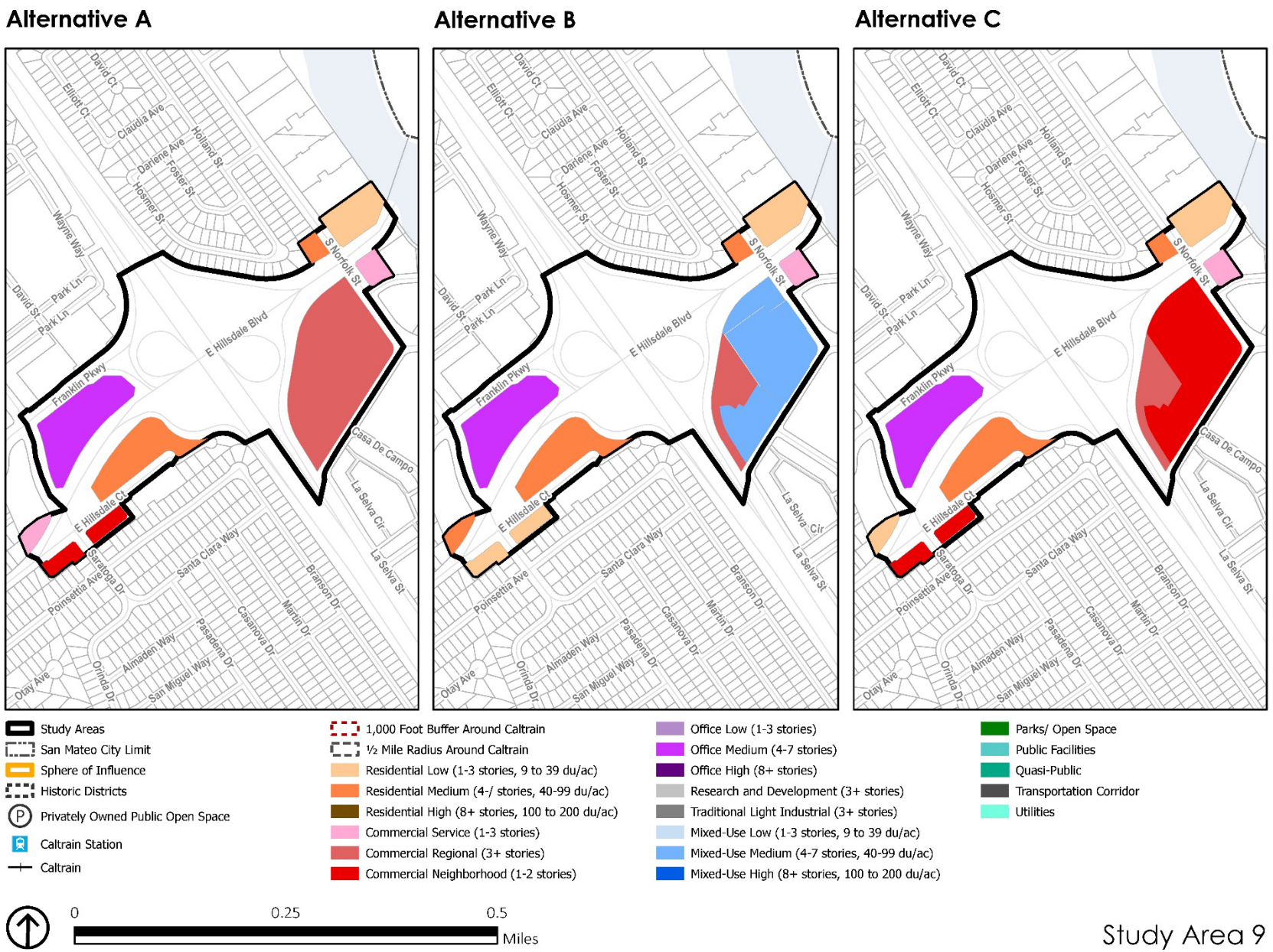
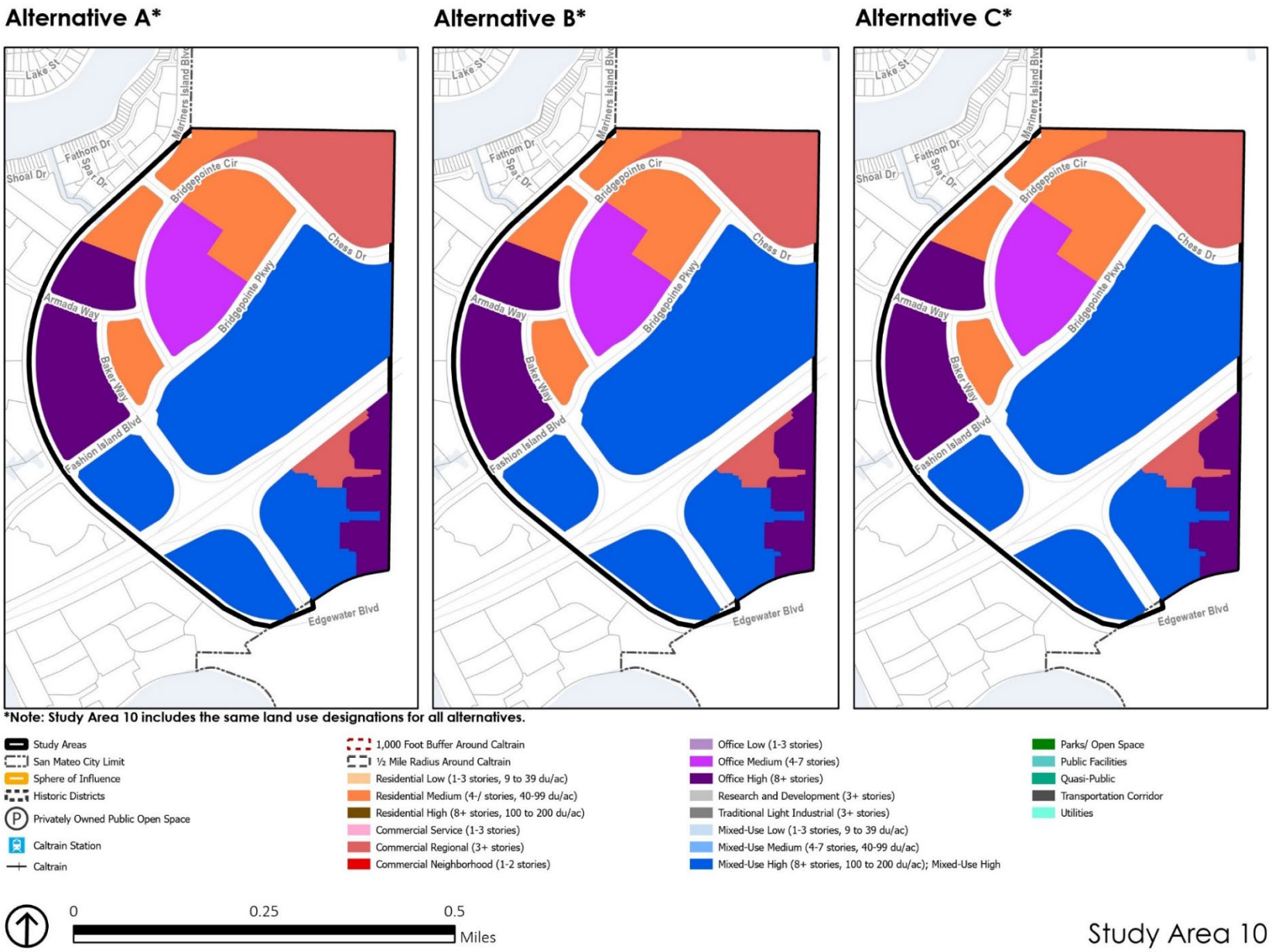


Figure 17. Study Area 10



2.2 CIRCULATION ALTERNATIVES

The draft circulation alternatives are shown on Figures 18 through 20 and are generally described as follows:

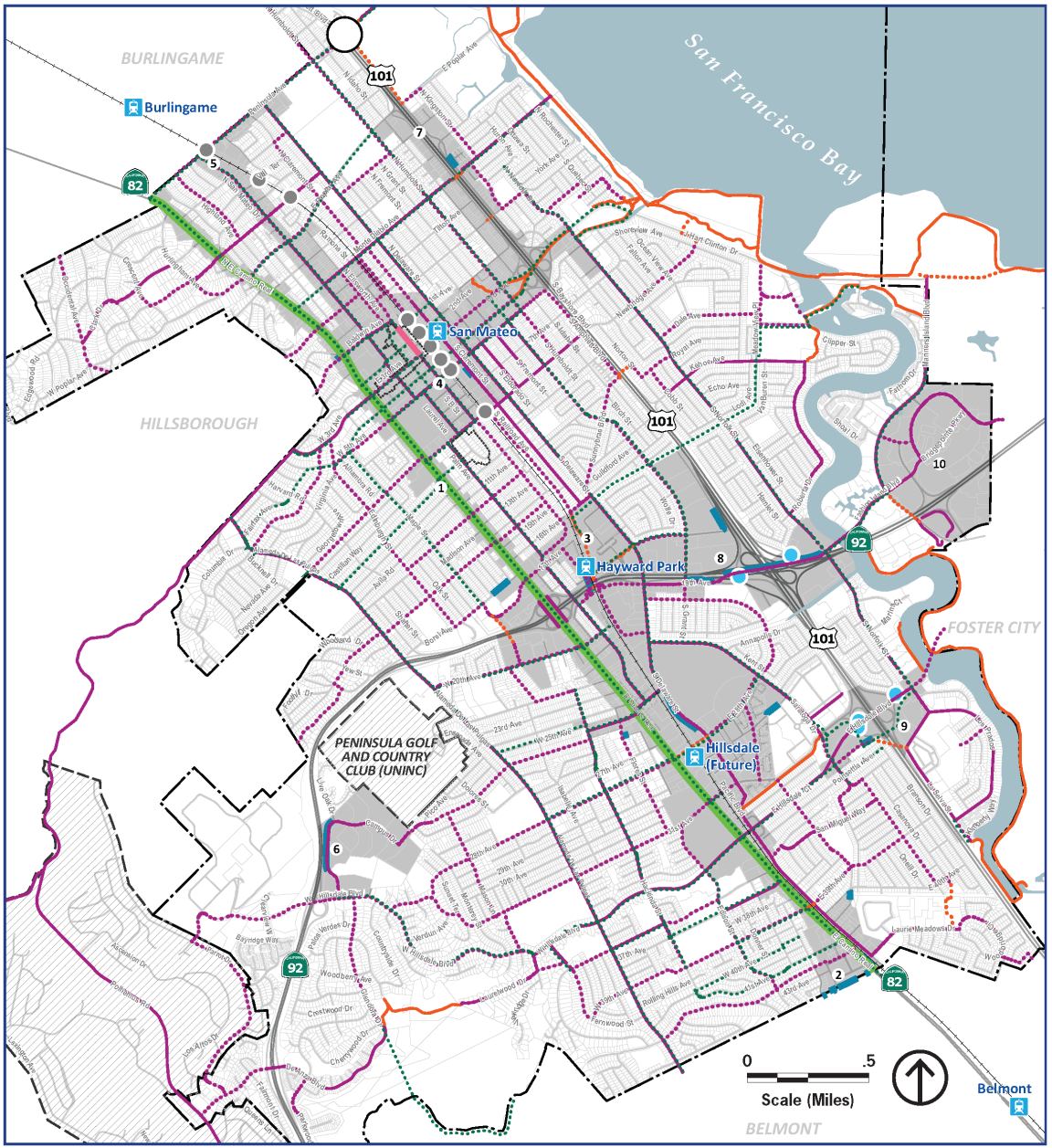
- Circulation Alternative A. This alternative aims to create walkable communities throughout San Mateo by prioritizing pedestrian corridors, pedestrian improvements to challenging intersections, and implementing traffic calming and safety improvements near highway onramps. This alternative includes the closure of B Street to vehicles between 1st Avenue and 3rd Avenue Downtown, and creating a pedestrian mall, a project approved in September 2021. All the alternatives assume pedestrian and bicycle improvements consistent with existing City planning documents.

- Circulation Alternative B. This alternative aims to increase and improve transit access to and from major connections in San Mateo by adding transit connections from Study Areas 3, 6, and 10 to the Hillsdale Caltrain station, prioritizing dedicated HOV and bus lanes, and adding Bus Rapid Transit (BRT) improvements to El Camino Real. All the alternatives assume pedestrian and bicycle improvements consistent with existing City planning documents, including the Downtown pedestrian mall on B Street between 1st Avenue and 3rd Avenue.

- Circulation Alternative C. This alternative combines the local and regional transportation improvements of Alternatives A and B. It adds innovative urban design downtown, inspired by Barcelona's "superblocks," that allows vehicle access at the periphery and limits cut-through vehicles to create a pedestrian focused, car-light spaces downtown. In addition, this alternative would explore concepts such as an automated micro-transit circulator (such as an Autonomous Vehicle shuttle) or a locally focused rideshare program (similar to the Via-Cupertino Shuttle) within City limits. All the alternatives assume pedestrian and bicycle improvements consistent with existing City planning documents, including the Downtown pedestrian mall on B Street between 1st Avenue and 3rd Avenue.

Many roadways in San Mateo are lined with existing buildings, utilities, and private property, and widening most existing roadways could be difficult and/or cost prohibitive. Therefore, under any alternative, it would be most likely for future changes to take place within the existing public right-of-way. In some cases, depending on the specific location, projects such as adding a bicycle lane, creating a dedicated bus lane, or widening a sidewalk may affect existing roadway features such as on-street parking, a turn lane, or a vehicle travel lane.

Figure 18. Circulation Alternative A: Prioritizing a Walkable City



Alternative A: Prioritizing a Walkable City

- Study Area
- Sphere of Influence
- Caltrain Station
- Existing Pedestrian Mall (Street Closure)

Crossing Improvements

- Proposed Peninsula Interchange Project
- Proposed Pedestrian Crossing Improvements
- Current Caltrain At-Grade Crossings

Line Improvements

- El Camino Real Bikeway and Public Realm Improvements
- 2012 Proposed Pedestrian Priority Network
- Existing Bikeways
- Proposed Bikeways
- Existing Shared Bike and Ped Path
- Proposed Shared Bike and Ped Path
- Pedestrian-Only Space
- Missing Sidewalks

Source Data:
City of San Mateo, 2019; San Mateo County, 2018; Esri, 2019; PlaceWorks, 2019; Nelson Nygaard, 2020.

Figure 19. Circulation Alternative B: Prioritizing Regional Connections

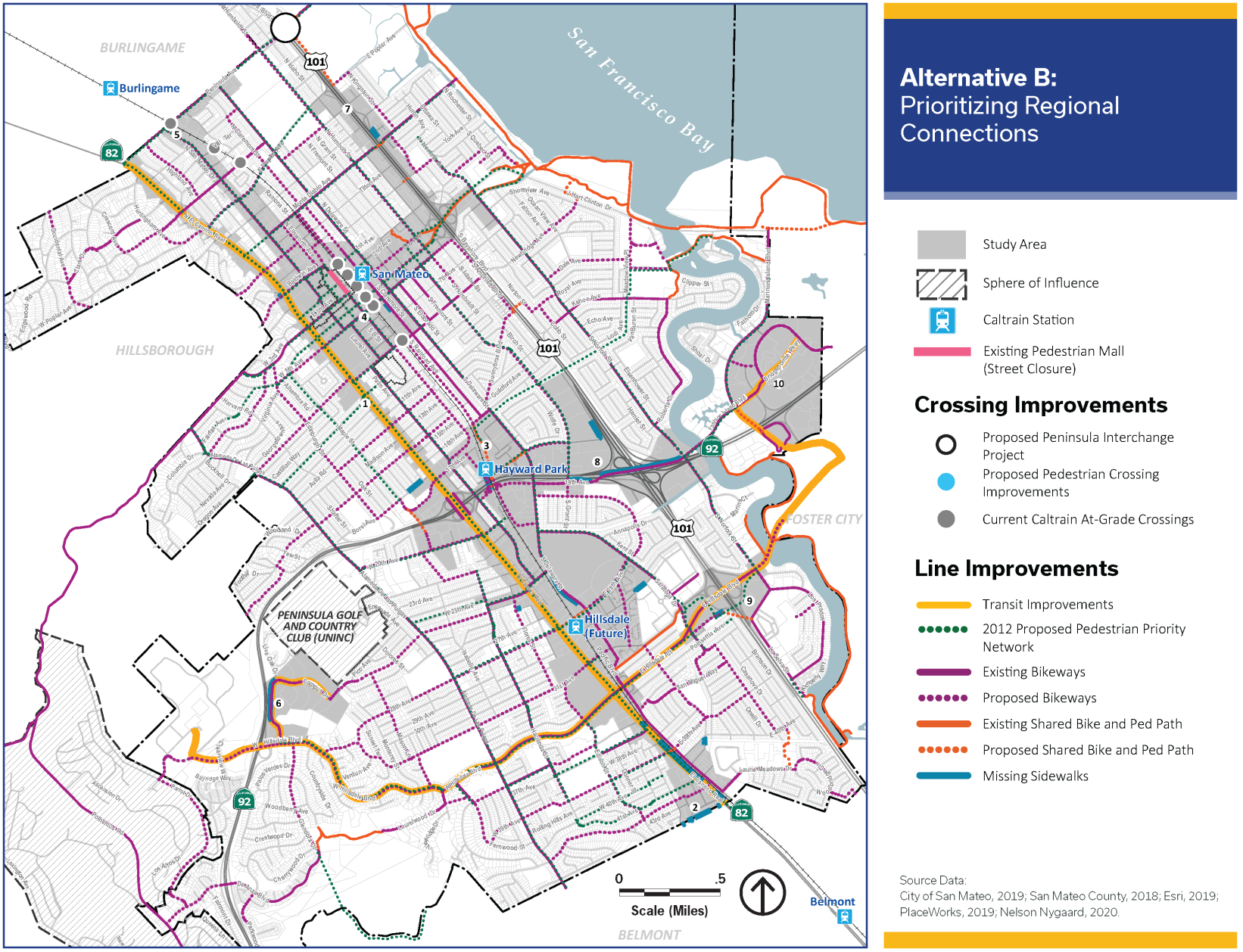
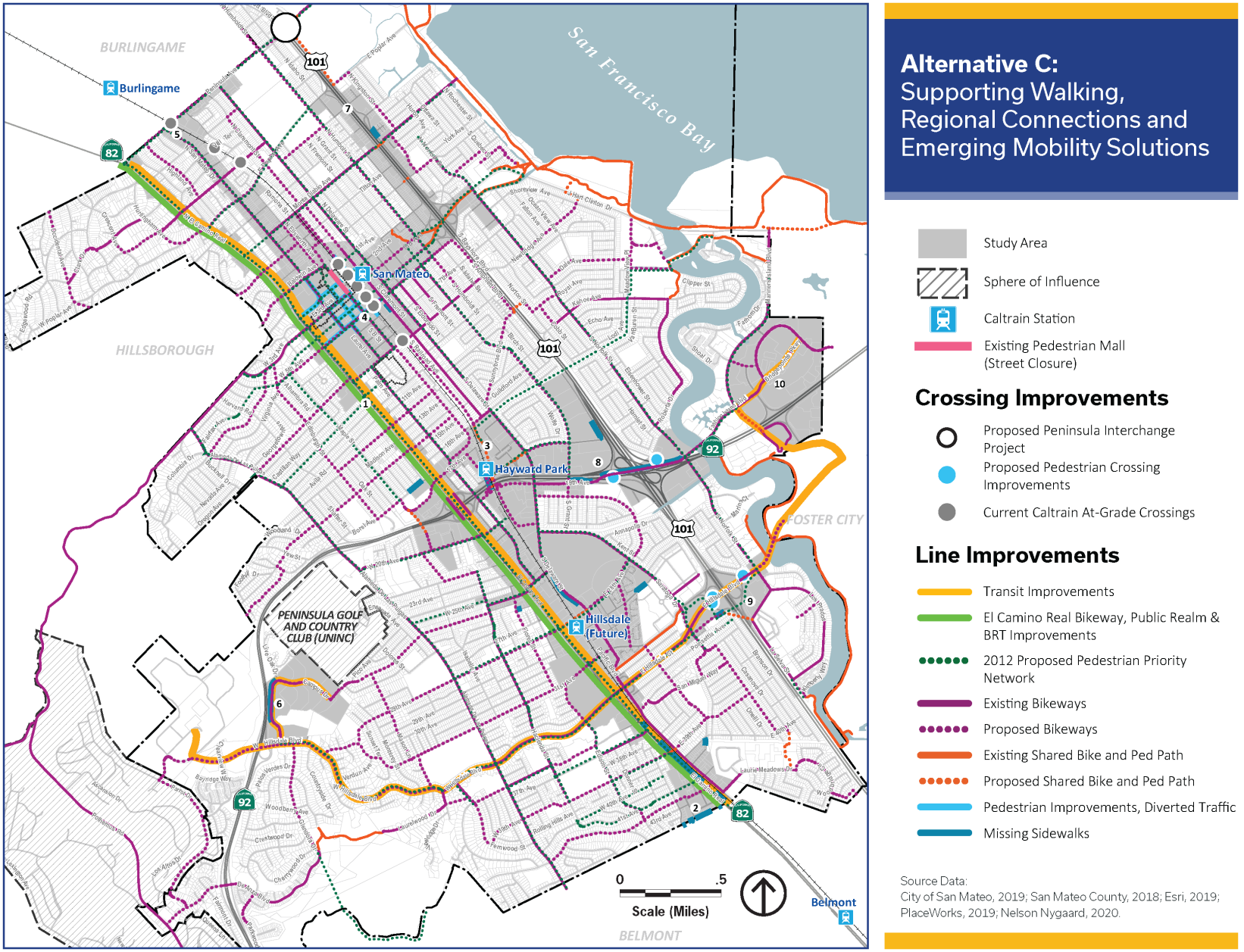


Figure 20. Circulation Alternative C: Supporting Walking, Regional Connections and Emerging Mobility Solutions



3. Summary of Key Findings

3.1 KEY FINDINGS

To help sort through the information offered about each topic, this chapter summarizes the performance of each alternative relative to the topics analyzed in Chapter 5 Alternatives Evaluation, focusing on those topics where the alternative performs exceptionally well or poorly. Table 5 also provides a complete summary of the differences among the land use alternatives.

The findings of this report are meant to help the reader decide which elements of each of the alternatives should be combined to create the preferred land use and circulation alternatives. There are no value judgements placed on the findings because everyone differs on what outcomes could be considered positive or negative. For example, some individuals might consider maintaining an appropriate jobs-housing balance a top priority while others may place less importance on this issue. The goal of this report is to present sufficient information to let you draw your own conclusions.

- Land Use Alternative A
  - This alternative would result in the least amount of residential growth and have lower densities and heights.
  - Due to the lower densities, this alternative would likely not be able to meet future RHNA cycles beyond 2031 and would result in fewer residents within close proximity to transit and less publicly accessible open space.
  - Since there are fewer residents near transit, the City's per capita VMT (including both residents and workers) would increase under Alternative A. However, total VMT would be lowest under Alternative A because it has the lowest total amount of new residents and job growth.
  - All alternatives have the potential to impact historic resources, but Alternative A would propose the fewest changes to the Downtown historic district.
  - Although police, fire, schools, parks, and library services would be impacted under all alternatives, Alternative A would necessitate the least expansion of these services because it results in the lowest population growth.
  - In terms of equity and environmental justice, this alternative would add fewer residents within proximity to diesel particulate matter exposure but would also provide fewer affordable housing units.
  - Alternative A would generate the most positive annual net fiscal impact for the City, producing 13 percent more net revenue ($980,000) than Alternative B and 56 percent more net revenue ($2.9 million) than Alternative C. Although Alternative A generates the lowest revenues, it also results in the lowest cost for public services.
  - In terms of market feasibility, the land use types and densities would be feasible under Alternative A, although the development community would prioritize medium density development projects (4 to 7 stories) over the low-density projects allowed under Alternative A.

- Land Use Alternative B
  - Alternative B would most likely be able to fulfill future State-mandated housing targets, but would have a smaller housing buffer compared to Alternative C.
  - Alternative B could result in the most changes to the Downtown historic district.
  - The current market climate favors medium densities (4 to 7 stories) because the construction costs and parking requirements enable the project to pencil out. Alternative B includes the most medium density land use designations and would have the highest market feasibility.
- Land Use Alternative C
  - Alternative C would generate the greatest residential growth and have the highest heights and densities.
  - Since Alternative C has the greatest residential growth, it would most likely be able to fulfill future State-mandated housing targets including a sufficient housing site surplus as preferred by the State Housing and Community Development Department.
  - Higher densities around San Mateo's Caltrain stations and high frequency bus stops, would likely increase transit ridership, resulting in the lowest per capita VMT of the three alternatives. However, total VMT is highest under Alternative C because it has the highest increase in both residents and workers.
  - All alternatives would impact public services and schools and generate more water demand than Cal Water's currently planned available supply, but Alternative C would produce the greatest demand for expansion of both public services and water supply. However, Alternative C could also generate the most publicly accessible private open space.
  - Alternative C could generate the most affordable housing, but could also expose the most new residents to diesel particulate matter from trucks, buses, and trains on major nearby arterial roads and highways, including Highway 101, Highway 92, and El Camino Real, as well as the Caltrain rail corridor.
  - Land Use Alternative C would have a positive net fiscal impact on the City, generating $5.2 million net annual in funding after accounting for the City's annual expenditures. All three land use alternatives would result in a net annual fiscal surplus, but Alternative C would produce the lowest net annual fiscal surplus since it has the highest cost for providing additional public service needs to accommodate the population growth.
  - The high construction costs associated with buildings over eight stories and subterranean parking make Alternative C have lower market feasibility given current market conditions, although the market is likely to change over the life of the General Plan.
- Topics with Similar Outcomes Among Alternatives
  - Understanding the different pros, cons, and tradeoffs of each alternative is valuable to inform decision-making about the preferred scenario. For some important topics, this evaluation concluded that the outcomes would likely be similar among the three land use alternatives.

- As shown in Table 4, for six of the 28 topics, the analysis concluded that there would not be a meaningful difference among the three land use alternatives. Potential impacts to the wastewater system, stormwater system, sea level rise, flooding, and wildfire hazards and the ability to secure community benefits would be the same under all alternatives.

- These outcomes are similar among the land use alternatives because they are not dependent on specific land use changes. These topics will be influenced more strongly or effectively by the policies and actions in the updated General Plan, as well as by other local, regional, or State actions and regulations.

Table 4 Land Use Alternatives Analysis Summary Matrix

Components	Land Use Alternative A	Land Use Alternative B	Land Use Alternative C
Urban Form			
Height and Density	Has the least high density designations.	Has more high density-designations than Alternative A, but less than Alternative C.	Has the most high density designations.
Ability to meet Future RHNA	Would provide the least assurance of meeting future RHNA cycles and buffers.	Would likely accommodate future RHNA cycles, but would have a smaller buffer compared to Alternative C.	Would provide the most assurance of meeting future RHNA cycles plus buffers.
Job-Housing Balance	Would have slightly more employed residents than local jobs.	Would have an even number of employed residents and local jobs.	Would have an even number of employed residents and local jobs.
Historic Resources	Has fewest changes within the Downtown historic district.	Has the most changes within the Downtown historic district.	Has fewer changes to the Downtown historic district than Alternative B, but more changes than Alternative A.
Traffic			
Vehicle Miles Traveled (VMT)	Would result in least total VMT, but highest per capita VMT.	Would result in less total VMT compared to Alternative C, but more compared to Alternative A. Would result in less per capita VMT than Alternative A, but more than Alternative C.	Would result in most total VMT, but lowest per capita VMT.

Components	Land Use Alternative A	Land Use Alternative B	Land Use Alternative C
Mode Shift	Would result in the least amount of future residents traveling by bus, bicycle and walking.	Would have similar mode shifts as Alternative C and would result in more future residents traveling by bus, bicycle, and walking compared to Alternative A.	Would have similar mode shifts to Alternative C and would result in more future residents traveling by bus, bicycle, and walking compared to Alternative A.
Vehicle-Hours Traveled (VHT)	Would result in the lowest total hours in traffic, but the highest number of hours in traffic per capita.	Alternatives B and C would result in the highest total hours in traffic. Alternative B would have a slightly lower per capita hours in traffic than Land Use Alternative A and higher per capital hours in traffic than Alternative C.	Alternatives B and C would result in the highest total hours in traffic. Alternative C would have the fewest hours in traffic per capita.
Average Speed	Would have the highest average speeds.	Would have similar average speeds as Alternative C and lower average speeds than Alternative A.	Would have similar average speeds as Alternative B and lower average speeds than Alternative A.
Vehicle-Hours of Delay (VHD)	Would have the lowest total hours of vehicle delay.	Would have the highest total hours of vehicle delay.	Would have more total hours of vehicle delay than Alternative A and fewer total hours of vehicle delay than Alternative B.
Utilities			
Water	Would create more water demand than current projected supply, but would create less demand compared to Alternatives B and C.	Would create more water demand than current projected supply, but would create less demand than Alternative C.	Would result in the most water demand compared to Alternatives A and B and would result in the greatest need for additional future water supplies.
Wastewater Service	Wastewater Treatment Plant will have sufficient capacity to handle projected flows, but the use of capacity would have to be negotiated with other members of the Joint Powers Authority.	Wastewater Treatment Plant will have sufficient capacity to handle projected flows, but the use of capacity would have to be negotiated with other members of the Joint Powers Authority.	Wastewater Treatment Plant will have sufficient capacity to handle projected flows, but the use of capacity would have to be negotiated with other members of the Joint Powers Authority.
Stormwater Service	All alternatives would have an equal impact to the stormwater system.	All alternatives would have an equal impact to the stormwater system.	All alternatives would have an equal impact to the stormwater system.
Community Services			
Police	Would create the least demand for additional police services.	Would create more demand for additional police services compared to Alternative A, but less demand compared to Alternative C.	Would create the most demand for additional police services.
Fire	Would create the least demand for additional fire services.	Would create more demand for additional fire services compared to Alternative A, but less demand compared to Alternative C.	Would create the most demand for additional fire services.

Components	Land Use Alternative A	Land Use Alternative B	Land Use Alternative C
Emergency Access	Would have the fewest number of new homes in Study Areas 7, 8, and 9, which are currently difficult to access or pass through.	Would result in the most net new number of homes in Study Areas 8 and 9, which has difficult access	Would result in the most net new number of homes in Study Area 7, which has difficult access
Public Schools	Existing schools would be able to accommodate the additional new students under Alternative A. Would also generate the fewest new students.	Existing schools would be able to accommodate the additional new students under Alternative B. Would generate less students than Alternative C and more students than Alternative A.	Alternative C would exceed existing school capacity, and would also generate the most new students.
Parks and Recreation	All alternatives would further exacerbate the existing park land deficiency. Alternative A would generate the fewest new residents and would have the least demand for new parks compared to Alternatives B and C.	All alternatives would further exacerbate the existing park land deficiency. Alternative B would generate more park demand than Alternative A, but less park demand compared to Alternative C.	All alternatives would further exacerbate the existing park land deficiency. Alternative C would generate the most new residents and would result in the greatest demand for new parks.
Publicly Accessible Privately-Owned Open Space	Has the potential to provide the lowest amount of publicly accessible open space.	Has more potential to provide more publicly accessible open space than Alternative A, but less compared to Alternative C.	Has the potential to provide the most publicly accessible open space.
Library	Would generate the least demand for additional library services.	Would generate more demand for library services compared to Alternative A, but less demand compared to Alternative C.	Would generate the most demand for additional library services.
Environmental Sustainability			
Sea Level Rise	All alternatives would have an e qual impact from sea level rise.	All alternatives would have an equal impact from sea level rise.	All alternatives would have an equal impact from sea level rise.
Flooding	All alternatives would have an equal impact from flooding.	All alternatives would have an equal impact from flooding.	All alternatives would have an equal impact from flooding.
Wildfire Risk	Study Area 6 is located within the Wildland Urban Interface for wildfire risk.	Study Area 6 is located within the Wildland Urban Interface for wildfire risk.	Study Area 6 is located within the Wildland Urban Interface for wildfire risk.
Equity and Public Health			
Housing Vulnerability/ Displacement	Would result in the least physical displacement through redevelopment. Displacement as a result of rising housing costs unknown. Includes the least amount of new housing, including less affordable housing.	Displacement as a result of rising housing costs unknown. Would provide more new housing, including affordable housing, than Alternative A, but less than Alternative C.	Displacement as a result of rising housing costs unknown. Would provide the most new housing, including affordable housing.

Components	Land Use Alternative A	Land Use Alternative B	Land Use Alternative C
Collision Reduction	All alternatives could present the opportunity to improve traffic and safety conditions in the study areas.	All alternatives could present the opportunity to improve traffic and safety conditions in the study areas.	All alternatives could present the opportunity to improve traffic and safety conditions in the study areas.
Traffic Density and Diesel Particulate Matter	Would add the fewest residents near diesel particulate matter exposure areas.	Would add more residents near diesel particulate matter exposure areas than Alternative A, but less than Alternative C.	Would add the most residents near diesel particulate matter exposure areas.
Groundwater Threats	Following regulations and appropriate construction practices will reduce the risk from groundwater threats under all alternatives.	Following regulations and appropriate construction practices will reduce the risk from groundwater threats under all alternatives.	Following regulations and appropriate construction practices will reduce the risk from groundwater threats under all alternatives.
Access to Parks and Open Space	Alternative A adds the fewest new residents to study areas with the least walkable park access. It also adds the fewest new residents in study areas with good park access.	Alternative B would add the greatest number of new residents to Study Areas 1-N, 1-S, and 2 that have the least walkable park access, but would add the most residents in 1-C with high park access.	Alternative C would add the greatest number of new residents to Study Area 6, which has low walkable park access, but would add the most residents to Study Areas 3 and 4 that have high park access.
Market Feasibility			
Fiscal Sustainability	Generates the least revenue ($32.9 million), but would have the lowest costs to provide additional public service and infrastructure. ($24.8 million).. The annual net fiscal surplus at General Plan buildout is estimated to be $8.1 million	Would generate more revenue ($40.3 million) than Alternative A, but less than Alternative C. Would cost more to provide additional public services and infrastructure ($33.1 million) than Alternative A, but less than Alternative C. The annual net fiscal surplus at General Plan buildout is estimated to be $7.1 million.	Generates the most revenue ($48.6 million), but would also have the highest costs to provide for additional public services and infrastructure. ($43.4 million). The annual *net* fiscal surplus at General Plan buildout is estimated to be $5.2 million..
Financial Feasibility	Generally financially feasible.	Offers the greatest potential for near-term development feasibility due to the current feasibility of most midrange-height developments.	Could become more financially feasible if there are above ground parking solutions for high density development and/or changes in real estate economics over time.
Community Benefits			
Community Benefits	All alternatives have the potential to capture community benefits.	All alternatives have the potential to capture community benefits.	All alternatives have the potential to capture community benefits.

CIRCULATION ALTERNATIVES SUMMARY

This section highlights the primary differences between the circulation alternatives. Since land use and the performance of the circulation network are directly related, the circulation alternatives were reviewed in relation to the land use alternatives where feasible. Table 5 summarizes the of the analysis of the circulation alternatives in relation to the land use alternatives. Each analysis was worth three points and each mode had between four and six individual analyses that were combined to get a score for each mode. The pedestrian evaluation did not include land use changes because the analysis did not look at access but instead completing the sidewalk network, potential changes to Downtown and tree coverage. The highest scoring alternative is Land Use Alternative C with Circulation Alternative C. The lowest scoring is Circulation Alternative B with Land Use Alternatives A and B. For a more detailed description of this analysis, please refer to the Multimodal Network section in Section 5.2.

It is important to understand that transit projects and roadway projects on the state highways system envisioned in the alternatives will require partnership and coordination with neighboring jurisdictions, transit operators, and Caltrans to implement and cannot be completed by the City of San Mateo alone.

- Circulation Alternative A
  - This alternative would result in the second highest amount of pedestrian improvements and would perform the same under all land use alternatives
  - Circulation Alternatives A and C include more bicycle improvements than Circulation Alternative B.
  - Circulation Alternative A performed the lowest in terms of transit because it does not include east-west transit connections.
  - Bicycle and transit improvements under Circulation Alternative A performed slightly higher when matched with Land Use Alternative C because these improvements would benefit more residents.
- Circulation Alternative B
  - Circulation Alternative B includes the fewest number of pedestrian improvements.
  - All circulation alternatives include good bicycle network coverage, but because Circulation Alternative B does not include bicycle improvements along El Camino Real it scored the lowest in this category.
  - Circulation Alternatives B and C would have the highest transit benefit and both circulation alternatives would perform slightly better under Land Use Alternative C.
  - Pedestrian and bicycle improvements included under Circulation Alternative B performed the same when considered in context of the three land use alternatives. However, the transit improvements performed slightly higher under Land Use Alternative C because it would benefit a higher number of people.
- Circulation Alternative C
  - Circulation Alternative C would have the highest multi-modal benefit because it anticipates the most pedestrian, bicycle, and transit improvements.
  - The public realm improvements and Downtown superblock included in Circulation Alternative C would result in the most pedestrian benefits amongst the three circulation alternatives and would perform the same under all land use alternatives.

- The bicycle improvements included in Circulation Alternative C would perform the same under all land use alternatives.

- Circulation Alternative C implemented with Land Use Alternative C would have the most circulation benefits.

Table 5 Summary of Multimodal Analysis of Circulation Alternatives

Circulation Alternatives evaluation by Mode (best scores bolded)	Circulation Alternative A Walkability			Circulation Alternative B Transit Connections			Circulation Alternative C Hybrid		
	Land Use [1] A	Land Use B	Land Use C	Land Use A	` Land Use B	Land Use C	Land Use A	Land Use B	Land Use C
Pedestrian Evaluation	13/18			7/18			**16/18**		
Bicycle Evaluation	**15/18**	**15/18**	**15/18**	13/18	13/18	13/18	**15/18**	**15/18**	**15/18**
Transit Evaluation	6/12	6/12	7/12	8/12	8/12	**9/12**	8/12	8/12	**9/12**
Total Multimodal Score[2]	34/48	34/48	35/48	28/48	28/48	29/48	39/48	39/48	**40/48**

[1] Land Use Alternative

[2] Points assigned based on comparative evaluation, description of methodology in the Traffic and Multimodal Circulation section.

3.2 BUILDING YOUR PREFERRED SCENARIO

When reviewing the results of the alternatives evaluation, you may want to think about the topics and outcomes that are most important to you to help define your preferred land use and circulation scenario. Components and ideas from the land use and circulation alternatives can be mixed and matched by land use designation or circulation improvement to create your ideal preferred land use and circulation scenarios.

Use this space to jot down your ideas about the land use and circulation alternatives and the components you want the preferred scenarios to embody.

1 – El Camino Real

Land Use Alternative A:

_____

_____

_____

_____

Land Use Alternative B:

_____

_____

_____

_____

Land Use Alternative C:

_____

_____

_____

_____

2 - Bel Mateo/ Mollie Stone Area

Land Use Alternative A:

_____

_____

_____

_____

Land Use Alternative B:

_____

_____

_____

_____

Land Use Alternative C:

_____

_____

_____

_____

3 - Rail Corridor Area

Land Use Alternative A:

Land Use Alternative B:

Land Use Alternative C:

4 - Downtown

Land Use Alternative A:

Land Use Alternative B:

Land Use Alternative C:

5 - Peninsula Ave. Area

Land Use Alternative A:

Land Use Alternative B:

Land Use Alternative C:

6 - Campus Dr. Area

Land Use Alternative A:

Land Use Alternative B:

Land Use Alternative C:

7 - North Shoreview and Shoreview Area

Land Use Alternative A:

Land Use Alternative B:

Land Use Alternative C:

8 - Parkside Plaza Area

Land Use Alternative A:

Land Use Alternative B:

Land Use Alternative C:

9 - Hillsdale/ Norfolk Area

Land Use Alternative A:

Land Use Alternative B:

Land Use Alternative C:

10 – Bridgepointe

Land Use Alternative A:

Land Use Alternative B:

Land Use Alternative C:

Circulation Alternatives	Notes
A	
B	
C	

4. Project Context

4.1 GENERAL PLAN VISION AND VALUES

For six months from fall of 2018 through spring 2019, hundreds of San Mateo residents provided input on the General Plan Vision Statement. In April 2019, the City Council discussed and finalized the General Plan Vision Statement:

OUR VISION:

San Mateo is a vibrant, livable, diverse, and healthy community that respects the quality of its neighborhoods, fosters a flourishing economy, is committed to equity, and is a leader in environmental sustainability.

OUR VALUES:

Diversity: We embrace diversity and respect the experiences, contributions, and aspirations of people of all ages, abilities, incomes, and backgrounds. We celebrate arts and culture.

Balance: We seek to balance well-designed development and thoughtful preservation with a full spectrum of choices for housing and effective transportation.

Inclusivity: We strive to include everyone in community life and decisions for a shared, sustainable future.

Prosperity: We cultivate a diverse and thriving economy with different types of homes, jobs, recreation, lifelong learning opportunities, and services for both current and future generations.

Resiliency: We are leaders in sustainability, making San Mateo strong and resilient by acting boldly to adapt to a changing world.

4.2 PIPELINE PROJECTS

There are a number of projects currently underway in the City. Table 6 shows the approved projects by Study Area. Approved projects are concentrated in the Downtown area, rail corridor area, and the Campus Drive area. This table includes projects that have been approved and are eligible to start construction. It does not include projects that are currently under review but not yet approved, or projects that are currently under construction. There are also a number of projects under construction in the city, including Station Park Green (599 units), "One 90" on Waters Park Drive (190 units), 1650 S. Delaware Street (73 units) and the redevelopment of Trag's Market at 303 Baldwin Avenue (64 units).

- Study Area 3 (Rail Corridor Area) includes a major development project called Concar Passage, which is located on the Concar Shopping Center site. The site is approximately 14.5 acres in size. The Concar Passage project includes construction of 961 multifamily dwelling units and approximately 40,000 square feet of commercial and retail space. The project also includes 73 affordable housing units, associated parking and 3 acres of community open space. This project was approved by the City Council on August 17, 2020. However, due to existing leases for shopping center tenants, construction is not anticipated to start until 2023 or 2024.

- Study Area 4 (Downtown) includes the Kiku Crossing project at 480 E. 4th Avenue, which consists of a new 7-story residential building with 225 affordable rental units on two City-owned sites that are approximately 2.4 acres in size. Construction is anticipated to begin in the first half of 2022.

- The Peninsula Heights project in the Study Area 6 on Campus Drive was approved by the Planning Commission on December 8, 2020, and consists of 290 new residential units on two parcels approximately 15.5 acres in size. Construction is anticipated to begin in the first quarter of 2022.

There are currently no approved but unbuilt projects in Study Areas 1, 2, 5, 7, 8, 9, 10; however, the City is currently reviewing development proposals for new projects in most of these Study Areas.

For the most up-to-date information on development projects in San Mateo, visit the City's website: www.cityofsanmateo.org/whatshappening.

Table 6 Approved Projects by Study Area

Study Area	Project name	Land Use	New Units
3	Hillsdale Terraces	Mixed Use/ Parking Garage	68
	21 Lodato	Residential	3
	Bay Meadows II SPAR #1 STA 1 & 5 Modification	Office	-
	Bay Meadows MU 2	Office	-
	Bay Meadows MU 3	Office/Residential	67
	Bay Meadows Res 6	Residential	54
	Concar Passage	Mixed Use	961
	1919 O'Farrell	Mixed Use	49
4	210 South Fremont Street	Residential	15
	Essex at Central Park	Mixed Use	80
	180 E. Third Avenue	Commercial/Office	-
	480 E. 4th Ave (Kiku Crossing)	Affordable Housing/ Parking	225
6	Peninsula Heights (Campus Drive)	Residential	290

Source: City of San Mateo, 2021

4.3 AREA PLANS, MASTER PLANS, AND SPECIFIC PLANS

The following approved specific plans, master plans and area plans guide the development and growth in the city:

- Bay Meadows Specific Plan. The Bay Meadows Specific Plan 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, which includes 1,048 residential units, 68 of which are affordable units, 1.2 million square feet of office space, 67,000 square feet of retail and restaurant space, a 450-student private high school, Nueva School, and three public parks, is in the process of being constructed.

- 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.

- 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. 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.

- 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.

- 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.

- 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.

- 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 its vitality and activity, all while maintaining a sense of place.

4.4 THE HOUSING ELEMENT

The Housing Element is a required section of the General Plan that provides policies and programs to ensure that San Mateo can accommodate housing for all members of the community at all income levels. The Housing Element must include a variety of statistics on housing needs, constraints to development, and policies and programs to implement a variety of housing-related land use actions, and a detailed inventory of "opportunity sites" on which future housing may be built. The Housing Element is the only element of the General Plan that is subject to State requirements for content and which must be approved ("certified") by the State Housing and Community Development Department (HCD). Having a certified Housing Element is a prerequisite for many State grants and funding programs.

Although the Housing Element is legally a part of the General Plan, the two projects are on parallel but separate tracks in order to ensure that the Housing Element meets State imposed deadlines for adoption by the beginning of 2023. The General Plan team is working closely with the Housing Element team to ensure that these two important efforts are integrated. The Housing Element will evaluate specific sites citywide and establish programs and policies to address fair housing conditions citywide.

The City itself is not responsible for building housing, but it must demonstrate in the Housing Element that it has policies and programs in place to support housing construction for all income levels, as well as available land with appropriate zoning and densities to accommodate new housing. The City of San Mateo supports efforts to provide affordable housing in the city and has a department that is dedicated to providing financial assistance for the construction and rehabilitation of rental housing, minor home repair programs, and home ownership programs. The following is a list of housing resources and programs available at the City:

- Minor Home Repairs. The City provides grants to non-profit service agencies for provision of Minor Home Repairs to income qualified homeowners. The program offers home repairs to improve health and safety, housing accessibility modifications, and energy efficiency retrofit measures to income qualified individuals.

- Home Rehabilitation Loan. The City offers up to a maximum of $60,000 for housing rehabilitation assistance to low-income homeowners in the form of deferred payment loans.

- Code Enforcement. The City enforces State and local codes to improve residential areas through abatement, administrative citations and fees, civil penalties, and civil litigation to bring about compliance. It also provides tenant relocation assistance in the event tenants are displaced due to code enforcement actions.

- Public Funding of Low/Moderate Income Housing. The City coordinates federal Community Development Block Grant (CDBG) and HOME Investment Partnerships (HOME) Program funds, Low/Moderate Income Housing funds from the former Redevelopment Agency, Commercial Linkage Fees, the State Permanent Local Housing Allocation, and CalHome funds to address the construction, acquisition, and rehabilitation of housing units affordable to very low, low and moderate income households.

  Since 2013, the City has provided three City owned sites for affordable housing resulting in the development of 400 units. The City's First Time Homebuyer program provides down payment assistance to units at three locations in addition to the below-market rate ownership units located in market rate developments. The City keeps a master waitlist for interested buyers of these restricted units. The City also has over 1,670 restricted affordable units (300 ownership and 1,370 rental) citywide. In 2021, another 388 affordable units are approved or under construction.

- Private Development of Affordable Housing. The City increased the minimum inclusionary requirement from 10 to 15 percent for its Below Market Rate program in February 2020. Many developers also take advantage of the State Density Bonus provisions that often results in more affordability than the City base requirements. The City also adopted a Commercial Linkage Fee ordinance in 2016. All non-housing projects with net new construction of 5,000 square feet or greater are required to pay the commercial linkage fee, which is used to provide affordable housing units.

- ADUs/JADUs. Consistent with 2016 State housing legislation, the City Council adopted a new ADU/JADU ordinance in March 2017. The City is working on another revision of the ADU/JADU Ordinance to be consistent with current State law and to further streamline production, with adoption anticipated in the first quarter of 2022.

- Senior Project Location. The City continues to promote the development of senior housing through its use of the Senior Citizen Overlay District, which reduces parking requirements for senior developments and by allowing senior projects within multifamily and commercially zoned properties.

- Mixed Use. Construction of mixed use buildings that include housing units are permitted in all commercial zoning districts, except Service Commercial, either by zoning or a Special Use Permit.

- Persons Experiencing Homelessness. The City provides continuous representation and participation in the County Continuum of Care, which focuses on programs for prevention of homelessness and services to homeless families and individuals. There is also a permanent supportive housing project, called Vendome, that provides 16 units for the most chronic formerly homeless individuals. First Step for Families also provides 39 emergency and transitional shelter units for families with children.

The Zoning Code was amended in 2009 to allow emergency shelters in C-2 and C-3 zoning districts as a permitted use. The City also supports home sharing through funding Human Investment Project Housing, a local non-profit whose main service is matching home seekers with those offering space for home sharing to prevent homelessness.

- Energy and Water Efficiency. The City joined 5 Property Assessed Clean Energy programs to provide financing options to homeowners to perform energy upgrades to their homes.

- Special Need Groups. The City provides financial assistance to nonprofit organizations that provide housing, rental assistance and/or housing related services to a variety of special needs populations. The City also adopted a Reasonable Accommodation ordinance on June 16, 2014, which allows reasonable accommodation requests from the City's Zoning Code.

- Open Choice. The City contracts with Project Sentinel to provide Fair Housing services, monitoring and investigation. All housing related projects or services funded by the City include affirmative marketing guidelines and are monitored on a regular basis.

- Transit-Oriented Development. The San Mateo Rail Corridor Plan Transit-Oriented Development Plan, and a subsequent ordinance, was adopted by the City Council in 2005. This document and the subsequent specific plan and design guidelines regulate development in the rezoned Transit Oriented Development properties.

REGIONAL HOUSING NEEDS ALLOCATION

The Association of Bay Area Governments (ABAG) – the regional planning agency for the Bay Area - assigns State-mandated Regional Housing Needs Allocation (RHNA) units to each jurisdiction. The methodology used to allocate units is the same for all jurisdictions within the nine-county Bay Area. ABAG must distribute the Bay Area's regional housing need of 441,176 housing units to all of the cities, towns, and counties in the Bay Area. San Mateo's RHNA for the current Housing Element is expected to be approximately 7,015 units, distributed among four income categories that range from very low income to above moderate income.

This means the City of San Mateo must ensure that there is enough land zoned at appropriate densities to accommodate 7,015 new units, plus a buffer which is described further herein. In comparison to this current RHNA, which is the "6th cycle," San Mateo's previous 5th Cycle allocation in 2014 was 3,100 units. The draft allocations throughout the Bay Area are high in part because the region's bulk allocation from the State of California is more than double the last Housing Element Cycle's allocation to the region, which was about 189,000 units.

Although the RHNA allocation is *not* a direct requirement to build units, the State legislature has enacted increasingly stringent requirements on localities to ensure they are doing everything possible for housing to be built and to remove common barriers to housing construction. This includes demonstrating in an opportunity sites inventory that the allocation can be met, plus providing a buffer of *at least* 15 to 30 percent. A buffer is necessary to ensure that if some of the sites listed in the Housing Element are developed without housing, are developed with less than the full amount of housing projected in the Housing Element, or are not developed at the income levels identified in the Housing Element, there is sufficient remaining capacity to ensure an ongoing supply of sites for the full RHNA during the eight years of the Housing Element Cycle at every income level. HCD recommends a buffer of at least 15 to 30 percent, but many jurisdictions anticipate providing a buffer of up to 50 percent. The City's previous Housing Element

included a RHNA allocation of 3,100 units along with a "buffer" of 1,623 units (about 52 percent of the allocation) – that is, the Housing Element identified enough land zoned at appropriate densities to accommodate a total of 4,723 units.

It is important to note that, while the State requires the City of San Mateo to plan for the RHNA housing units, it does not mean that the City is required to build these housing units.

Please visit https://www.cityofsanmateo.org/HousingElement2023 to learn more about the City's Housing Element.

AFFIRMATIVELY FURTHERING FAIR HOUSING

Assembly Bill 686 requires cities and counties to administer its programs and activities relating to housing in a manner to affirmatively further fair housing and not take any action that is inconsistent with this obligation. This means taking actions to overcome patterns of segregation, address disparities in housing needs and access to opportunity, and foster inclusive communities. Housing Elements must now, among other things, include an assessment of fair housing practices, examine the relationship of available sites to areas of high opportunity, and include actions to affirmatively further fair housing. Potential programs that may be included in the Housing Element which affirmatively further fair housing include assisting with rehabilitation and repair of housing for low-income households and expanding services to underserved communities. The Housing Element is also intended to affirmatively further fair housing by ensuring that San Mateo can accommodate housing for all members of the community at all income levels.

HOUSING ELEMENT SITES

State law requires that the Housing Element contain a site-by-site inventory of land suitable for development of all housing types, including multifamily. The identified land must have access to appropriate services and infrastructure, such as water, wastewater, and roads. These are called *opportunity sites.* As has been the case for the last three Housing Elements, staff has conducted a City-wide review of parcels that are either vacant or underutilized to discern if these sites are appropriate for development. These sites may or may not eventually be developed for housing, as the choice is, and always will be, at the owner's decision.

The constraints facing the City with respect to developing the opportunity sites inventory are significant, in part because there is very little vacant land available for development. As a consequence, the City must analyze sites with existing uses that may be redeveloped. Further, Measure Y imposes height and density limits that limit the amount of development that can be built on any site in San Mateo through 2030. All of these factors will present challenges in developing an acceptable opportunity sites inventory for the current and future RHNA Cycles solely within the 10 Study Areas.

Some additional factors considered in the development of the site inventory include:

1. Whether a site has an underperforming use on it;
2. Whether other sites in the area have seen recent redevelopment to housing;
3. Whether the site has sufficient infrastructure available to it;
4. Whether the site's topography makes it suitable for housing development; and,
5. Whether the site is of a sufficient size to be developed for housing.

Except for Study Area 1-North, all other Study Areas have several sites that have been identified as suitable land for development of all housing types, including multifamily. All identified opportunity sites are designated Residential Medium or Residential High, Mixed Use Medium, or Mixed Use High in all three alternatives to maintain consistency with the Housing Element process. The inventory of opportunity sites will be finalized when the Housing Element is adopted.

4.5 OTHER CITYWIDE REGULATIONS AND PROJECTS

In addition to the General Plan, the City has other documents and projects that guide land use, transportation, and sustainability. The following lists includes a several of the key documents and projects:

- Zoning Code. The City's Zoning Code implements the land use goals and policies established in the General Plan. It regulates land uses, building heights, setbacks, provision of open space, and other factors that relate to development on individual properties.
- Future Complete Streets Plan. The City was awarded a California Department of Transportation Sustainable Communities Grant for the development of a Complete Streets Plan. This effort, which will be initiated in 2022, will create an actionable transportation plan rooted in safety for all modes, resulting in policies, goals, and prioritized projects that are focused on improving mobility, equity, connectivity, and sustainability.
- Climate Action Plan. The City's 2020 Climate Action Plan provides a comprehensive list of community-wide actions that will help reduce GHG emissions from buildings, vehicles, and other sources.
- Green Infrastructure Plan. This plan guides the siting, implementation, tracking, and reporting of green infrastructure projects, which use plants and soils to mimic natural watershed processes, capture stormwater, increase groundwater infiltration and create healthier environments on City-owned land.
- Citywide Pedestrian Master Plan. The City's pedestrian master plan provides a broad vision, strategies, and actions for improving the pedestrian environment in San Mateo. It studied pedestrian travel in the City, analyzed collision data, and developed recommendations to improve pedestrian access.
- Bicycle Master Plan. This plan guides the future development of bicycle facilities and programs in the City. This plan will enable San Mateo residents and visitors with the opportunity to utilize various bicycle network roadways and parking facilities for work or recreation.
- US 101/Peninsula Avenue Interchange Project. This project includes the relocation of the U.S. Hwy 101 southbound on- and off-ramps from East Poplar Avenue to Peninsula Avenue in order to create a single, full-access interchange at Peninsula Avenue and Airport Boulevard to improve safety and traffic operations. The project is currently undergoing an environmental review process.
- 25th Avenue Grade Separation Project. This project was completed in September 2021. It raised the train tracks, slightly lowered the road (grade separated) at E. 25th Avenue, and created new east-west street connections at 28th and 31st Avenues between S. Delaware Street and El Camino Real.

- Multijurisdictional Local Hazard Mitigation Plan. A Draft 2021 Multijurisdictional Local Hazard Mitigation Plan was recently released. This Plan was written with a partnership of 36 local governments and special districts in San Mateo County, including the City of San Mateo. It identifies natural and human-caused hazards and helps the City plan ahead to mitigate, respond to, and recover from disasters.

For more information on other planning efforts, please visit the City's website: www.cityofsanmateo.org

4.6 DEVELOPMENT REVIEW REQUIREMENTS

Even after the Preferred Scenario is selected and the updated General Plan is adopted, there are many steps a project must go through to ensure it meets all applicable City standards and requirements. The following is a brief summary of San Mateo's development review process for all projects that require a Planning Application:

PRE-APPLICATION REVIEW

- Planning staff consultation. Initial discussions with planning staff to determine scope of project, application requirements, applicable codes and policies, and to determine if a pre-application submittal is required. Formal Pre-Applications are required for projects consisting of more than 20 residential units; 10,000 square feet of new floor area; and/or Zoning Reclassifications or General Plan Amendments.

- Pre-Application submittal. Plans and materials submitted per the submittal requirements in the Pre-Application Guide.

- Internal staff review. Departmental review (Planning, Building Public Works, Transportation, Parks and Recreation, Police, Fire) for high-level compliance with applicable codes, policies and City requirements

- Neighborhood meeting. In coordination with staff, a neighborhood meeting is scheduled and notices are sent out. Applicant leads the meeting and takes meeting minutes. Staff planner attends and answers City requirements or procedure-related questions.

- Planning Commission Study Session. Following the neighborhood meeting, a study session is held before the Planning Commission to review the project on a preliminary basis to provide input on elements such as site planning, building and architectural design, and landscaping.

FORMAL PLANNING APPLICATION

- Internal staff review. Once an application is submitted, City departments (Planning, Building Public Works, Transportation, Parks and Recreation, Police, Fire) review for compliance with applicable codes, policies and City requirements; once all comments are addressed the application is deemed complete. After being deemed complete, Conditions of Approval are prepared.

- Environmental Review. Once an application is deemed complete, environmental review completed consistent with the California Environmental Quality Act (CEQA), which could include an exemption, an Initial Study/Mitigated Negative Declaration, or an Environmental Impact Report.

- Final Approval. Depending on the type of project and the type of approval being sought, final approval could come from the Zoning Administrator, the Planning Commission, or the City Council.

5. Alternatives Evaluation

This chapter includes a detailed evaluation and comparison of the three land use and circulation alternatives and their differing potential outcomes on:

- Urban Form
- Traffic and Multimodal Circulation
- Community Services
- Utilities
- Environmental Sustainability
- Equity And Public Health
- Fiscal Sustainability
- Market Feasibility
- Community Benefits

Each section also lists potential Policy Considerations. Future development in San Mateo will be influenced by the land uses allowed in the General Plan and will also be strongly influenced by the policies in the General Plan. The policy considerations offered here will be subject to community discussion and debate as the General Plan is drafted and reviewed before adoption.

5.1 URBAN FORM

HEIGHT AND DENSITY

The City of San Mateo's Zoning Code regulates the height and density of buildings citywide. Maximum building height standards are set forth on the Building Height Plan of the General Plan. Additionally, the City's Downtown Specific Plan and Bay Meadows Specific Plan define height and density standards for the areas encompassed by these specific plans.

San Mateo is largely "built-out," meaning there are relatively few vacant parcels within the city limit. In order to accommodate the State required housing numbers (RHNA) and anticipated job growth, some limited areas of the city will need to redevelop at a higher intensity. This could be achieved through increased densities and/or higher building heights. The alternatives are based on community input and consider potential land use changes, using the new land use typologies, that reflect a range of allowed heights and densities for all types of development. The alternatives do not assume or propose any specific buildings or development projects, and no decisions have been made about future heights on individual parcels.

In November 2020, San Mateo voters approved Measure Y, which extended past voter-approved limits on new residential building heights and densities to be no more than 50 dwelling units per acre and 55 feet in height with some exceptions, including development within the Hillsdale Shopping Center (Study Area 10) and some specific areas of Downtown (Study Area 4) where building heights of up to 60 feet and 75 feet may be allowed, respectively. The range of land use categories used in the alternatives would maintain existing height limits in some areas, but the land use categories Residential Medium, Residential High, Mixed-Use Medium, Mixed-Use High, Office Medium, and Office High would allow buildings with six or more stories, which exceed Measure Y's prescribed building height and/or density limits. Residential Medium, Office Medium, and Mixed-Use Medium, which allow a range of 4 to 7 stories in building height. Buildings of 4 to 5 stories under these "Medium" land use designations would generally be allowed under Measure Y, but buildings exceeding 5 stories would not be aligned with the measure.

Among the three alternatives, Alternative C shows the most areas of change with the highest intensities (density and building height) throughout the study areas, including Mixed-Use Medium along the southern end of El Camino Real (Study Area 2), Mixed-Use High uses along El Camino Real around the Hillsdale station (Study Area 3), and in Downtown (Study Area 4) with Residential High uses along Railroad

Avenue and Mixed-Use High uses between Baldwin Avenue and 5th Avenue. Buildings in the Residential High designation could be 8 or more stories tall. At the same time, Alternative C also maintains the most areas that are in alignment with Measure Y, including the Mixed-Use Low uses along Peninsula Avenue and the Residential Low uses in Study Areas 4 and 8. Alternative C focuses its highest density uses in concentrated nodes throughout the study areas, while Alternatives A and B have greater distribution of Medium density uses throughout the study areas.

Overall, Alternative A has the least High-density designations compared to Alternatives B and C, and also preserves several areas consistent with Measure Y, including Mixed-use Medium in Downtown (Study Area 4) between Baldwin Avenue and 3rd Avenue and Mixed-Use Low along El Camino Real near the Hillsdale station (Study Area 3).

Alternative B has more High density-designations than Alternative A, but less than Alternative C, including Residential High uses along El Camino Real between 12th Avenue and 16th Avenue (Study Area 1 Central). In contrast, Alternatives A and C propose primarily Mixed-Use Medium in this area.

Most of the study areas are bordered by existing single-family residential neighborhoods with homes typically 1 to 2 stories high. Since Mixed-Use, Residential, and Office uses at Medium and High densities would potentially be 4 to 7 stories (Medium) and more than 8 stories tall (High), new development at these proposed heights would affect the visual character of neighborhoods adjacent to these higher density nodes and could cast shadows during certain parts of the day onto nearby single-family residences. This would occur in all Alternatives, but Alternatives B and C have the most Medium and High density designations that abut single-family neighborhoods. Alternative C has the greatest amount of High density development next to single-family neighborhoods in Study Areas 3 and 4, particularly around the Hayward Park and future Hillsdale transit stations. In Alternative B, there are areas with High density development near single-family residences along El Camino Real in Study Area 1 and around the future Hillsdale transit station in Study Area 3.

Land use changes proposed within Study Areas 6, 9, and 10 have less of an impact on existing single-family residences as these study areas are more geographically isolated, adjacent to wider roadways, or are buffered from single-family residential neighborhoods by other uses.

ABILITY TO MEET FUTURE RHNA

As described in Section 4.4., State law requires every California jurisdiction to plan for its “fair share” of the regional housing need for households of all income levels. San Mateo’s 6th Cycle RHNA is 7,015 housing units, distributed among four income categories that range from Very Low Income to Above Moderate Income. The City must ensure it can accommodate the new housing units that might be built for the period from 2023 to 2031.

Although the RHNA allocation is not a requirement to build units, the State legislature has enacted increasingly stringent requirements on cities to ensure they are doing everything possible for housing to be built and to remove common barriers to housing construction. Working under this assumption, all three alternatives have been developed to include enough housing sites to fulfill the city’s anticipated RHNA 6th Cycle numbers. However, the General Plan extends beyond the 6th Cycle. Assuming continued 8-year RHNA cycles, and that the General Plan’s expected life cycle is until 2040, the updated General Plan should designate sufficient residential land to accommodate the future 7th Cycle (January 2031 to January 2039) and early 8th Cycle (January 2039 to January 2047).

The scale of future housing allocations is unknown and difficult to predict. If the 7th Cycle RHNA is in the same proportion to the existing number of homes as the 6th Cycle RHNA, it would call for 8,000 to 8,500 new units, for a minimum of about 15,000 new units over the 6th and 7th Cycles combined, covering the years 2023 to 2039. This does not include any additional "buffer" for the two RHNA cycles, nor additional capacity for the 8th Cycle RHNA, which will begin in 2039 before the General Plan horizon year of 2040.

If the City does not designate adequate residential sites to meet the future RHNAs as part of the General Plan Update, the next Housing Element, eight years from now, will need to revisit the General Plan land use map and include a process to identify and change the designations on additional sites to accommodate more future housing. The ability for each alternative to meet the 6th Cycle RHNA and future cycles are described below.

- Alternative A, which anticipates **11,810 units**, meets the 6th Cycle RHNA plus a buffer and would likely accommodate about 1,188 units of capacity remaining for future RHNAs beyond 2031. However, if future RHNAs are similar to the 6th cycle RHNA, Alternative A isn't enough to accommodate the full amount, and the City would have to complete a substantial update to the Land Use, Circulation, and Housing Elements in order to account for future RHNA cycles, including the 7th Cycle, which is due for certification in January 2031.

- Alternative B, which anticipates **16,070 units**, could likely accommodate the City's 6th and 7th Cycle RHNAs and at least a small buffer, and would allow for Land Use and Circulation Elements that align more closely with the desired life cycle of General Plan 2040, assuming future allocations follow current trends.

- Alternative C, which anticipates **21,080 units**, would provide the most assurance in terms of meeting future RHNA cycles and buffers within the Study Areas and corresponding with the projected life cycle of General Pan 2040.

JOBS-HOUSING BALANCE

Jobs-housing balance is a measure of how well the local economy provides jobs for the local labor force. An adequate balance of housing and jobs can benefit the city's economy, environment, and the resident's quality of life. Although this topic is often described as "jobs-housing" balance, comparing the number of jobs to the number of residents is a more direct comparison of individuals, rather than comparing people to homes. The jobs-employed residents ratio is calculated by dividing the number of jobs in the community by the number of employed residents in the same area. It must take into account the fact that many residents are children, seniors, students, or otherwise not part of the workforce. A high number of jobs relative to residents typically indicates that workers are commuting into the community. A low number of jobs and high number of residents typically indicates that workers are commuting out of the community for work. When the number of employed residents is significantly higher than the number of jobs in the city, it can lead to increased traffic congestion as workers commute either in or out, which in turn creates increased air pollutant emissions, increased noise, and increased GHG emissions. It should be noted that the ratio of jobs to employed residents indicates a numerical match, not a qualitative match in job type vs. resident skills and abilities.

An ideal jobs-to-employed residents ratio for a city like San Mateo would be 1.0, which indicates that there is a job in the community for every employed resident. It is important to note, even with an ideal jobs-to-employed residents ratio of 1.0, that many residents will continue to commute outside of San Mateo while workers that do not reside in San Mateo will continue to commute in. As shown in Figure 21, "Where People Live vs. Work," as of 2018, approximately 49,000 people that worked in San Mateo lived outside of the city and approximately 49,000

San Mateo residents commuted outside of the City for work, and only approximately 7,000 both live and work in San Mateo. Since 2020, the Covid pandemic has changed commute patterns in the Bay Area for those workers who are able to work remotely. However, comparable US Census data to what is displayed in Figure 21 is not yet available for 2020 or 2021.

Although the City cannot control whether jobs within San Mateo are filled by residents, striving for a jobs-to-employed residents ratio of 1.0 increases the opportunity for employed residents to find a job in San Mateo.

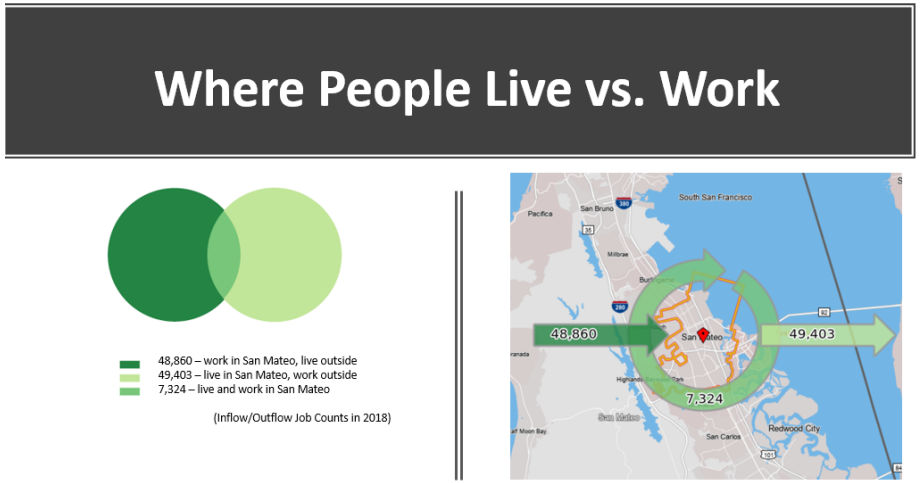
Table 7 shows the jobs-to-employed residents ratio for the three land use alternatives. Based on existing conditions plus net new employees and new population projected through 2040 under each alternative:

- Alternative A would result in a slightly higher jobs-employed residents balance when compared to the baseline year of 2018 (this is the most recent year for which reliable data is available; in 2020 and 2021 these numbers have been affected by the Covid pandemic). This implies that San Mateo would have slightly more jobs than employed residents.

- Alternatives B and C would result in a slightly lower jobs-employed residents balance when compared to the baseline year of 2018. However, Alternative B would still result in a jobs-employed residents ratio over 1.0. Alternative C would result in a jobs-employed residents ratio of .95.

All three alternatives are very close together when considering the total number of existing plus net new jobs and employed residents, and because this is a numerical ratio rather than an exact match of workers to jobs. As describe previously, in- and out-commuting will still continue under any alternative even with at an ideal jobs-to-employed residents of 1.0.

Figure 21. Where People Live vs. Work



Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics

Table 7 Jobs to Employed Residents Ratio

	Existing (2018)	Alternative A (Net New + Existing)	Alternative B (Net New + Existing)	Alternative C (Net New + Existing)
Population	104,500	133,998	144,759	158,007
Jobs	52,800	68,230	68,230	67,790
Est. Employed residents (0.45)	49,500	60,300	65,150	71,100
Jobs-to-Employed Residents Ratio	1.07	1.13	1.05	.95

Source: PlaceWorks, 2021

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 as shown on Figure 22. Of the 200 structures, approximately 37 structures were eligible for the National Register of Historic Places.[1] 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.[2] Since over 30 years have passed since the last Historic Building Survey, it is possible that there are new structures that could be considered historic per federal and State guidelines.

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.[3] Thirteen historic resources, including Central Park and the Jepson Laurel Tree (the oldest and largest known Laurel in California), are listed on the California State Register. 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.[4] 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.[5]

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.[6]

Historic resources in the Downtown Historic District, which is within Study Area 4, are mainly concentrated along East Third Avenue and South B Street, though historic structures exist throughout the Downtown.[7] Historic structures in the Downtown Historic District were built before 1900 to the late 1930s.[8] The Glazenwood Historic District, which is immediately south of Study Area 4 but is not within any of the study areas, 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.

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

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

[3] City of San Mateo, *Vision 2030 General Plan,* pages VI-8.

[4] City of San Mateo, *Historic Resources Handout*, page 1.

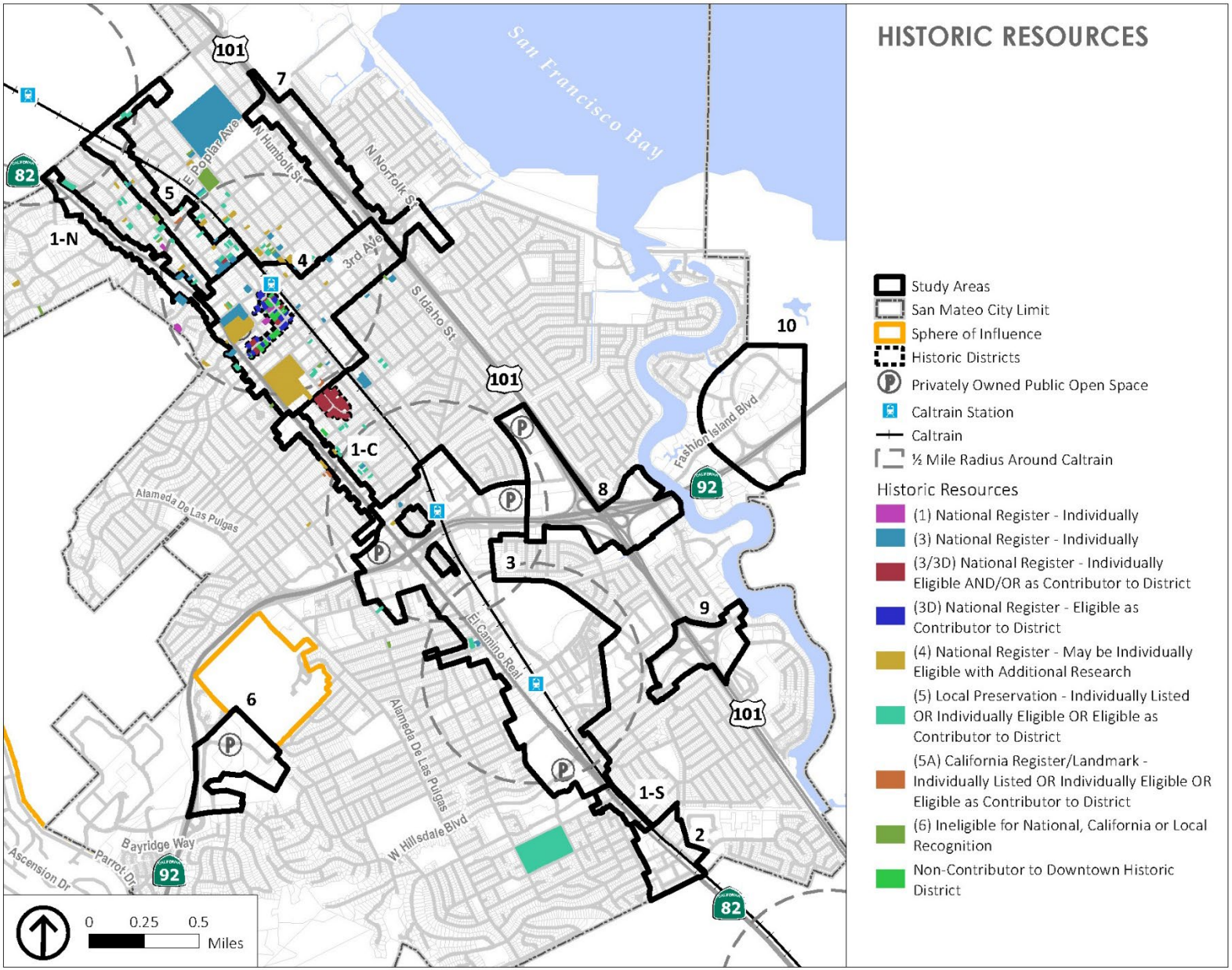
[5] San Mateo County Historical Association, *City of San Mateo Historic Building Survey*, 1989, page 4.

[6] https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf

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

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

Figure 22. Historic Resources



Within the Historic District itself, any future change would be regulated by federal, State, and local codes that protect identified historic resources, although these regulations do not prohibit demolition or alteration of historic buildings. Impacts to the Historic District could come from change within the district or from development outside of, but adjacent to, the district. New construction replacing historic buildings could introduce incompatible site design, height and bulk, or materials and features adjacent to historic buildings. This could effect the integrity of the buildings and the Historic District as resources even if the historic buildings themselves are not changed.

Study Area 4 includes the Downtown Historic District and the highest concentration of individual historic buildings in San Mateo. **Within Study Area 4:**

- Alternative A includes least change Downtown. Most of Downtown is designated Mixed Use Medium, which is consistent with the existing development pattern, therefore least likely to stimulate change and likely to have the fewest impacts.

- Alternative B would allow the greatest change inside the Historic District. It designates the northern arm of District between Baldwin Avenue, 2nd Avenue, Ellsworth Avenue, and B Street as Mixed-Use High. The ability to build larger and taller buildings as compared to the other two alternatives could motivate property owners to go through the difficult, expensive, and risky process of proposing to redevelop on or next to an historic property. Alternative B would be the most likely to impact historic resources within the Downtown Historic District.

- Alternative C designates the entire Historic District Mixed Use Medium, so properties within the District would be less likely to be directly impacted than under Alternative B. However, Alternative C allows Mixed Use High throughout much of Downtown, including properties immediately next to the Historic District. Alternative C would be most likely to result in development incompatible with the existing historic fabric surrounding the Downtown Historic District.

Central Park is a State-listed historic resource also located within Study Area 4. The three alternatives are substantially similar in the land use designations around Central Park, with the exception of the buildings to the north across 5th Avenue. These parcels are designated Mixed Use Medium in Alternative A, a mix of Mixed-Use Medium and Mixed-Use High in Alt B, and Mixed-Use High in Alternative C. Alternative C would represent the greatest likelihood of change to the existing urban fabric on the north side of Central Park. However, this change would not be likely to threaten the eligibility of Central Park to remain on the California State Register.

The Historic Building Survey identifies scattered historic resources in **Study Area 5** along San Mateo Drive and North Ellsworth Avenue, especially in the southern end of the study area closest to Downtown. These are designated Residential Medium in Alternatives A and B and a mix of Residential Medium, Residential High, and Mixed-Use High in Alternative C. In Study Area 5, **Alternative C** would be most likely to lead to redevelopment on or next to the site of existing historic buildings.

Farther south in **Study Area 3**, the Historic Building Survey identifies a cluster of historic buildings on the northwest corner of 25th Avenue and El Camino Real (Cobani, Wes Liquors, and the Goodwill). These are designated as Mixed-Use Low in Alternative A and as Mixed-Use Medium in both Alternatives B and C. Because they would allow more intensive new development, both Alternatives B and C are more likely than A to impact the historic buildings in Study Area 3.

POLICY CONSIDERATIONS

The Housing Element currently underway will be required to include a variety of policies and programs to demonstrate that the City can provide housing for all income levels. In addition, the General Plan Update could consider various policies and actions related to urban form, historic resources, and jobs-housing balance. Examples include:

- Considering natural topography and the design of new development.
- Requirements for preservation or replacement of mature trees and robust new landscaping as part of new development.
- Pursuing new sources of funding for historic preservation.
- Creating incentives to preserve historic and cultural resources.
- Creating objective design standards for development within historic districts or adjacent to historic structures and/or culturally important sites to maintain the historic character of these resources.
- Encouraging uses that provide job opportunities for City residents.

5.2 TRAFFIC AND MULTIMODAL CIRCULATION

MULTIMODAL NETWORK

ANALYSIS METHODOLOGY

To provide a comparative analysis of three circulation and three land use alternatives, the multimodal analysis used multiple evaluation metrics for each mode and summed up the scores to identify performance across alternatives. Access to the bicycle and transit network, defined as people living or working in locations with access to each modal network, was used to compare circulation alternatives with land use alternatives (LUA). Access to the pedestrian network cannot be analyzed directly since there is no "walkshed" for the pedestrian network that can be linked to land use in the same way that exists for transit. Therefore, the evaluation of the pedestrian network for each Circulation Alternative does not measure a significant distinction between LUAs. The pedestrian analysis focuses on evaluating network coverage as well as changes to Study Area 4, San Mateo's Downtown, where the Circulation Alternative includes various projects intended to benefit the Downtown as a local and regional destination regardless of changes to land use.

In addition, please refer to the discussion of pedestrian and bicycle safety as an aspect of equity and public health in Section 5.6.

1. PEDESTRIAN NETWORK METHODOLOGY

The Pedestrian Master Plan (2012), specifically its pedestrian greenway network, are included in all three alternatives, limiting the amount of variation for citywide pedestrian projects in the General Plan Update Circulation Alternatives. The future pedestrian network analysis depends on the calculation of several metrics to estimate both network coverage and quality, using through proxies such as public realm, safety, and tree coverage. The following metrics were developed to evaluate the pedestrian network:

- Increase in Sidewalk Coverage: Calculated a 'maximum' possible from existing street lengths and compared to existing sidewalks plus alternatives for both study areas and the entire city.
- Increase in Public Realm: Measured percent of street length within SA 4 (Downtown) receiving traffic calming, place making, pedestrianization, and other public realm improvements.
- Safety Improvements: Identified areas with historic pedestrian-involved injury collisions that have occurred from 2015-2017 and overlayed with circulation alternatives.

- Increase in Tree Coverage: Estimate of area covered by tree shading (10-foot radius of each point in GIS) was combined with the greenway corridor network from the Pedestrian Master Plan. The output was the same citywide for all alternatives since they all include the greenway corridors. Calculated changes in SA 4 (Downtown) are a result of individual projects in Alternatives A and C.

2. Bicycle Network Methodology

The recently adopted Bicycle Master Plan (2020) provides a comprehensive network for San Mateo, limiting the amount of variation for bicycle projects in the General Plan Update Circulation Alternatives. The future bicycle network evaluation looked at both coverage as well as access to bicycle facilities between the different land use changes. The following metrics were developed for evaluating the bicycle network:

- Increased Bike Facility Coverage: Calculated a 'maximum' possible bike facility mileage from existing street lengths and compared to existing bike facilities of all facility classes plus alternatives for the entire city.

- Increased Protected Bike Facility Coverage: Calculated the percent of the total bike network that is protected by comparing existing total bike network plus future bike network with existing protected bike facilities of all classes plus alternatives for the entire city.

- Increased Bike Facility Access for Residents: Calculated a bike access area by buffering all existing and future bike facilities by an 1/8 of a mile. An eighth of a mile was chosen because it represents approximately half a block. This was overlayed with existing and future population for all land use alternatives to estimate the number of residents served by the network.

- Increased Bike Facility Access to jobs: Calculated a bike access area by buffering all existing and future bike facilities by an 1/8 of a mile. This was overlayed with existing and future employment for all land use alternatives to estimate the number of jobs served by the network.

- Increased Protected Bike Facility Access for Residents: Calculated a protected bike access area by buffering all existing and future protected bike facilities by an 1/8 of a mile. This was overlayed with existing and future population for all land use alternatives to estimate the number of residents served by the network.

- Increased Protected Bike Facility Access for Employees: Calculated a protected bike access area by buffering all existing and future protected bike facilities by an 1/8 of a mile. This was overlayed with existing and future employment for all land use alternatives to estimate the number of jobs served by the network.

3. Transit Network Methodology

Transit service was evaluated based on coverage of the entire network as well as the frequent network. The frequent transit network is made up of bus lines with 15-minute frequencies or less as well as Caltrain. The following metrics were developed for evaluating the transit network:

- Transit Coverage for Residents: Buffered stops in the transit network with pre-COVID service and with each circulation alternative by ¼ mile to identify existing and future transit service coverage. This was overlayed with existing and future population for all land use alternatives to estimate the number of residents served by the network.

- Transit Coverage to Jobs: Buffered stops in the transit network with pre-COVID service and with each circulation alternative by ¼ mile to identify existing and future transit service coverage. This was overlayed with existing and future employment for all

land use alternatives to estimate the number of jobs served by the network.

- Frequent Transit Access for Residents: Buffered frequent stops (15 minutes or better + Caltrain) in the transit network with pre-COVID service and with each circulation alternative by 1/4 mile to identify existing and future transit service coverage. This was overlayed with existing and future population for all land use alternatives to estimate the number of residents served by the network.

- Frequent Transit Access to Jobs: Buffered frequent stops (15 minutes or better + Caltrain) in the transit network with pre-COVID service and with each circulation alternative by 1/4 mile to identify existing and future transit service coverage. This was overlayed with existing and future employment for all land use alternatives to estimate the number of jobs served by the network.

4. Pedestrian Network Evaluation

Table 8 presents the comparative analysis of the circulation alternatives for the pedestrian network. Each row has a possible high score of three (+++) and low score of one (+). Each analysis shows the relative difference between each alternative. Where the score is the same, there is no significant difference between the alternatives. Alternative C scored the highest because the downtown traffic calming, and public realm improvement included in the superblock approach would provide the most pedestrian benefits. Alternative B scored the lowest since there are the fewest pedestrian improvements in that alternative.

Table 8 Pedestrian Network Evaluation

Pedestrian Improvements	Circulation Alternative A	Circulation Alternative B	Circulation Alternative C
Increase in Sidewalk Coverage - Study Areas	+++	+	+++
Increase in Sidewalk Coverage - Citywide	++	+	++
Safety Improvements	++	+	+++
Public Realm Improvements - Downtown (SA 4)	++	+	+++
Tree Coverage Increase - Citywide	++	++	++
Tree Coverage Increase - Downtown (SA 4)	+++	+	+++
Pedestrian Score Total	14/18	7/18	16/18

5. Bicycle Evaluation

Table 9 presents the comparative analysis of the circulation alternatives for the bicycle network. Each row has a possible high score of three (+++) and low score of one (+). Each analysis shows the relative difference between each alternative. Where the score is the same, there is no significant difference between the alternatives. Alternatives A and C scored the highest because they include bicycle and public realm improvements on El Camino Real that are not included in Alternative B. Given the high level of bicycle coverage, particularly in the study areas where most growth is planned, there were no significant distinctions between the land use alternatives.

6. Transit Evaluation

Table 10 presents the comparative analysis of the circulation alternatives for the transit network. Each row has a possible high score of three (+++) and low score of one (+). Each analysis shows the relative difference between each alternative. Where the score is the same, there is no significant difference between the alternatives. Alternatives B and C scored the highest because they include increased transit coverage from a new east-west transit connect or microtransit/on-demand shuttle as well as improved transit service on El Camino Real. Land Use Alternative C, which places the highest numbers of new residents near frequent transit, had a higher percent or residents with access to frequent transit than the other land use alternatives.

Table 9 Bicycle Network Evaluation

Bicycle Improvements	Circulation Alternative A			Circulation Alternative B			Circulation Alternative C		
	LU A	LU B	LU C	LU A	LU B	LU C	LU A	LU B	LU C
Bike Facility Coverage	+++			+++			+++		
Protected Bike Facility Coverage	+++			++			+++		
Bike Facility Access for Residents	+++	+++	+++	+++	+++	+++	+++	+++	+++
Bike Facility Access to Jobs	++	++	++	++	++	++	++	++	++
Protected Bike Facility Access for Residents	++	++	++	++	++	++	++	++	++
Protected Bike Facility Access to Jobs	++	++	++	++	++	++	++	++	++
Biking Score Total	15/18			14/18			15/18		

Table 10 Transit Network Evaluation

Transit Improvement	Circulation Alternative A			Circulation Alternative B			Circulation Alternative C		
	LU A	LU B	LU C	LU A	LU B	LU C	LU A	LU B	LU C
Transit Access for Residents	++	++	++	++	++	+++	++	++	+++
Transit Access to Jobs	++	++	++	++	++	++	++	++	++
Frequent Transit Access for Residents	++	++	++	++	++	++	++	++	++
Frequent Transit Access to Jobs	+	+	+	+	+	+	+	+	+
Transit Score Total	7/12	7/12	7/12	7/12	7/12	8/12	7/12	7/12	8/12

TRAFFIC ANALYSIS

METHODOLOGY

This section describes the analysis of the circulation system in context of the proposed land use and circulation alternatives. The General Plan team used the countywide traffic model to project how the land use alternatives would affect Vehicle Miles Traveled (VMT), mode shift, Vehicle-Hours Traveled (VHT), average speed, and Vehicle-Hours of Delay (VHD). A model allows planners to simulate potential future conditions. The traffic modeling is based off the existing road network and proposed and existing bike facilities in the City Bicycle Master Plan as well as other proposed transit improvements and pedestrian facilities.

The analysis of these delay based and mode shift metrics pairs each land use alternative with Circulation Alternative C. The performance of each land use alternative in context of these metrics is then compared to each land use alternative and to existing conditions (2019). Therefore, all tables in this section identify the Land Use Alternatives A, B or C matched with Circulation Alternative C. The General Plan team chose to model the land use alternatives against Circulation Alternative C because it represents an amalgamation of the proposed circulation improvements in all the circulation alternatives.

VEHICLE MILES TRAVELED (VMT)

A common indicator used to quantify the amount of motor vehicle use is Vehicle Miles Traveled (VMT). VMT represents the total number of miles driven per day by persons traveling to and from a defined area. VMT can include the total VMT for all San Mateo travel, which is a useful comparative evaluation metric for the general plan, or it can include VMT per person (capita) and VMT per employee that is required for CEQA environmental analysis.

Many factors affect VMT, including the average distance people drive to work, school, and shopping, as well as the proportion of trips that are made by non-automobile modes. Areas that have a diverse land use mix and facilities for non-automobile modes, including transit, walking, and biking, tend to generate lower VMT than auto-oriented suburban areas where land uses are typically segregated. Further, cities and regions where the jobs/housing ratio is balanced generate a lower VMT than areas where most residents commute long distances to work. From an environmental perspective, development that generates less

per capita VMT reflects less auto usage, and correspondingly, lower fuel consumption and production of GHG emissions.

In California, the use of VMT instead of delay-based metrics (like Level of Service (LOS)) to assess transportation-related environmental impacts has been adopted as part of updates to California Environmental Quality Act (CEQA).[1] As a result, transportation-related environmental impacts are now based on the per capita miles of vehicle travel associated with a project instead of the project's effects on local traffic congestion. VMT allows for an analysis of a project's impact to be reviewed on a broader regional scale rather than only in the vicinity of the proposed project, allowing for a better understanding of the full extent of a project's transportation-related impact. It should be noted that SB 743 pertains to CEQA only and local jurisdictions are still permitted to use other metrics, such as LOS, to analyze the effects on a project on the local transportation network for other planning purposes outside the scope of CEQA. Therefore, since travel occurs across cities and counties, VMT was evaluated at three levels - citywide, San Mateo Countywide, and for the larger Bay Area region.

As shown in Table 11, although Land Use Alternative A would result in the lowest total VMT, this alternative would have the highest citywide per capita VMT compared to Alternatives B and C. This is likely because Land Use Alternative A has a lower density land use pattern that would result in fewer housing units near transit. Conversely, Land Use Alternative C would generate the most total VMT, but would have the lowest citywide per capita VMT compared to Land Use Alternatives A and B. Land Use Alternative C would result in a higher density land use pattern that would place more housing near transit, enabling more residents the option of commuting by bus or Caltrain. The results also indicate the land use alternatives would have lower VMT per capita in 2040 compared to 2019. Since the land use alternatives would add more housing and jobs near transit and would also result in increased congestion in 2040, more people would choose to travel by transit, walking, and biking due to increased access to these modes and to avoid roadway congestion compared to 2019.

As shown in Table 12, VMT per employee varies less among the land use alternatives than the VMT per capita since the number of 2040 employees is similar among all three land use alternatives. Furthermore, as more residents are added in the City of San Mateo, particularly in Land Use Alternative C, this would result in lower VMT per employee compared to Land Use Alternatives A and B. This is likely because Land Use Alternative C would provide the most new housing units, providing the greatest likelihood that San Mateo workers can find a place to live in San Mateo, resulting in less net out-commuting and lower commute trip lengths.

Table 11 2040 Residential Vehicle Miles Traveled (VMT) – VMT per Capita

Scenario	City		County		Region	
	Total VMT	VMT/ Capita	Total VMT	VMT/ Capita	Total VMT	VMT/ Capita
2019	2,915,599	16.5	19,178,787	15.9	176,872,069	15.3
Alternative A	3,314,113	14.5	22,901,378	15.2	239,122,502	16.3
Alternative B	3,430,467	14.4	23,029,242	15.2	239,677,063	16.3
Alternative C	3,569,586	14.3	23,148,970	15.2	238,539,410	16.2

Note: 2019 County VMT per capita is higher than the regional VMT likely because San Mateo County has longer trip lengths compared to the San Francisco Bay Area region which includes denser urban areas like Sa n Francisco and Oakland. As San Mateo County increases in density over the next 20 years, the model projects that per capita VMT will reduce countywide.

Table 12 2040 Employment Vehicle Miles Traveled (VMT) – VMT per Job

Scenario	City		County		Region	
	Total VMT	VMT/Employee	Total VMT	VMT/Employee	Total VMT	VMT/Employee
2019	2,915,599	16.9	19,178,787	18.0	176,872,069	17.2
Alternative A	3,314,113	15.5	22,901,378	18.1	239,122,502	17.3
Alternative B	3,430,467	15.3	23,029,242	18.0	239,677,063	17.3
Alternative C	3,569,586	15.0	23,148,970	17.9	238,539,410	17.2

[1] The purpose of CEQA is to disclose potential environmental impacts of a proposed project and identify ways to avoid or reduce environmental damage through feasible mitigation or project alternatives, based on specific criteria according to an environmental checklist. VMT is one of several transportation-related criteria used in CEQA's environmental checklist.

VEHICLE-HOURS TRAVELED (VHT)

The General Plan team used the model to estimate vehicle hours of travel (VHT) for 2019 and the land use alternatives in 2040. This metric is computed for all roadway travel to and from and within San Mateo by summing all daily vehicle travel multiplied by travel time and delay for four time periods of the day: two peak hours, midday, and night. Similar to how VMT measures the number of vehicle miles or the distance driven to and from, and within San Mateo, VHT is a metric that represents the total number of vehicle hours driven per day by persons traveling to, from and within San Mateo. Also similar to VMT, there are many factors that affect VHT, including the amount of travel by automobiles during peak commute periods when driving takes longer due to congestion or when there is an imbalance of housing and jobs requiring more and longer commutes. Therefore, a VHT measure is another way of describing how travel times are affected by changes in land use and density. Increasing VHT may also suggest increasing economic activity as more people travel to San Mateo to shop, dine, and work. Increased VHT could also suggest there is insufficient transit, pedestrian, and bicycle infrastructure to enable people to choose not to drive. While total VHT may increase with increased housing and jobs, VHT per capita may be lower if housing and jobs are located near transit and pedestrian and bicycle infrastructure.

As shown in Table 13, VHT is projected to increase from 2019 to 2040. The VHT analysis demonstrates that locating more housing and jobs near transit and non-motorized infrastructure, as in Land Use Alternatives B and C, could contribute to slower growth in VHT per service population (per capita plus employee). While Land Use Alternative A would produce the lowest total VHT since it has the lowest land use density, it would have the highest citywide VHT per service population compared to Land Use Alternatives B and C. On a per service population basis, VHT within San Mateo is lowest under Land Use Alternative C, which has the highest land use densities.

Table 13 2040 Vehicle Hours Traveled (VHT)

Scenario	VHT		
	Total VHT	VHT/Service Pop	Service Population
2019	79,137	0.45	174,992
Alternative A	130,817	0.59	222,388
Alternative B	135,379	0.58	233,335
Alternative C	135,143	0.55	245,253

AVERAGE SPEED

The average speed of the roadway system is a comparative indicator of how the road network responds to changing land use density, mode shift and traffic congestion. This metric represents the average daily 24-hour and peak hour speeds on all key roadway segments in San Mateo that are represented in the City travel model.

Table 14 provides average systemwide daily and peak hour speeds for all roads in San Mateo. As expected, average daily and peak hour traffic speeds decrease between 2019 and 2040 for all land use alternatives due to increasing land use densities resulting in more congestion. Land Use Alternative A would have the highest average speeds when compared to Land Use Alternatives B and C by a small margin. This is because Land Use Alternative A would add the fewest new residents. However, this trend flattens out with Land Use Alternative C as the jobs/housing ratio is more balanced resulting in lower net out-commuting from San Mateo.

Table 14 2040 Average Speeds

Scenario	Average Speed (MPH)		
	Daily	AM Peak Hour	PM Peak Hour
2019	34.1	23.3	23.1
Alternative A	26.4	10.8	10.4
Alternative B	25.8	10.2	10.1
Alternative C	25.9	10.3	10.0

VEHICLE-HOURS OF DELAY (VHD)

Similar to VHT, VHD is a systemwide metric that represents the total amount of time motorists throughout the city are delayed in traffic or waiting at intersections during peak congestion compared to ideal off-peak travel. VHD is a measure that compares the amount of time a driver is delayed during their trip between 2019 and between each 2040 land use alternative.

Usually, VHD increases with added land use creating additional congestion. As land uses intensify in the alternatives, congestion and delay would be expected to increase from Land Use Alternative A to Land Use Alternative C. However, as shown in Table 15, the rate of VHD does slow down as the higher density uses in Land Use Alternative C creates a better housing/jobs balance, shorter trip lengths, and the transportation system provides options for non-auto travel compared to Land Use Alternative B.

VHD per service population is slightly lower under Land Use Alternative C than it is under A or B. This is likely because Alternative C locates more new homes closer to transit, so trips between home, work, and/or services are shorter under Land Use Alternative C. This could also reflect that people would be more likely to choose to take transit, walk or bike under Land Use Alternative C both because transit is a feasible commute option and to avoid local traffic congestion.

Table 15 2040 Vehicle Hours of Delay (VHD)

Scenario	VHD		
	Total VHD	VHD/ Service Pop	Service Population
2019	15,633	0.09	174,992
Alternative A	45,640	0.21	222,388
Alternative B	48,852	0.21	233,335
Alternative C	48,012	0.20	245,253

POLICY CONSIDERATIONS

The General Plan Update could consider various policies and actions related to circulation and traffic, such as:

- Developing and adopting a Complete Streets Plan to accommodate green infrastructure, pedestrians, cyclists, drivers, and all users on streets that are safe, comfortable, and efficient.
- Collecting appropriate development impact fees to fund transportation improvements that help mitigate impacts on the circulation network.
- Requiring new and existing developments to include transportation demand management strategies and trip reduction targets and monitoring.
- Establishing the policy framework and infrastructure improvements necessary to support emerging transportation technologies.
- Working with regional partners to identify and fund transportation demand management strategies.
- Requiring new development to make specific types of bicycle, pedestrian, and roadway improvement to ensure the safety of all users.
- Conducting safety, education, and awareness efforts for bicyclists, pedestrians, and drivers.
- Utilizing data on activity of pedestrians and bicyclists to understand where the heaviest use and safety needs are and to prioritize improvement projects.

5.3 COMMUNITY SERVICES

How land is developed can influence the efficiency and cost associated with providing community services; therefore, it is important to consider how the alternatives would impact those services when deciding on a Preferred Scenario. For example, the alternatives could create a demand for additional police officers, fire fighters, expanded school facilities, or new parkland. On the other hand, the city might already have sufficient capacity to meet the estimated demand for services under all or any of the alternatives. This section describes how the alternatives affect the city's police and fire protection services, public schools, parks and recreational facilities, and libraries, based on available data from each service provider.

POLICE

Police services in the City of San Mateo are provided by the San Mateo Police Department (SMPD). SMPD's mission is to provide safe streets, security in schools and in homes, success of the city's businesses, and services to the members of the community. SMPD is also committed to diversity and providing excellent public service.

Overall, the population growth under all alternatives would require a corresponding need for additional sworn and professional police staff. According to the City's Police Chief, to serve the population increase in all alternatives, SMPD would need to attract and provide space for new staff, add space and staff to handle increases in call volume, and potentially identify a new substation location within Study Areas 6 and/or 10, which are the most distant from central San Mateo.

Under all alternatives, new tall buildings would need to install public safety radio and emergency responder radio boosters to ensure communication with SMPD.

Alternative A has the least High density-designated uses compared to Alternatives B and C, which means it would have the least impact require the fewest changes to current SMPD communication and policing services. Alternative C shows the most areas with the highest intensities

(density and building height) including Mixed-Use High uses along El Camino Real around the Hillsdale station (Study Area 3) and in Downtown (Study Area 4) with Residential High uses along Railroad Avenue and Mixed-Use High uses between Baldwin Avenue and 5th Avenue. Therefore, Alternative C would pose require the greatest potential impact changes to current communication and police services due to the number of buildings over 8 stories.

FIRE

Fire services in the City of San Mateo are provided by the San Mateo Consolidated Fire Department (SMCFD). On January 13, 2019, the fire departments of San Mateo, Belmont, and Foster joined together to form SMCFD which is a joints powers authority that provides fire services to all three cities.

All new development in San Mateo is required to conform with California Building Code standards for fire-resistant building materials, sprinklers, and defensible space.

Under all alternatives, SMCFD would need to provide fire services in higher density areas. While new construction is subject to much more rigorous fire and life safety requirements than older existing buildings, according to the City's Fire Marshal, high density buildings can also increase demand for fire emergency services and put pressure on the fire department's resources. SMCFD would need to add fire staffing in areas with higher density uses.

Alternative A has the least amount of high density-designated uses compared to Alternatives B and C, which means it would require the fewest changes to SMCFD's current fire and emergency response services. Alternative C has the most areas designated for higher density uses and would demand some changes in fire and emergency response services when considering the density of the buildings.

SMCFD would also be responsible for responding to wildfires in San Mateo. According to the City's Fire Marshal, State maps are expected to increase the hazard level in certain areas in San Mateo from a high hazard wildland fire severity zone to a very high hazard severity zone. The wildland fire hazard discussion in Section 5.5 of this evaluation is based on the data currently available.

EMERGENCY ACCESS

This section describes how the draft alternatives could affect police and fire emergency access.

POLICE ACCESS

The most accessible Study Areas for SMPD are Study Areas 1, 2, 3, 4, and 5 due to existing infrastructure and transportation routes. In Study Areas 1 and 2, Alternative B would result in the most net new number of homes when compared to Alternative A and C. In Study Area 3, 4, and 5, Alternative C would result in the most net new number of homes when compared to Alternative A and B.

Study Areas 7, 8, and 9 are currently difficult to access or pass through especially during commute conditions but servicing those areas could be accomplished with improvements to access routes. In Study Area 7, Alternative C would result in the most net new number of homes when compared to Alternative A and B. In Study Areas 8 and 9, Alternative B would result in the most net new number of homes when compared to Alternative A and C.

Study Areas 6 and 10 are the hardest to access given the limited routes of access to those areas from the remainder of the city. Accessing Study Area 6 is challenging to access since this area is isolated from close mutual aid partners and would require significant infrastructure improvements, including upgrades to the radio signals. In Study Area 6, Alternative C would result in the most net new number of homes when compared to Alternative A and B. In contrast, access to Study Area 10 is a bit more readily available due to a mutual aid agreement with Foster City unless a catastrophic event severs the bridges crossing the lagoon

cutting that portion off from the city. All alternatives in Study Area 10 would result in the same number of net new homes.

FIRE ACCESS

Traffic within higher density corridors could pose a challenge for fire access, especially if these areas have on-street parklets that would limit fire access to the building. Increased traffic congestion as a result of development under the alternatives would lower SMCFD's response time. Areas at the edge of the city with medium and high-density development, such as Study Area 10, would make emergency response more challenging if there is constrained transportation infrastructure, so new development should be required to install traffic preemption devices on existing or new traffic signals to improve access for SMCFD vehicles.

CIRCULATION ALTERNATIVE C

In addition, the idea in Circulation Alternative C of a pedestrian focused, car-light space downtown modeled on Barcelona's "superblocks" would require careful planning to maintain emergency access for first responders.

PUBLIC SCHOOLS

There are 19 public elementary, middle, and high schools in San Mateo. These schools are managed by school districts, not by the City. Figure 23 shows the locations of the schools in San Mateo. There are two school districts within the City of San Mateo, the San Mateo-Foster City School District (SMFCSD) and the San Mateo Union High School District (SMUHSD). Table 16 shows a complete list of schools by its respective school district and the current enrollment of each school, as well as its remaining capacity.

Table 16 2021-2022 Enrollment and Capacity for Schools in San Mateo

	Capacity	Enrollment	Remaining Capacity
San Mateo-Foster City School District			
Baywood Elementary School	670	541	129
Beresford Elementary School	300	253	47
College Park Elementary School	536	436	100
Fiesta Gardens Elementary School	524	429	95
George Hall Elementary School	544	418	126
Highlands Elementary School	592	428	164
Laurel Elementary School	470	551	-81
Lead Elementary School	574	385	189
Meadow Heights Elementary School	358	282	76
San Mateo Park Elementary School	494	327	167
Sunnybrae Elementary School	632	372	260
Bayside Academy - Steam | Stem	720	830	-110
North Shoreview Montessori School	394	259	135
Parkside Montessori School	564	285	279
Abbott Middle School	930	752	178
Borel Middle School	1170	981	189
San Mateo Union High School District			
San Mateo High School	1,941	1,625	316
Hillsdale High School	1,851	1,610	241
Aragon High School	2,002	1,750	252

Source: San Mateo-Foster City School District, 2021

Figure 23. Schools

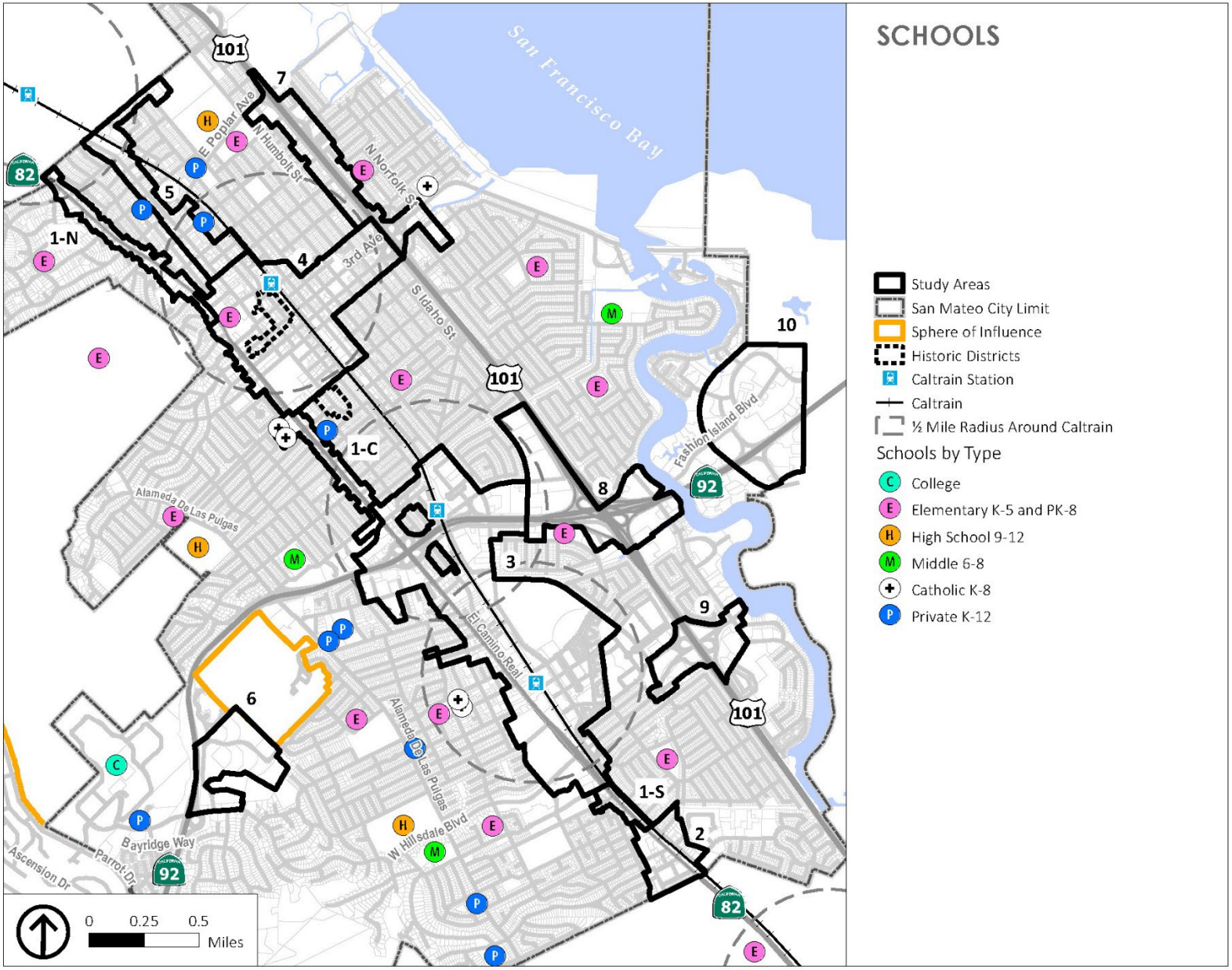


Table 17 shows the number of net new students for each alternative based on the San Mateo-Foster City School District's and the San Mateo Union High School District's student generation rate. The number of new units proposed for all alternatives are primarily multifamily units, with some accessory dwelling units (ADUs) in each alternative, so this analysis uses the SMFCSD student generation rate of .04 for apartments and the SMUHSD student generation rate of 0.04 students for apartments and condos. Since both school districts do not have a student generation rate for ADUs, we used the same .04 student generation rate for ADUs, we used the same .04 student generation rate for ADUs as a conservative estimate.

The schools within the San Mateo-Foster City School District currently have a remaining capacity of 1,943 students. This means the school district could accommodate additional students from the new population in all alternatives. Although, it is difficult to predict how the enrollment capacity will change from year to year. There is an existing school in the San Mateo-Foster City School District that is currently closed and in need of improvements. Once the school is modernized, it could provide space for 510 additional students. The San Mateo-Foster City School District is in the process of adding specialized spaces, such as multi-purpose rooms and counselor offices. On July 30, 2020, the district's board of trustees adopted the Facilities Master Plan for the New Decade which identifies needs across all schools and provides direction for future facility work. According to the Director of Facilities and Construction, there are approximately $900M+ in identified facility improvements needs and the school district currently has $409M in local bonds.

The existing high schools within the San Mateo Union High School District currently have an accumulative remaining student capacity of 809. This means the school district could accommodate additional new students from the new population in Alternative A and B, although it is difficult to predict how the enrollment capacity will change from year to year. The net new students for Alternative C would exceed the remaining student capacity of 809. The San Mateo Union High School District currently has no plans to build new facilities and there is no lack of funding or deficiencies that pertain to any of the existing facilities. To accommodate new students generated by the housing development under Alternative C, the San Mateo Union High School District would need to expand its facilities. This could happen by expanding student capacity at existing sites or establishing a new school site. Identifying new school sites is challenging because of the low supply and high cost of land available for development in the city. However, the San Mateo Union High School District will continue to collect school impact fees from new housing development, as discussed below. . The school impact fees are described further below.

Table 17 New Students Under Each Alternative

	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Net New Homes	11,810	16,070	21,080
Number of New Students SMFCD (0.04 students per home)	472	643	843
Number of New Students SMUHSD (0.04 students per home) [1]	472	643	843

Source: San Mateo-Foster City School District, Projected Enrollments San Mateo-Foster City School District, 2020, PlaceWorks, 2021

[1] SMUHSD's student generation rate is based on projections for "mainly market-rate" apartment units and condos, as defined in the Projected Enrollments San Mateo-Foster City School District report.

As shown by the above graph, Alternative C would result in the highest number of new students for both school districts when compared to Alternative A and B. Alternative A would result in the fewest new students for both school districts when compared to the other two alternatives. This is primarily due to the number of housing units estimated for each alternative. Alternative C has the most net new housing unit proposed while Alternative A has the least.

The San Mateo-Foster City School District and San Mateo Union High School District collect school impact fees, also known as developer impact fees, which are charged depending on the type of new development. These fees are used by each school district to construct the facilities that are needed as a result of new development. New development within the Study Areas would be required to pay school impact fees to the school districts.

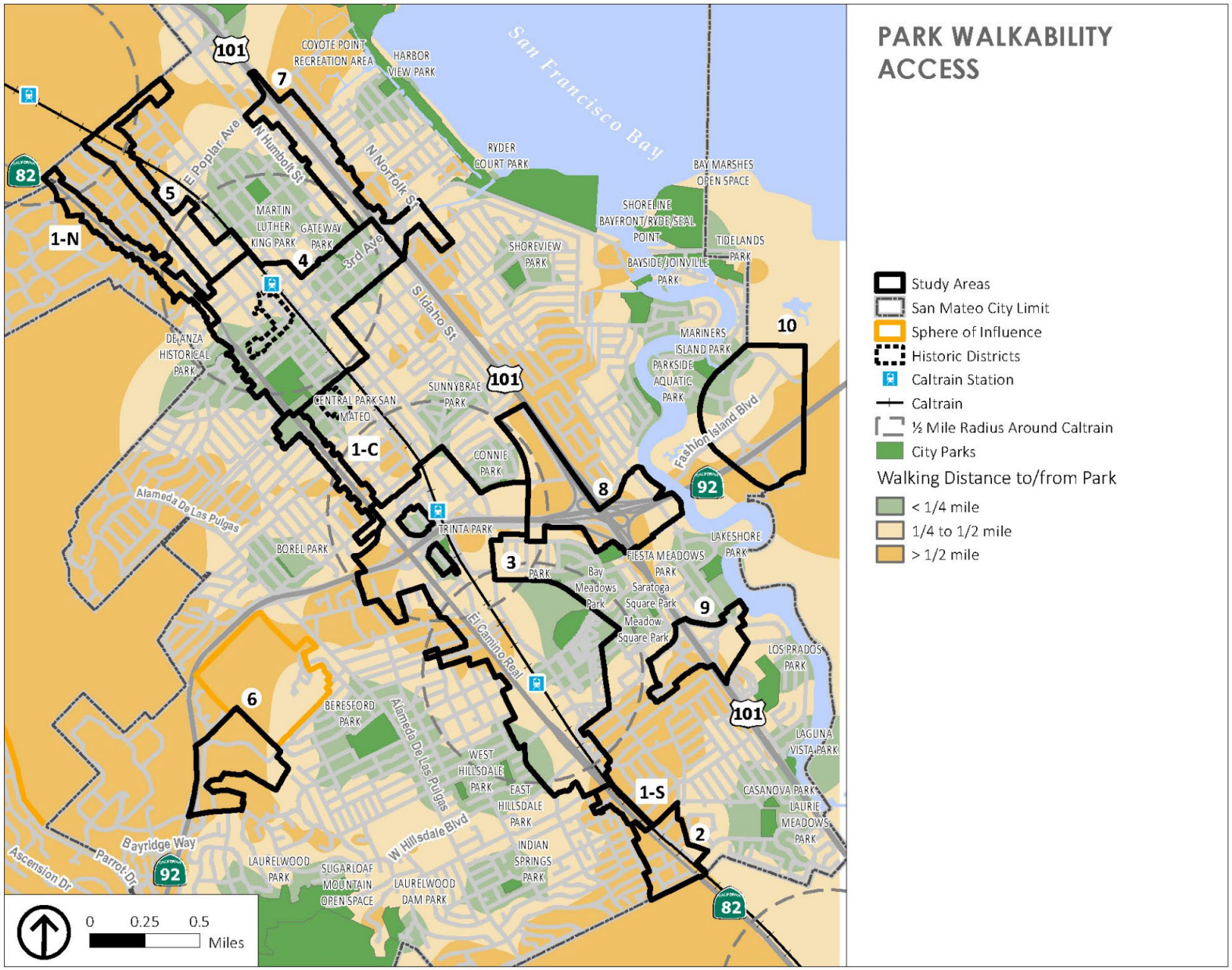
PARKS AND RECREATION

Park land contributes significantly to quality of life in San Mateo. The City currently oversees more than 420 acres of parks and open space, from neighborhood mini parks to regional destinations like Seal Point as shown on Figure 24. Residents in San Mateo also have access to several recreation centers, a boating lagoon, two public swimming pools, and an 18-hole golf course. Figure 24 shows the location and walkability access of the parks within San Mateo. As shown by the figure, most residences within the study areas are within a quarter to half-mile walking distance from a park. Access to parks within each study area is described in the Access to Parks and Open Space section in Section 5.6. In addition to parks, the City's parks and recreation services offers 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 also hosts special community events throughout the year, including Eggstravaganza, the Holiday Festival of Dance, National Night Out, and the Central Park Music Series.

Just like police and fire stations and schools, it's important for cities to provide sufficient green space for residents. The current General Plan 2030 sets a goal of providing six acres of parkland per 1,000 people to ensure community members have sufficient parks and open space. In addition to the General Plan, the City has developed other park planning documents that help support efforts to provide parks and recreational facilities in the city. Several of the park planning documents are listed below; however, this is not a comprehensive list of all park plans that exist in the city:

- Central Park Master Plan
- Recreation Facilities Strategic Plan
- Shoreline Parks Master Plan
- Laurelwood/Sugarloaf Management Plan
- Beresford Park Master Plan

Figure 24. Parks and Park Walkability



As mentioned above, San Mateo currently has a goal of providing six acres of park land for every 1,000 residents. Including County-owned Coyote Point, the City currently provides 5.35 acres of park land per 1,000 residents. This acreage will rise slightly when the 1.1-acre Borel Park is constructed which will include amenities such as a playground, oak glades, and grass lawns. Although the City's public park lands do not currently meet the park land goal, it will be important that future development does not further exacerbate the existing deficiency. One obstacle to providing additional parkland is the lack of vacant land that could accommodate large new park sites in the city.

According to the Director of the Parks and Recreation Department, there is a need to upgrade a number of parks, recreational facilities and aging playgrounds throughout the city. There are a few upgrades planned in the immediate future for East Hillsdale Park, and future upgrades are planned for Sunnybrae Park, Shoreview Park, and King Park. However, there is a lack of funding for park improvements which have only been funded through park in-lieu fees at this time. The most critical infrastructure priority is to ensure that the City's aging system of recreation centers and pools is updated and enhanced to meet the goals of safety, accessibility and equity, and meet the diverse recreational and programmatic needs of the community.

The City Council recently reviewed all of the city's impact fees and expressed support for expanding park in-lieu fees to commercial development as well as residential with the goal of enhancing revenue. Recent residential development has contributed to the City's park in-lieu fees; however, these fees have been used to upgrade existing recreational park facilities and are not being used to increase park acreage.

Below is an analysis of how the alternatives would impact parks and recreational facilities:

- Since the current park acreage in the city is already deficient, all alternatives would further exacerbate the park land deficiency since each alternative introduces new population that would require additional park land. Therefore, all three land use alternatives would need to provide additional publicly owned park land. Alternative A proposes the lowest number of new residents; however, the park land deficiency would still worsen under this alternative since it introduces new population. Alternative C would have the greatest impact on parks since it has the highest number of net new people.

- In addition to park land demand, greater population growth would require more recreational facilities and expanded programs to meet the needs of the residents.

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. Future development in Study Area 4 under any alternative should support the goals of the Central Park Master Plan to create a pedestrian connection to downtown, increased space for flexible community use and events, and a greater emphasis on the park's role as the City's gathering place.

PUBLICLY ACCESSIBLE PRIVATELY-OWNED OPEN SPACE

The City of San Mateo's Zoning Code establishes standards for private usable open space and common usable open space within residential and commercial areas. In residential areas, common open space are areas that can be accessed by all occupants within the residential complex; however, these areas are not accessible to the public. Common open space in commercial areas is an area that is accessible to the public. This area could be a plaza, square, court, or other urban

space which is at least 75 percent open to the sky and free from automotive traffic. Private open space areas in residential projects and commercial developments are reserved for the use of the dwelling unit occupants or employees/guest of the project only. Private open space areas are not accessible to the public.

There are a number of existing open space areas in the City, including regional and community parks, neighborhood parks, and small mini parks. Developments within the City also provide publicly accessible open space areas. The Bay Meadows Phase I development provided approximately 4.6 acres of privately owned and maintained park space. Bay Meadows Phase II is currently in the process of being developed. Phase II of Bay Meadows includes approximately 15 acres of public park land and about 3 acres of publicly accessible open space that will be within walking distance from the Hillsdale station area, as outlined in the Hillsdale Station Area Plan.

One obstacle to providing additional open space area is the lack of vacant land that could accommodate large new open space sites. Some of the Study Areas, such as Study Area 10 at Bridgepointe, have large parcels that may enable the clustering of buildings, leaving substantial room for a new park or new privately-owned open space that is accessible to the public. This idea is represented by the green P in the following Study Areas in all of the alternatives: Study Area 3, Study Area 4, Study Area 6, and Study Area 8.

For areas like Study Area 4, Downtown, or Study Area 1, along El Camino Real, where most parcels are small, the General Plan Update will explore potential strategies to generate new privately maintained open spaces, parks, plazas, and other recreational facilities. The General Plan Update could help encourage incentives for developers to build publicly accessible open space areas within their projects. It should be noted that SMPD has expressed challenges with providing law enforcement service to existing privately-owned public open spaces since jurisdiction over these spaces is not always clear.

Among all alternatives, Alternative A would result in the least demand for new publicly accessible open space area since it results in the lowest number of net new population. Because it has the lowest amount of new residential and mixed-use development, it would also offer fewer opportunities for larger projects that are more likely to include new publicly accessible open space. Alternative C results in the highest demand for new open space area since it has the highest number of net new population; it would also allow more large projects that would be more likely to include new publicly accessible open space.

LIBRARY

The San Mateo Public Library consists of the Main Library and two branches, the Hillsdale Library and Marina Library. The library offers a vast collection of books and programs that are available for teens, adults, and children in the city. These programs include a writing groups, book discussion groups, crafts and makerspace events, music concerts, story times, and cultural events. The library also has rotating art exhibits at the Main Library and five special collections: Biotechnology Learning Center, the California Collection, Franklin Templeton Business Resource Center, Funding Information Network, and the Leon S. Benson Holocaust Studies Collection. The Main Library also incorporates sustainable practices and an energy efficient design.

The City does not maintain a spatial ratio of square feet of library space per number of population as a service target but takes a holistic approach to assessing the viability of current or future library locations. There are currently no expansion plans for the library, but the San Mateo Public Library hopes to replace the Marina Library branch with a new or remodeled library in the future once a funding source has been identified and to add staffing at all three libraries.

All alternatives would result in a higher population which means the San Mateo Public Library would need to consider if the current library locations will provide the sufficient space necessary to serve a higher number of residents for all three alternatives. Among the three alternatives, Alternative C results in the highest population amount

adding about 53,507 new residents by 2040. Alternative A has the lowest number of new residents at 29,498, in addition to the existing population. Since Alternative C adds the most new people, it would have the greatest impact on the San Mateo Public Library when compared to Alternative A and B.

POLICY CONSIDERATIONS

The General Plan Update should consider the following plans and policy directions on community services:

- Planning for fire protection services and evacuation in Study Areas 6 and 10 and other areas of the City that are most challenging for SMFD to access and/or are subject to increased risk from wildfires.
- Providing buffers around new research and development facilities to minimize risks of fire or explosion from hazardous materials and reduce impacts on adjacent sensitive uses.
- Designing site plans, equipment, and landscaping that enable visibility and access for first responders.
- Supporting close communication and collaboration with both local school districts on population projections and facilities planning, as well as issues such as transportation to and from school sites and needed infrastructure upgrades.
- Increasing the number of parks and/or parkland acreage in the city and generating new privately maintained, publicly accessible open spaces, parks, plazas, and other recreational facilities.
- Upgrading and enhancing the aging system of recreation facilities and pools to ensure they meet or exceed safety, accessibility and health codes, facilitate the provision of desired recreation programs and services while conserving surrounding open space.
- Supporting the library's effort to enhance facilities, promoting libraries as welcoming places and resources for everyone, and providing resources that will help the library adapt to new technologies.

5.4 UTILITIES

This section describes the potential impacts of the three land use alternatives to water supply, wastewater services, and stormwater services.

WATER[9]

This section analyzes the projected supply and demand for the impacts of projected growth of each alternative relating to water services. The City of San Mateo has two water providers: Cal Water's Bayshore District covers much of San Carlos and San Mateo, including Study Areas 1 through 9; and the Estero Municipal Improvement District (EMID) serves bayside portions of San Mateo, including Study Area 10, Bridgepointe.

Cal Water's current Urban Water Management Plan (UWMP) reflects the State's recent amendment to the Water Quality Control Plan for the Bay-Delta (Bay-Delta Plan), which decreased the percent of projected future flows that will be available for consumption by urban communities. Given these limitations, the current UWMP projects to have sufficient supplies to meet future demand within the service area that includes San Mateo for normal water supply years, but not for multiple dry year scenarios.

[9] *2020 Urban Water Management Plan, San Mateo, CA.* (2020). California Water Service.

The UWMP was completed prior to San Mateo's current General Plan Update effort and is based on ABAG's Projections 2019, which do not reflect the current RHNA issued to the City by ABAG. In all of the alternatives, based on the projections in Cal Water's UWMP, Cal Water would not have sufficient supply to meet the projected demand. This is primarily because all alternatives contemplate population increases that exceed the 2040 population projection used for Cal Water's UWMP. Moreover, Cal Water's population projection covers their service area as a whole (most of San Mateo and most of San Carlos) while the alternatives only focus in the 10 specific study areas. The alternatives do not account for growth outside of the study areas. Table 18 provides a summary of the population increase comparison.

Table 18 Projected Population Comparison (2020 Cal Water UWMP vs. Alternatives)

Population Projection Source	2020 (Total)	2025 (Net Increase From 2020)	2030 (Net Increase From 2020)	2035 (Net Increase From 2020)	2040 (Net Increase From 2020)
2020 Cal Water UWMP (Entire Service Area*)	137,486	1,656	4,652	7,427	10,316
Alternative A	-	-	-	-	24,577
Alternative B	-	-	-	-	35,338
Alternative C	-	-	-	-	48,586

* Cal Water's Service Area includes areas outside the Study Areas, including most of San Mateo and San Carlos. Source: California Water Service. *2020 Urban Water Management Plan*

In Table 15, average water usage per capita was used to estimate the projected Cal Water water usage for Study Areas 1 through 9 under each of the alternatives. These numbers were then compared with what Cal Water had computed per their projected demand forecasts for their service area in the Cal Water 2020 UWMP.

To estimate the projected demand from the land use alternatives, a water consumption per capita number was developed based on the amount of water used from Cal Water in 2020 divided by the population of the service area. This equates to approximately 34,500 gallons per year or 94.5 gallons per day per capita for San Mateo. Note that this demand per capita figure does not account for future water conservation and efficiency improvements and is therefore likely an overestimate. Estimated water conservation savings are added in Table 19. The increased demand due to the alternative growths was added to the baseline 2020 demand value of 14,563 acre-feet (ac-ft).

Table 19 Water Usage – Cal Water - Normal Year Projected Demand & Supply

	Alternative Growth Projected Demand + 2020 Cal Water Demand (ac-ft)	Cal Water Projected Supply 2040 Normal Year (ac-ft)	Difference (ac-ft)	Difference Including Estimated Water Conservation Savings by 2040* (ac-ft)
Alternative A	17,165	14,977	(2,188)	(821)
Alternative B	18,304	14,977	(3,327)	(1,870)
Alternative C	19,706	14,977	(4,729)	(3,159)

*Water conservation savings were computed based off of conversion of UWMP total savings at 2040 to a savings per capita rate. This per capita rate is then multiplied by total population estimated per each alternative scenario. Estimated 2,749 gallons savings per capita per year.

Source: California Water Service. *2020 Urban Water Management Plan.*

In dry years, the deficit between water supply and demand is greater than in normal years. Table 20 provides Cal Water projected supply for 2040 single dry year. Multiple dry years results in an even greater supply deficit.

Table 20 Water Usage – Cal Water - Dry Year Projected Demand & Supply

	Alternative Growth Projected Demand + 2020 Cal Water Demand (ac-ft)	Cal Water Projected Supply 2040 Single Dry Year (ac-ft)	Difference (ac-ft)	Difference Including Estimated Water Conservation Savings by 2040 (ac-ft)*
Alternative A	17,165	9,676	(7,489)	(6,122)
Alternative B	18,304	9,676	(8,628)	(7,170)
Alternative C	19,706	9,676	(10,030)	(8,460)

*Assumes same savings per capita used in Table 20 and does not reflect speculative water conservation measures that may be imposed under drought conditions.
Source: California Water Service. *2020 Urban Water Management Plan.*

Although the current projection comparison shows that there is insufficient supply, the demand on the water supply per capita should decrease over time. According to the Cal Water UWMP, the implementation of new laws, ordinances and regulations, for example, requiring replacement of older water fixtures with more efficient fixtures, should help reduce demand per capita. In addition, recent research into regional water supply and capacity for future development has indicated that it is theoretically possible to offset water use from future residential and job growth by continuing to improve indoor and outdoor water use efficiency and by focusing on infill development in urbanized areas rather than developing raw land elsewhere in the Bay Area.[10]

The UWMP is one tool in a larger system of water supply planning. For example, SFPUC's ongoing Alternative Water Supply Program is evaluating new water supply projects that will meet future water supply needs by looking beyond the traditional surface water and groundwater sources and considers "alternative" water supply options such as expanding surface water storage, groundwater banking, transfers, purified water (potable reuse), desalination and technological innovations and other tools that can increase supply or reduce demand in the future.[11] Cal Water is also considering a range of possible approaches that include requiring net-zero demand increase from new development, further regulations on water use, and a suite of other demand mitigation measures to help respond to potentially reduced supplies due to the State's adoption of the Bay-Delta Plan.

Cal Water has indicated that they calibrate water supply closely to demand so as not to put ratepayers in the position of paying for supplies years or decades before they are actually needed. The next update of the UWMP, which will happen in 2025, will be created with reference to the projected development allowed under San Mateo's updated General Plan 2040. The preferred scenario and updated General Plan will be an important input for Cal Water into ongoing future supply planning efforts.

As the UWMP is updated in future years, this may become more apparent as new data is collected. However, based on current data, adequate water supply is a significant concern for any of the alternatives in Study Areas 1 through 9. Projected deficits are greatest under

[10] Laura Feinstein and Anne Thebo, Water for a Growing Bay Area: How the region can grow without *increasing water demand,* SPUR Regional Strategy, October 2021. Accessed online at https://www.spur.org/publications/spur-report/2021-10-21/water-growing-bay-area, October 21,2021.

[11] SFPUC, Alternative Water Supply Program, Quarterly Report, June 2021 , page 5.
https://www.sfpuc.org/sites/default/files/programs/0_Alt%20Water%20Supply%20Planning%20Quarterly%20Report_June2021_FINAL.pdf, accessed online December 17, 2021.

Alternative C because this per capita calculation is based on residential population, and Alternative C would add the most population.

A similar analysis was performed for study area number 10 of the alternatives based on the 2020 EMID UWMP. EMID's entire service area includes the entire boundary of Foster City and a small portion of San Mateo. Table 21 shows the comparison between the projected population increase in the EMID UWMP and the alternative study. The population increase in Study Area 10 under the alternatives would be greater than the population increase EMID estimates for the whole service area in the 2020 UWMP.

Table 21 Projected Population Comparison (2020 EMID UWMP vs. Alternatives (Area 10))

Population Projection Source	2020 (Total)	2025 (Net Increase From 2020)	2030 (Net Increase From 2020)	2035 (Net Increase From 2020)	2040 (Net Increase From 2020)
2010-2015 EMID (Whole Service Area)	36,516	416	1,086	2,332	3,591
Alternative A (Area 10)	-	-	-	-	4,921
Alternative B (Area 10)	-	-	-	-	4,921
Alternative C (Area 10)	-	-	-	-	4,921

Source: Estero Municipal Improvement District. 2020 *Urban Water Management Plan*.

Utilizing a similar demand per capita analysis that was used for the Cal Water analysis, water use in EMID averages about 118 gallons per capita. Table 22 shows the projected demand comparison. The 2020 EMID demand shown is the water delivered in 2020, 5,882 ac-ft.

Table 22 Water Usage – EMID - Projected Demand Comparison

	Alternative Growth Projected Demand + 2020 EMID Demand (ac-ft)	EMID Demand Projection 2040 Normal Year (ac-ft)	Difference (ac-ft)	Difference Including Estimated Water Conservation Savings by 2040 (ac-ft)*
Alternative A (Area 10)	6,663	6,350	313	+661
Alternative B (Area 10)	6,663	6,350	313	+661
Alternative C (Area 10)	6,663	6,350	313	+661

*Estimated water savings per capita of 6,383 gallons which includes both passive and active conservation per the UWMP.
Source: Estero Municipal Improvement District. *2020 Urban Water Management Plan.*

The 2020 EMID UWMP demand projections appear to be greater than the demand estimate when the alternative growth is added to the 2020 EMID demands and water conversation is accounted for. This analysis does not account for other growth within the EMID service area outside of Study Area 10.

For Study Area 10, when water conservation is accounted for, it appears that EMID's supply projections exceed estimated demand, and there would be adequate supply to serve new development under any of the three alternatives (which are the same in Study Area 10).

As part of the future EIR, a more detailed water service analysis will be conducted, including consultation with both water agencies, to refine demand values and potential conservation measures.

WASTEWATER[12,13,14]

The City of San Mateo maintains its own sanitary sewer conveyance system. 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 analyzes the existing and proposed sanitary sewer demands and capacities for the impacts of projected growth of each of the alternatives relating to wastewater conveyance and treatment.

In 1989, the City of San Mateo and EMID entered into a Joint Powers Agreement for construction, operation and maintenance of the treatment plant. Table 23 provides a summary of capacity limits each municipality is able to discharge into the treatment plant.

Table 23 Sewer Capacity – Joint Powers Agreement

Flow	San Mateo (mgd)	EMID (mgd)	Total (mgd)
Average Dry Weather Flow	11.4	4.3	15.7
Maximum Day Dry Weather	16.0	6.0	22.0
Maximum Day Wet Weather	32.3	7.0	39.3
Peak Hour Dry Weather	27.37	12.13	39.5
Peak Hour Wet Weather	47.8	12.2	60.0
Max. Month Dry Weather	13.0	4.9	17.9
Max. Month Wet Weather	20.0	5.6	25.6

Mgd = Million gallons per day.
Source: Joint Powers Agreement "Exhibit A"

Future increases in sewer flows will be directly tied to increases in water use and water supply. As explained in the prior section, Cal Water has not currently identified future water supplies to fully serve the amount of development considered in any of the three land use alternatives. If future water supplies are constrained, and/or future development is required to include extreme water conservation or water reuse, future sewage flows will be correspondingly lower.

The projected increase in sanitary sewer discharge by each of the alternatives was computed using sewage coefficients provided in the 2014 Integrated Wastewater Master Plan (IWMP). Although the IWMP was created in 2014, it provided a wastewater flow rate per capita projections for 2020 which includes water conservation. A wastewater flow rate of 75 gallons per capita per day was utilized in this analysis. Table 24 provides an estimate of sewer demand increase for each land use alternative.

Table 24 Sewer Usage - Projected Demand Based on Use Coefficients

	Average Dry Weather (ADW) Sewage Generation (Net Increase) (mgd)
Alternative A	2.21
Alternative B	3.02
Alternative C	4.01

Table 25 presents average flow data provided by City staff, additional flows from the alternatives and current sewage capacities for the treatment plant based on the Joint Powers Agreement between the City and EMID.

[12] *Sewer System Management Plan, San Mateo, CA.* (2015). City of San Mateo.

[13] *Integrated Wastewater Master Plan, San Mateo, CA.* (2014). City of San Mateo.

[14] *Joint Powers Agreement Between City of San Mateo and The Estero Municipal Improvement District for Construction and Operation of the Water Quality Control Plant* (1989)

Table 25 Sewer Usage – Projected Effluent Flows -

	Total Historical Influent Average Dry Weather Flow 2019-2020* (mgd)	Projected Alternatives Average Dry Weather Flow (mgd)	Total Historical Influent Average Dry Weather Flow + Alternatives Flow (mgd)	Allowed Wastewater Treatment Plant Average Dry Weather Flow 2014**(mgd)
Alternative A	10.76	2.21	12.97	11.40
Alternative B		3.02	13.78	11.40
Alternative C		4.01	14.77	11.40

*This includes data provided by City staff and includes flow from City of San Mateo, associated minor parties and excludes City of Foster City/EMID flows.

**This is the agreed upon capacity for City of San Mateo and associated minor parties as part of the Joint Powers Agreement with EMID.

Source: City of San Mateo

Based on Table 25, it appears that the allowed average dry weather flow for San Mateo under the current Joint Powers Agreement would be exceeded by the additional flow from any of the three alternatives. The upgraded wastewater treatment plan will have adequate capacity to accommodate the projected average dry weather flows under any of the alternatives. However, increasing the allowed average dry weather flow for the City would require renegotiation of the limits in the Joint Powers Agreement with the other parties.

In addition to the average dry weather flow capacity, the 2014 Integrated Wastewater Master Plan noted that wet weather flow in the past has exceeded existing capacity and caused backups and sanitary sewer overflows during peak wet weather events. [15] As a result, the City of San Mateo is currently under a Cease-and-Desist Order to eliminate sewer overflows.[16] Construction on a significant WWTP upgrade, modernization, and expansion project began in 2019 and is currently underway, scheduled for completion in 2024. This project will increase the WWTP's peak wet weather flow capacity to 78 mgd.[17]

The upgrade and expansion to the WWTP that is currently underway will significantly increase its capacity to handle peak wet weather flows. Renegotiation of the Joint Powers Agreement governing the wastewater treatment plant would likely be needed over the next 20 years to increase allowance for average dry weather flows to accommodate any of the alternatives.

STORMWATER SERVICES[18,19]

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. This section analyzes how the buildout of the alternatives may affect the storm drainage systems maintained by the City.

[15] *Integrated Wastewater Master Plan, San Mateo, CA.* (2014). City of San Mateo.

[16] https://cleanwaterprogramsanmateo.org/wwtp/, accessed October 15, 2021.

[17] https://cleanwaterprogramsanmateo.org/wwtp/, accessed October 15, 2021.

[18] *C.3 Regulated Projects Guide (January 2020).* San Mateo Countywide Water Pollution Prevention Program

[19] *San Mateo County Guidelines For Drainage Review.* San Mateo County

The alternative study areas are in general located in highly developed areas of the City. The alternatives would generally be a redevelopment of existing parcels, many which contain a significant amount of impervious areas and no stormwater treatment measures as the land was developed prior to additional rules and regulations were required. This means much of the existing parcels likely drain directly into the City's storm drainage system without any required infiltration or detention of water. Projects in San Mateo County are subject to federal and State requirements to protect water quality, as well as City drainage requirements.

If development projects create and/or replace impervious surface, they may be subject to regulations that require developments to incorporate stormwater treatment measures. These regulations require developments to incorporate stormwater treatment measures which may support holding stormwater on the site and giving it time to sink into the ground. This in turn reduces the stormwater runoff amount and velocities.

The City drainage requirements specify that:

- Post-development peak flow (runoff) and velocity must be less than or equal to pre-development peak flow and velocity in areas where there are no existing down stream storm drain systems.
- In areas where there are existing storm drain systems, those systems must be of adequate size to accept the increased runoff, or mitigation procedures must be taken. Mitigation procedures may include on-site storm drain detention or off-site storm drain improvements.

In general, the stormwater requirements are usually incorporated in the conditions of approval for developments. This includes the possible use of detention basins, stormwater treatment, improvements to the City drainage system that the development may be utilizing or impacting, and much more.

The Green Infrastructure Plan (GIP), a document that includes goals, policies and programs to address land use with relation to green infrastructure, will also influence the design considerations needed for development within the land use alternatives.[20] The policies and programs in the GIP are intended to prevent of water pollution, minimize stormwater runoff, encourage the use of low-impact design features such as bioswales and pervious pavements, require street tree planting as a requirement of all new development, and preserve topography and minimize impacts to natural resources.

The stormwater improvements needed for each development project are determined on a case-by-case basis because each project may vary widely with regard to the amount of stormwater runoff produced and allowed mitigations.

Water quality rules and regulations and City drainage requirements help aid in reducing runoff rates and velocities. The stormwater requirements outlined in each development's condition of approval helps ensure that the City's stormwater infrastructure is able to support the specific development as individual projects are proposed over time.

POLICY CONSIDERATIONS

The General Plan must address infrastructure and there are a number of policies in the existing General Plan regarding water and sewer service. Policy approaches to addressing water supply and wastewater treatment include:

[20] City of San Mateo, August 2019, Green Infrastructure Plan

- Supporting efforts by Cal Water and EMID to develop supplemental water sources.
- Requiring new major multifamily and commercial developments to evaluate the sewer capacity and make any improvements necessary to convey additional sewage flows from the project.
- Coordinating future planning of the sewer collection and Wastewater Treatment Plan with other users, including EMID, the Crystal Springs County Sanitation District, the Town of Hillsborough, and the City of Belmont.

5.5 ENVIRONMENTAL SUSTAINABILITY

Environmental sustainability can be measured several ways, one of which assesses how sustainable a community is in the face of climate-related hazards such as sea level rise, flooding, and wildfire. These climate-related hazards differ from natural hazards (e.g. earthquakes) in that they are caused by human activities that contribute to the changing climate. As reported by the Intergovernmental Panel on Climate Change (IPCC), in their Sixth Assessment Report released August 2021, "human-induced climate change is already affecting many weather and climate extremes in every region across the globe"[21] and some impacts from climate change are now considered unavoidable, such as sea level rise, increasing temperatures, and variable weather patterns. California's Fourth Climate Change Assessment, released in 2018, outlines global climate change risks to California, some of which are likely realities in the city of San Mateo, either now or in the future. Such impacts include, but are not limited to:[22]

- Increased property damage/destruction, injury, and loss of life.
- Economic impacts from increased insurance and reconstruction costs.
- Higher stress and mental trauma from extreme events, economic disruption, and residential displacement.
- Damage to infrastructure systems from climate hazards.

As shown on Figure 25, there are three primary climate-related hazards in San Mateo: sea level rise in the northern and eastern portions of the city, flooding along the eastern shoreline and along Marina Lagoon, and wildfire in the western and southern portions of the city. Several local planning efforts address these hazards, including the Multijurisdictional Local Hazard Mitigation Plan (LHMP), the Climate Action Plan (CAP), and the General Plan, among others. These documents outline policy decisions and directions that will ensure growth in the San Mateo community is environmentally sustainable. Development in each of the Study Areas will be impacted by climate-related hazards in a different way, outlined in further detail below.

SEA LEVEL RISE

Sea level rise is attributed to the increase of average ocean temperatures and the resulting thermal expansion and the melting of snow and ice contributing to the volume of water held in the oceans. While many effects of climate change will impact the region, sea level rise is one specific impact that has been extensively studied and quantified, and its effects mapped. The speed and amount of sea level rise will be influenced by the increase in average temperatures and rate

[21] IPCC, 2021: Summary for Policymakers. In: Climate Change 2021: The Physical Science Basis. Contribution of Working Group I to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [Masson-Delmotte, V., P. Zhai, A. Pirani, S. L. Connors, C. Péan, S. Berger, N. Caud, Y. Chen, L. Goldfarb, M. I. Gomis, M. Huang, K. Leitzell, E. Lonnoy, J.B.R. Matthews, T. K. Maycock, T. Waterfield, O. Yelekçi, R. Yu and B. Zhou (eds.)]. Cambridge University Press. In Press.

[22] Bedsworth, Louise, Dan Cayan, Guido Franco, Leah Fisher, Sonya Ziaja. (California Governor's Office of Planning and Research, Scripps Institution of Oceanography, California Energy Commission, California Public Utilities Commission). 2018. Statewide Summary Report. California's Fourth Climate Change Assessment. Publication number: SUMCCCA4-2018-013.

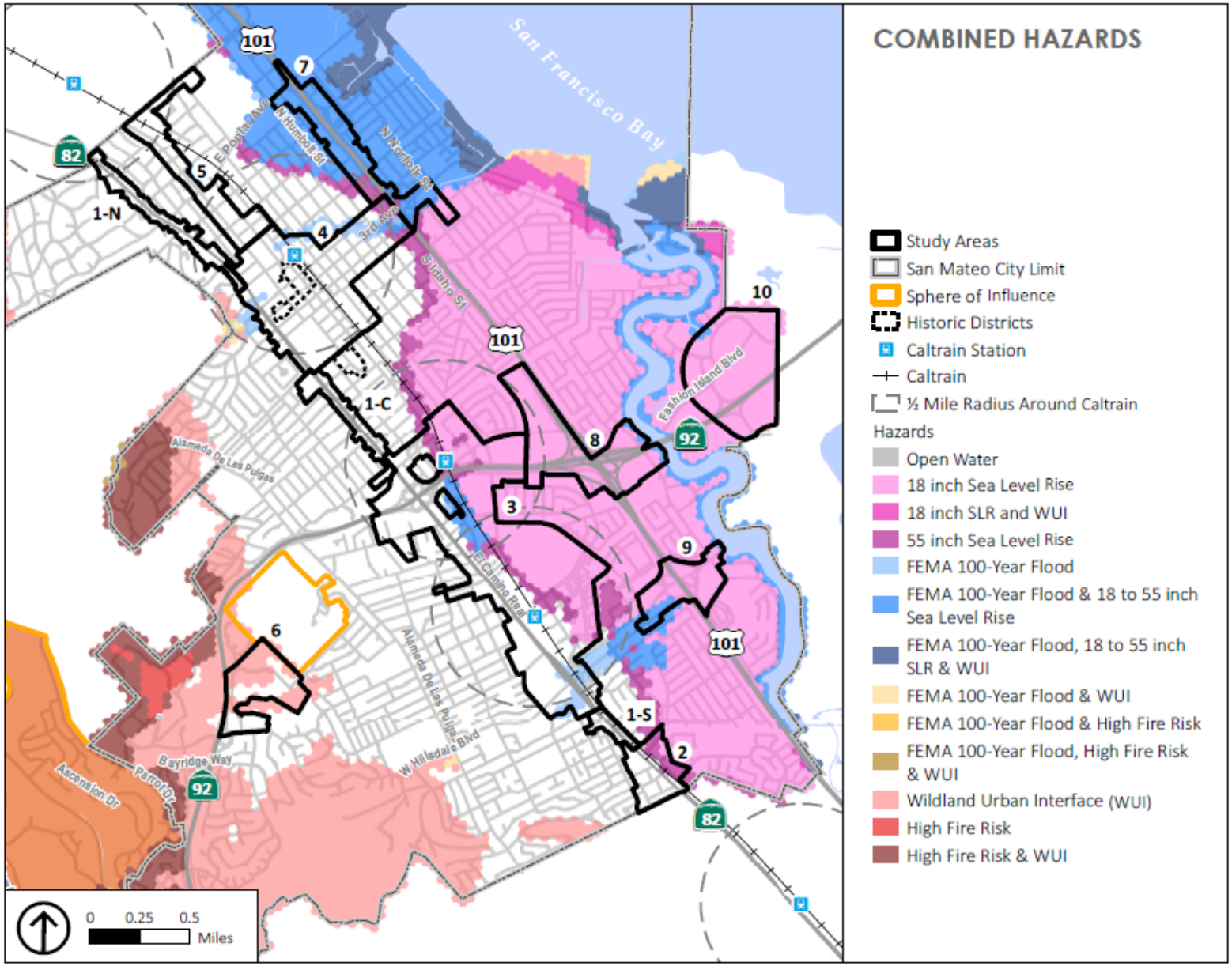
of melting of glacial ice. While there is a degree of uncertainty in projections, the actual rate of sea level rise is occurring more quickly than many previous projections had estimated.[23]

The California Natural Resources Agency, in partnership with the California Ocean Protection Council, issued the State of California Sea-Level Rise Guidance, which states that sea levels in the San Francisco Bay Area may rise 22 inches by mid-century and 82 inches by the end of the century. Because it is in a low-lying coastal area, San Mateo is highly vulnerable to this threat. A sea level rise of 22 inches could inundate areas near Seal Point. If the level of San Francisco Bay rises 82 inches, water is projected to inundate all parts of San Mateo east of Highway 101, as well as areas west of Highway 101 including the area north of downtown and large sections of the Hayward Park, Bay Meadows, and Laurie Meadows neighborhoods.[24]

[23] City of San Mateo, April 2020, 2020 Climate Action Plan, https://www.cityofsanmateo.org/DocumentCenter/View/80652/2020-Climate-Action-Plan?bidId=, page 19, accessed on September 21, 2021.

[24] City of San Mateo, April 2020, 2020 Climate Action Plan, https://www.cityofsanmateo.org/DocumentCenter/View/80652/2020-Climate-Action-Plan?bidId=, page 19, accessed on September 21, 2021.

Figure 25. Combined Hazards



All Study Areas located to the east of Highway 101 are at severe risk of inundation by sea level rise at both 18 inches and 55s inches, as illustrated on Figure 25. The Study Areas located in these areas are listed below:

- Select portions of Study Area 2, largely east of State Route 82, are susceptible to sea level rise under the 18- and 55-inch scenarios. All three alternatives include Residential Medium land uses, the most of which is anticipated in Alternative B. All three alternatives also include Residential Low uses, the least amount in Alternative B. Alternative A includes Commercial Neighborhood uses while Alternative B includes Mixed-Use Low and Alternative C includes Mixed-Use Medium. Alternative B would include the most homes and population growth, followed by Alternative C then A. Each alternative assumes that the amount of jobs declines, the most with Alternative B, followed by Alternative C and then A.

- Approximately half of Study Area 3 is susceptible to sea level rise under the 18- and 55-inch scenarios. These areas largely lie to the east of the railroad tracks. However, this portion of Study Area 3 is largely similar in each alternative except for select commercial parcels. Therefore, none of the alternatives would introduce a significant differing amount of development in an area susceptible to sea level rise. The major differences between alternatives in the areas susceptible to sea level rise are between Alternatives A and B with Alternative C, where Alternatives A and B designate several parcels as Mixed-Use Medium while these parcels are designated as Mixed-Use Low in Alternative C. Therefore, Alternatives A and B anticipate more development in areas east of Pacific that are susceptible to sea level rise inundation.

- The far eastern portions of Study Area 4 are susceptible to sea level rise under the 55-inch scenario. Alternatives A and B would designate most of this area as Residential Medium while Alternative C would designate that same area as Residential Low.

- The entirety of Study Area 7 is susceptible to sea level rise. The majority is susceptible to sea level rise under the 18-inch scenario while the southern portion is susceptible to only the 55-inch scenario.

- The entirety of Study Area 8 is susceptible to sea level rise under the 18-inch scenario.

- The entirety of Study Area 9 is susceptible to sea level rise under the 18-inch scenario.

- The entirety of Study Area 10 is susceptible to sea level rise under the 18-inch scenario. All alternatives anticipate the same residential and job growth.

Although the alternatives anticipate different levels of development, the flooding impacts would be the same amongst the alternatives because impacts would be localized to the first floor of the structure.

FLOODING

Flooding events, and their severity, are predicted to become more intense as a result of the changing climate. Forecasts indicate that more intense rainfall events will occur more frequently, increasing localized flooding events that impact infrastructure, buildings, and people. According to California's Fourth Climate Change Assessment, and as restated in the 2020 CAP, the state's water system is structured and operated to balance between water storage for dry months and flood protection during rainy months. Although climate change is likely to lead to a drier climate overall, risks from regular, more intense rainfall events can generate more frequent and/or more severe flooding that upsets this managed balance between storage and protection. Additionally,

erosion may increase, and water quality may decrease as a result of increased rainfall.[25]

As shown on Figure 25, several study areas are located within areas at risk of a FEMA 100-year flood, and several are within areas at risk of both a FEMA 100-year flood to of sea level rise inundation. The study areas located in these susceptible areas of San Mateo are listed below, along with the implications for each given development potential under the three alternatives.

- Small portions of Study Area 3 are susceptible to flooding as reported by FEMA. These areas include south of State Route 92 and west of the railroad tracks.

- Some portions of Study Area 4 are susceptible to FEMA 100-year flooding and some areas are susceptible to both FEMA 100-year flooding and sea level rise. Areas susceptible to only the FEMA 100-year floods are located directly north of the San Mateo Caltrain Station. Alternatives A and B designate these areas as Residential Medium while Alternative C designates this area as Residential Low.

- The vast majority of Study Area 7 is located in both a FEMA 100-year flood zone and an area susceptible to sea level rise. The alternatives for Study Area 7 include a mix of densifying land uses. Refer to Section 5.5 for more information on land uses that may be impacted from flooding in this Study Area.

- Study Area 8 is susceptible to both FEMA 100-year flood zones and sea level rise only on the far eastern portion. The alternatives in this portion of Study Area 8 are all similar.

- The southeast portion of Study Area 9 is susceptible to both the FEMA 100-year flood zone and sea level rise. All three alternatives include office medium land uses and residential low in this portion of Study Area 9. Alternatives A and C also include commercial neighborhood.

- A small portion of Study Area 10, on the northwestern border, is susceptible to both the FEMA 100-year flood zone and to sea level rise. All three alternatives anticipate the same residential medium development in this area.

Although the alternatives anticipate different levels of development, the sea level rise impacts would be the same amongst the alternatives because impacts would be localized to the first floor of the structure.

WILDFIRE RISK

Wildfire risk is based on a combination of factors including rainfall, winds, temperature, and vegetation. According to California Fourth Climate Change Assessment, higher temperatures, longer dry periods, and increased frequency of high velocity winds over a longer fire season will directly increase wildfire risk. Indirectly, wildfire risk will also be influenced by potential climate-related changes in vegetation and ignition potential from lightning. Historically, the annual average area burned in San Mateo was 50 acres. According to CalAdapt, under higher emissions scenario, this could increase to an average annual burn area of 73 acres by 2050 and 133 acres by 2100. The hills behind San Mateo are also expected to see an increase in wildfire frequency, and fires in this area could cause damage in the community or impact local air quality.[26]

[25] City of San Mateo, April 2020, 2020 Climate Action Plan, https://www.cityofsanmateo.org/DocumentCenter/View/80652/2020-Climate-Action-Plan?bidId=, page 18, accessed on September 21, 2021.

[26] City of San Mateo, April 2020, 2020 Climate Action Plan, https://www.cityofsanmateo.org/DocumentCenter/View/80652/2020-Climate-Action-Plan?bidId=, page 21, accessed on September 21, 2021.

Areas in San Mateo that are at risk of wildfire are located to the west of State Route 92. There are no Study Areas located within a Very High Fire Hazard Severity Zones as currently mapped by CAL FIRE.[27] However, Study Area 6 is located within the Wildland Urban Interface[28]. The Interface zone covers places that have dense housing next to vegetation that can burn in a wildfire.

POLICY CONSIDERATIONS

The City could consider policies and actions in the General Plan Update to reduce the impacts of sea level rise, flooding, and wildfire hazards:

- Work with regional partners like the San Mateo County Flood and Sea Level Rise Resiliency District, San Francisco Bay Conservation and Development Commission (BCDC), and BayAdapt to develop coordinated sea level rise adaptation measures and programs.
- Seek nature-based sea level rise mitigation and adaptation strategies where possible.
- Require sea level rise projections and analyses as part of City development and environmental review processes in areas subject to sea level rise. Incorporate sea level rise mapping into the City's geographic information system so it can be accessed by City staff, applicants, and the community.
- Work with neighborhood associations, realtors, community-based organizations, and property owners to provide information about potential property risks and mitigation options for increased flooding due to sea level rise.
- Incentivize low impact development in the City in order to reduce stormwater runoff that can cause flooding.
- Require all development in and adjacent to designated wildlands fire areas to provide access and defensible space in accordance with California Codes and local ordinances.
- Maintain the City's emergency readiness and response capabilities, especially regarding hazardous materials spills, natural gas pipeline ruptures, fire hazards, wildland fire risk, earthquakes, pandemics, and flooding.
- Maintain the City's Continuity of Operations / Continuity of Government Plan to ensure that the City government can operate during and after hazard events to provide resources and guidance for recovery and reconstruction.

5.6 EQUITY AND PUBLIC HEALTH

Low-income residents, communities of color, indigenous peoples and tribal nations, and immigrant communities have disproportionately experienced greater environmental burdens and related health problems throughout the history of California. This inequity is the result of many historical factors: inappropriate zoning and negligent land use planning, failure to enforce proper zoning or conduct regular inspections, deed restrictions and other discriminatory housing and lending practices, limited political and economic power among certain demographics, the prioritization of business interests over public health, development patterns that tend to concentrate pollution and environmental hazards in certain communities, and the placement of economic and environmental benefits in more affluent areas.

[27] According to the City's Fire Marshal, State maps are expected to increase the hazard level in certain areas in San Mateo from a high hazard wildland fire severity zone to a very high hazard severity zone. This section is based on the data currently publicly available.

[28] CalFire, 2019, Wildland-Urban Interface, https://mtc.maps.arcgis.com/apps/mapviewer/index.html?layers=d45bf08448354073a26675776f2d09cb, accessed on December 12, 2021.

HOUSING VULNERABILITY AND DISPLACEMENT

Government policies, exclusionary tactics, and disparate treatments have long been key components of the housing system which encouraged developmental inequity based on race. Since the 1930s, systematic redlining, restrictive covenants in private land sales (i.e., prohibiting sale of property to a particular group of people, usually people of color), and residential segregation restricted many nonwhite groups from accessing socioeconomic opportunity and meaningful fair housing choice. Congress enacted the Fair Housing Act of 1968 to limit the overt housing discrimination as mentioned previously; however, residential segregation has persisted through hidden discriminatory practices that reinforce patters of segregation in California. AB 686, Affirmatively Further Fair Housing, amends the Government Code to alleviate these subtle patterns of discrimination.

AB 686 amended Housing Element law to affirmatively further fair housing (AFFH) by creating additional new requirements that address: community outreach, assessment of fair housing, sites inventory, identification and prioritization of contributing factors, and goals and actions to further fair housing. The Housing Element update, being conducted in parallel with the General Plan Update, will be required to respond to the requirements of AB 686.

The Urban Displacement Project (UDP) is a research and action initiative of UC Berkeley seeking to understand and describe the nature of gentrification, displacement, and exclusion, and to generate knowledge on how policy interventions and investment can respond and support more equitable development.[29] Urban Displacement Project researchers have created interactive maps of gentrification and displacement potential at the census tract level. Table 26 describes the current methodology and the criteria used identify a census tract as a certain type. The map for the City of San Mateo is shown on Figure 26. These maps are intended to frame conversations around issues of gentrification, displacement, and exclusion and to inform strategies to mitigate the negative impacts of housing instability. [30] To read more about this methodology, please go to Urban Displacement's website at https://www.urbandisplacement.org/san-francisco/sf-bay-area-gentrification-and-displacement

Displacement as a result of gentrification is a concern in neighborhoods that are densifying in order to provide efficient, sustainable infill development close to transit. Displacement can take many forms. In some cases, residents of existing buildings are physically displaced when the building is demolished to be replaced with new construction. Displacement can also happen generationally, when parents or grandparents sell a family home and younger generations cannot afford to rent or buy in the same community. Over time, the neighborhood sees a less diverse mix of low- and moderate-income households as only high-income households can afford housing. Data on the effects of upzoning and of increasing housing construction on displacement in the Bay Area is inconclusive. Research has found that while "transit-induced" gentrification is not "pervasive," it is estimated that "11.5 percent of transit neighborhoods in the Bay Area… experienced residential gentrification between 1990 and 2000 and/or 2000 and 2013."[31] All three alternatives contemplate some amount of infill redevelopment, especially in areas close to transit, so all three alternatives would have the potential to increase displacement and to replace existing units that are affordable or less expensive with new units that would be more expensive.

[29] Berkeley, University of California, accessed October 1st, 2021, "Urban Displacement Landing Page," urbandisplacement.org.

[30] Berkeley, University of California, accessed October 1st, 2021, "Urban Displacement San Francisco Bay Area gentrification and Displacement," urbandisplacement.org., https://www.urbandisplacement.org/san-francisco/sf-bay-area-gentrification-and-displacement

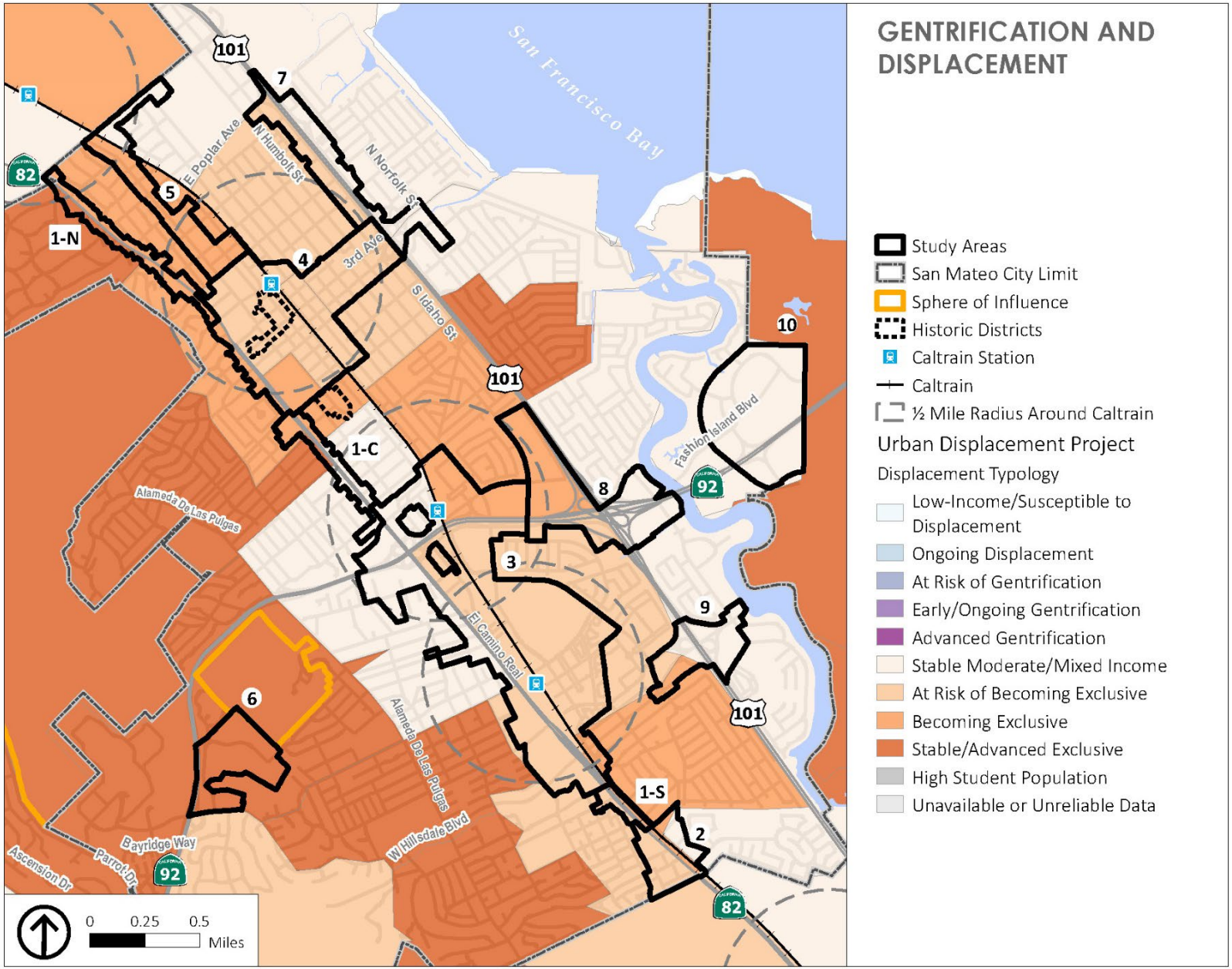
[31] Zuk, M., Loukaitou-Sideris, A., & Chapple, K. (2019). Safeguarding against Displacement: Stabilizing Transit Neighborhoods. In K. Chapple & A. Loukaitou-Sideris (Ed.), Transit-Oriented Displacement or Community Dividends? Understanding the Effects of Smarter Growth on Communities (pp. 243-266). Cambridge: MIT Press

It is important to note that preventing any physical change at all does not by itself prevent displacement. Housing cost is a key factor driving displacement. When no new homes or commercial spaces are available, the prices of the finite supply of existing homes and commercial spaces increases rapidly, which often puts extreme pressure on existing residents and businesses.

Table 26 Urban Displacement Typologies

Modified Types	Criteria
Low-income / Susceptible to Displacement	• Low or mixed low-income tract in 2018
Ongoing Displacement of Low-income Households	• Low or mixed low-income tract in 2018 • Absolute loss of low-income households, 2000-2018
At Risk of Gentrification	• Low-income or mixed low-income tract in 2018 • Housing affordable to low or mixed low-income households in 2018 • Didn't gentrify 1990-2000 OR 2000-2018 • Marginal change in housing costs OR Zillow home or rental value increases in the 90th percentile between 2012-2018 • Local and nearby increases in rent were greater than the regional median between 2012-2018 OR the 2018 rent gaps greater than the regional median rent gap
Early / Ongoing Gentrification	• Low-income or mixed low-income tract in 2018 • Housing affordable to moderate or mixed moderate-income households in 2018 • Increase or rapid increase in housing costs OR above regional median change in Zillow home or rental values between 2012-2018 • Gentrified in 1990-2000 or 2000-2018
Advanced Gentrification	• Moderate, mixed moderate, mixed high, or high-income tract in 2018 • Housing affordable to middle, high, mixed moderate, and mixed high-income households in 2018 • Marginal change, increase, or rapid increase in housing costs • Gentrified in 1990-2000 or 2000-2018
Stable Moderate / Mixed Income	• Moderate, mixed moderate, mixed high, or high-income tract in 2018
At Risk of Becoming Exclusive	• Moderate, mixed moderate, mixed high, or high-income tract in 2018 • Housing affordable to middle, high, mixed moderate, and mixed high-income households in 2018 • Marginal change or increase in housing costs
Becoming Exclusive	• Moderate, mixed moderate, mixed high, or high-income tract in 2018 • Housing affordable to middle, high, mixed moderate, and mixed high-income households in 2018 • Rapid increase in housing costs • Absolute loss of low-income households, 2000-2018 • Declining low-income in-migration rate, 2012-2018 • Median income higher in 2018 than in 2000
Stable / Advanced Exclusive	• High-income tract in 2000 and 2018 • Affordable to high or mixed high-income households in 2018 • Marginal change, increase, or rapid increase in housing costs

Figure 26. Gentrification and Displacement Typologies in San Mateo



To mitigate displacement, proactive and reactive policies and programs intended to keep housing costs affordable and to offer residents housing security are likely to make a bigger difference than the specific amount or type of land use changes allowed by the General Plan. Researchers with the Urban Displacement Project have studied the effectiveness of anti-displacement policies in four broad categories:[32]

- Building new affordable housing. The City has many tools in place already to support new affordable housing, including inclusionary zoning that requires 15 percent of units in new multifamily housing construction to be affordable, density bonuses allowed for new development that includes a minimum number of affordable units, providing City-owned sites for construction of affordable housing, and fees on commercial development to fund new affordable housing. In 2021, 388 affordable units are approved or under construction in San Mateo.

- Preserving existing units that are affordable, including through programs like the ones the City has in place to extend affordability covenants of existing affordable units and to provide grants and loans to low-income homeowners for rehabilitation.

- Stabilizing neighborhoods. The City provides down payment assistance through the First Time Homebuyer program; enforces City and State codes to improve homes and neighborhoods and provides tenant relocation assistance to tenants displaced due to code enforcement actions; funds HIP (Human Investment Project) Housing, a local non-profit matching home seekers with those offering space for home sharing; and contracts with Project Sentinel to provide tenant counseling, Fair Housing services, monitoring and investigation.

- Minimizing commercial displacement by helping businesses stay open or relocate during construction and by offering technical support to attract and retain local businesses as redevelopment occurs.

Overall, Alternative A represents the least change throughout the Study Areas. On one hand, the least change may lead to the least physical displacement through redevelopment. However, Alternative A will also include the least amount of new housing, including less affordable housing, as shown in Table 27. Limiting the construction of new housing could result in continued increases in rental and for-sale housing prices.

In general, Alternative B spreads medium-density, medium-height development throughout the Study Areas, in contrast to Alternative C that concentrates higher densities and heights in central San Mateo along El Camino Real and near the Caltrain stations. The footprint of development and the location and number of individual sites subject to redevelopment, and therefore displacement, could be similar under Alternative B as Alternative C; the difference would be that Alternative B would place a lower amount of new development on those sites than would Alternative C.

Alternative C allows the greatest amount of new development and new housing. While redevelopment would be more intensive in some Study Areas than others, all Study Areas would see the greatest amount of change and redevelopment under Alternative C. Because of San Mateo's inclusionary housing requirements, the highest amount of new affordable housing would be added under Alternative C.

[32] Zuk, M., Loukaitou-Sideris, A., & Chapple, K. (2019). Safeguarding against Displacement: Stabilizing Transit Neighborhoods. In K. Chapple & A. Loukaitou-Sideris (Ed.), Transit-Oriented Displacement or Community Dividends? Understanding the Effects of Smarter Growth on Communities (pp. 243-266). Cambridge: MIT Press

Table 27 Inclusionary Units under Each Alternative

Alternative	Total Housing Units	Minus ADUs	Multifamily Housing Units	Affordable Housing Units (15% of multifamily based on inclusionary Requirement)
A	+11,810	1,000	10,810	1,622
B	+16,070	1,250	14,820	2,223
C	+21,080	1,000	20,080	3,012

The pressures of displacement, gentrification, and exclusion are not isolated in the study areas. Future changes within the study areas will affect other neighborhoods in San Mateo. During the alternatives creation process, community members expressed particular concern about potential gentrification and displacement within the North Central neighborhood, influenced by development in Study Areas 4, 5, and 7 which surround it. Because sites in North Central are not considered for change under any alternatives, none of the alternatives would directly displace residents through redevelopment. Alternative C may have the most potential benefit to low-income families in North Central (and other San Mateo neighborhoods) since it would provide the greatest amount of new affordable housing. However, as with land use changes within the Study Areas, it is probable that policies and programs to prevent and mitigate displacement will have a stronger effect on outcomes in North Central than the differences in land use among the three alternatives.

BICYCLE AND PEDESTRIAN SAFETY

Overall outcomes under each alternative for people who walk and ride bikes are discussed in section 5.2, Traffic and Multimodal Circulation, above. Bicycle and pedestrian safety is also addressed here as an equity issue because all San Mateo residents should have safe and convenient opportunities to bike and walk for transportation, exercise, or pleasure. SB 1000, the 2016 law that requires General Plans to address environmental justice, calls for the City to reduce health risks in disadvantaged neighborhoods by improving air quality and promoting physical activity. For households without access to a car, it is critical to be able to bike or walk safely to school, work, shopping, and transit.

Bicycle and pedestrian collisions in San Mateo between 2015 and 2020 are shown in Figures 27 and 28 respectively. There was one fatal bicycle collision in this period at South Norfolk Street and SR 92. There were 115 bicycle injury collisions. The most reoccurring bicycle collision factors were automobile right of way (15 percent), unsafe speed (15 percent), wrong side of road (25 percent), improper turning (9 percent), and traffic signal and signs (8 percent). Injury collisions were concentrated on El Camino Real south of SR 92, in the Downtown core, and on Hillsdale Boulevard near US Highway 101.

From 2015 to 2020 there were eight pedestrian fatalities and a total of 197 injury collisions. The most frequent collision factor was violation of pedestrian right-of-way (65 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: three on El Camino Real (in Study Area 3), three in Study Area 7, two at US Highway 101, and one at Norfolk Street (Study Area 7). The map of collision locations reveals high collision concentration areas: San Mateo's Downtown (Study Area 4), the North Central part of the City near San Mateo High School, along San Mateo Drive (Study Area 5), and along El Camino Real from Downtown San Mateo to Hillsdale Boulevard (Study Areas 1 and 3). The concentration of pedestrian collisions in Study Area 4 is most likely due to a high rate of walking combined with high volumes of auto traffic. These clusters of collisions highlight the need for infrastructure improvements in their respective areas. The City's adopted Pedestrian Master Plan, the upcoming Complete Streets Plan, and the General Plan Update could add further policy guidance to help improve pedestrian safety.

Many factors affect bicycle and pedestrian safety, including how many vehicles there are in an area, street design, street lighting, and speed limits. Speed is the single most significant factor that determines the severity of a collision. Research into the relationship between land use and traffic safety has not demonstrated clear links between specific land uses, densities, or heights and traffic safety outcomes. In studies of pedestrian safety, some find that increased population density is correlated with increased traffic collisions, others find that increased population density is correlated with decreased traffic collisions, some find mixed results, and some find population density statistically insignificant.[33] On one hand, adding more development to a study area by allowing higher-density development would bring more people to the area, increasing the chances for a collision to occur. On the other hand, adding mixed-use development, especially near transit, can reduce the need to drive, getting more people out of their cars and reducing the risk of collision. In areas such as Downtown where biking and walkability is prioritized, measures to reduce vehicle speed, reduce conflicts between cars, bicycle, and pedestrians. Improving bicycle and pedestrian comfort would have a much stronger effect on bicycle and pedestrian safety than would the variations in land use designations and intensities among the alternatives. There is not sufficient data available to support a conclusion that one of the land use alternatives would be significantly more likely to improve or to worsen pedestrian and bicycle safety, because pedestrian and bicycle safety is more directly affected by non-land use factors such as street design, street lighting, and vehicle speeds.

The circulation alternatives provide a more direct connection to influencing pedestrian and bicyclist safety. Out of all three circulation alternatives, Circulation Alternative C would have the highest multi-modal benefit because it anticipates the most pedestrian, bicycle, and transit improvements. Circulation Alternative A would result in the second highest amount of pedestrian improvements when compared to the other two circulation alternatives. Circulation Alternatives A and C include more bicycle improvements than Circulation Alternative B. All circulation alternatives include good bicycle network coverage through the adopted Bike Master Plan, and Circulation Alternative A and Circulation Alternative C have the potential to improve upon that with a future study of an El Camino Real bike lane and other improvements. Circulation Alternative B performs the lowest in improvement pedestrian safety and connectivity.

[33] Erick Guerra, Xiaoxia Dong, and Michelle Kondo. 2019. "Do Denser Neighborhoods Have Safer Streets? Population Density and Traffic Safety in the Philadelphia Region." Journal of Planning Education and Research.

Figure 27. Bicycle Collisions

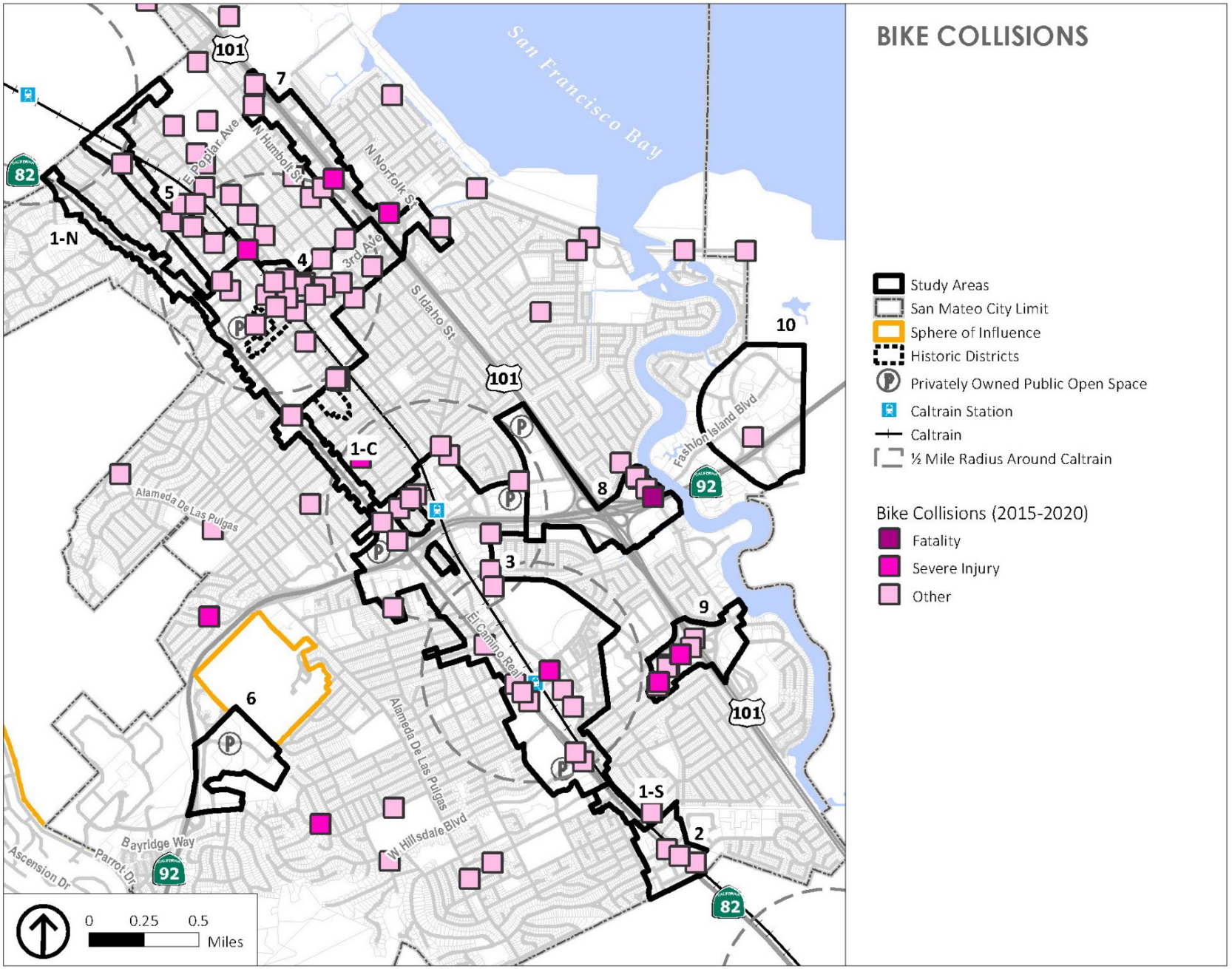
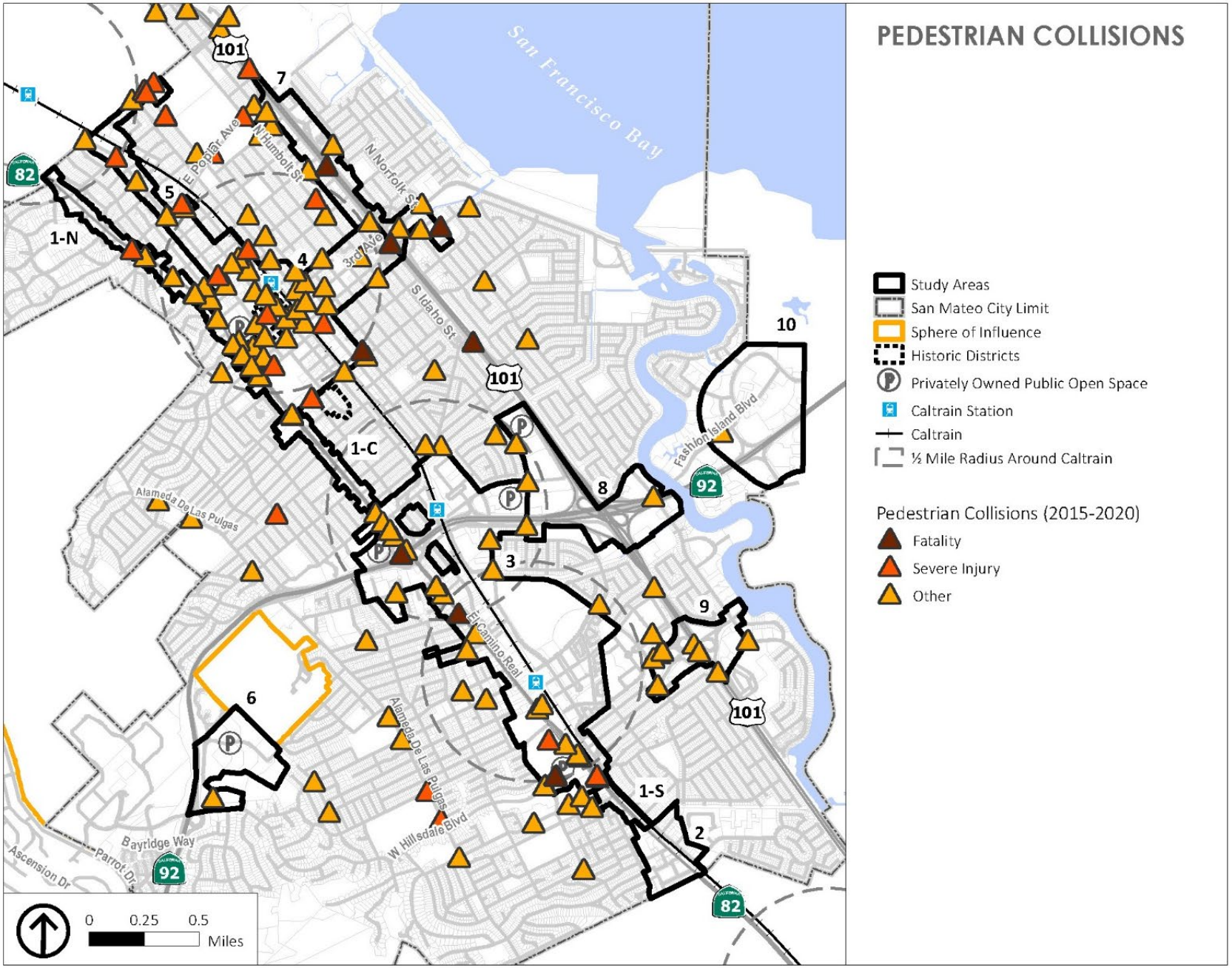


Figure 28. Pedestrian Collisions



POLLUTION BURDEN

This section references CalEnviroScreen 4.0, California's primary environmental justice screening tool. CalEnviroScreen calculates the relationship between exposure to pollution, or "pollution burden," and population characteristics such as poverty, educational attainment, and age, to arrive at a combined score for every Census tract in California. In general, the higher the score, the more impacted a community is. Overall combined scores for Census tracts in San Mateo range from 78 percent in the North Central neighborhood to 1 in the San Mateo Park, Baywood, and Aragon neighborhoods. Figure 29 shows the range of combined scores in Census tracts in San Mateo.

This section will focus on the evaluation of three pollution indicators for which some Census tracts in San Mateo have high scores: traffic density, diesel particulate matter (PM), and groundwater threats.

TRAFFIC DENSITY AND DIESEL PARTICULATE MATTER

While California has strict vehicle-emissions standards, exhaust from cars and trucks is the main source of air pollution in much of the state. Major roads and highways bring air pollutants and noise into nearby neighborhoods. Children who live or go to schools near busy roads have higher rates of asthma than children in areas farther from roads.[34] Traffic density percentile scores at or above 75 percent are concentrated along Highway 101 and Highway 92, as shown in Figure 30. Percentile scores above 90 percent are concentrated around the 101 and 92 interchange and in north San Mateo near the Poplar Creek Golf Course. Study Areas 7 and 8 are the most severely affected by traffic emissions, but pollutant emissions from traffic affect Study Areas 1, 2, 3, 4, 5, and 9.

One pollutant of concern is Diesel Particulate Matter (DPM), which is in the exhaust from trucks, buses, trains, and other equipment with diesel engines. DPM contains many harmful chemicals. Study Areas 1, 3, 4, 8, and 9 all include Census tracts with scores over 75 percent, meaning that exposure to DPM in these Census tracts is higher than 75 percent of the Census tracts in California. In particular, the census tract bounded by Highway 101, Highway 92, and El Camino Real, which is in Study Area 3, has the highest DPM score in San Mateo at 95 percent. Within Study Area 3, Alternative A would add the fewest new residents and Alternative C would add the most.

GROUNDWATER THREATS

Groundwater threats are dangerous substances, often hazardous chemicals, that can negatively impact the groundwater of a community. These chemicals include gasoline and diesel fuels at gas stations, chemicals used in dry cleaning, as well as heavy metals, pesticides, and solvents. Even though most of these hazardous chemicals are typically stored in containers, and the threat is that leaks from tank can lead to soil and groundwater contamination. Leaking tanks can affect drinking water and expose people to contaminated soil and air. The level of threat in San Mateo indicates that there is potential for leaks to occur but is not a measure of contamination that has already happened. Contamination that has occurred in the past is captured in a different CalEnviroScreen indicator that looks at the number and weight of toxic cleanup sites in or near a Census tract. Cleanup site scores in San Mateo range from a high of 61 percent in North Central, meaning the number and type of cleanup sites is higher than 61 percent of the census tracts in California, to a low of 0 in San Mateo Park and Baywood Census tracts.

[34] California Office of Environmental Health Hazard, June 11, 2021, accessed September 30, 2021. "Draft CalEnviroScreen 4.0 Traffic Indicator for San Mateo,"oehha.ca.gov., https://oehha.ca.gov/calenviroscreen/report/draft-calenviroscreen-40

Figure 29. CalEnviroScreen Combined Scores

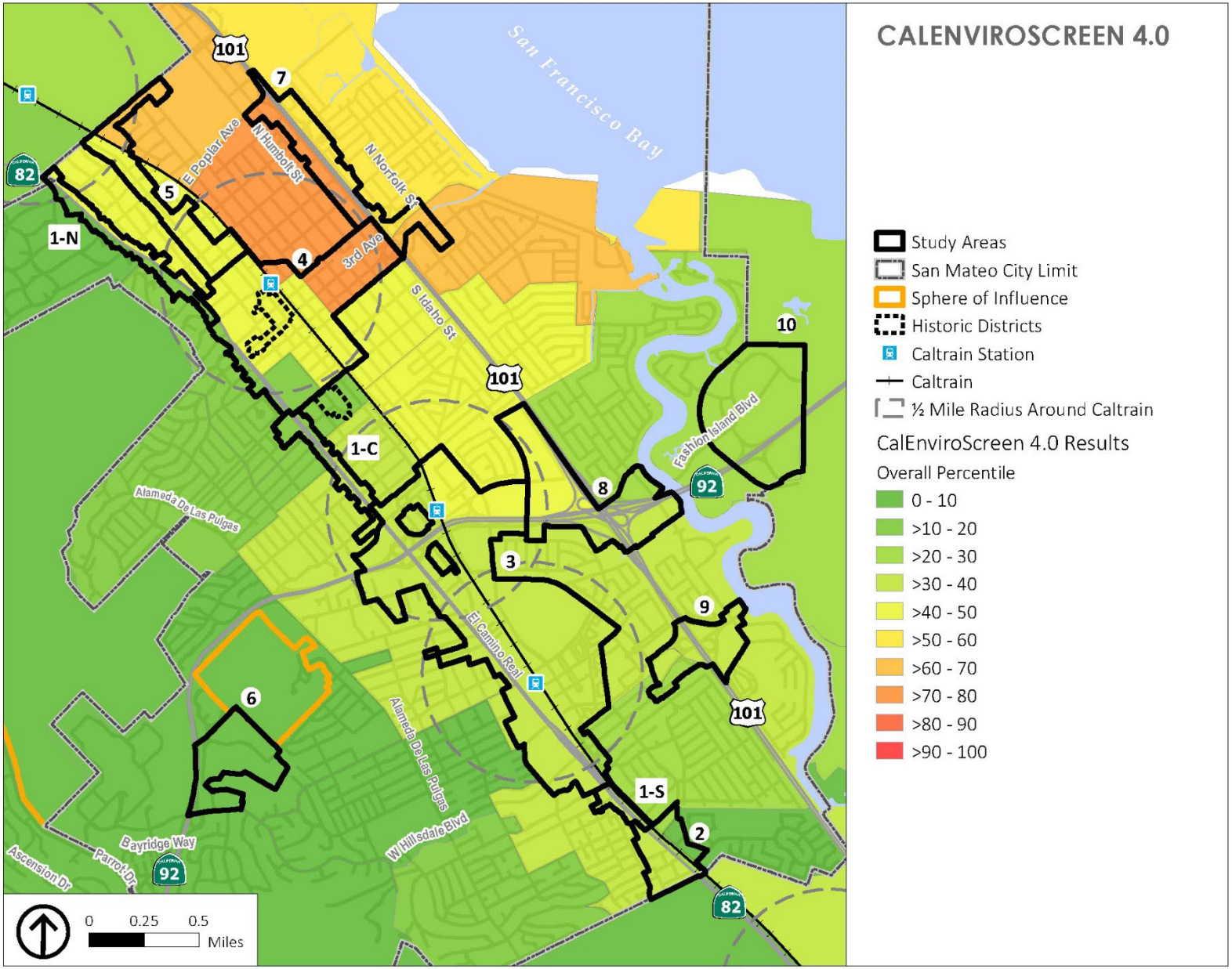
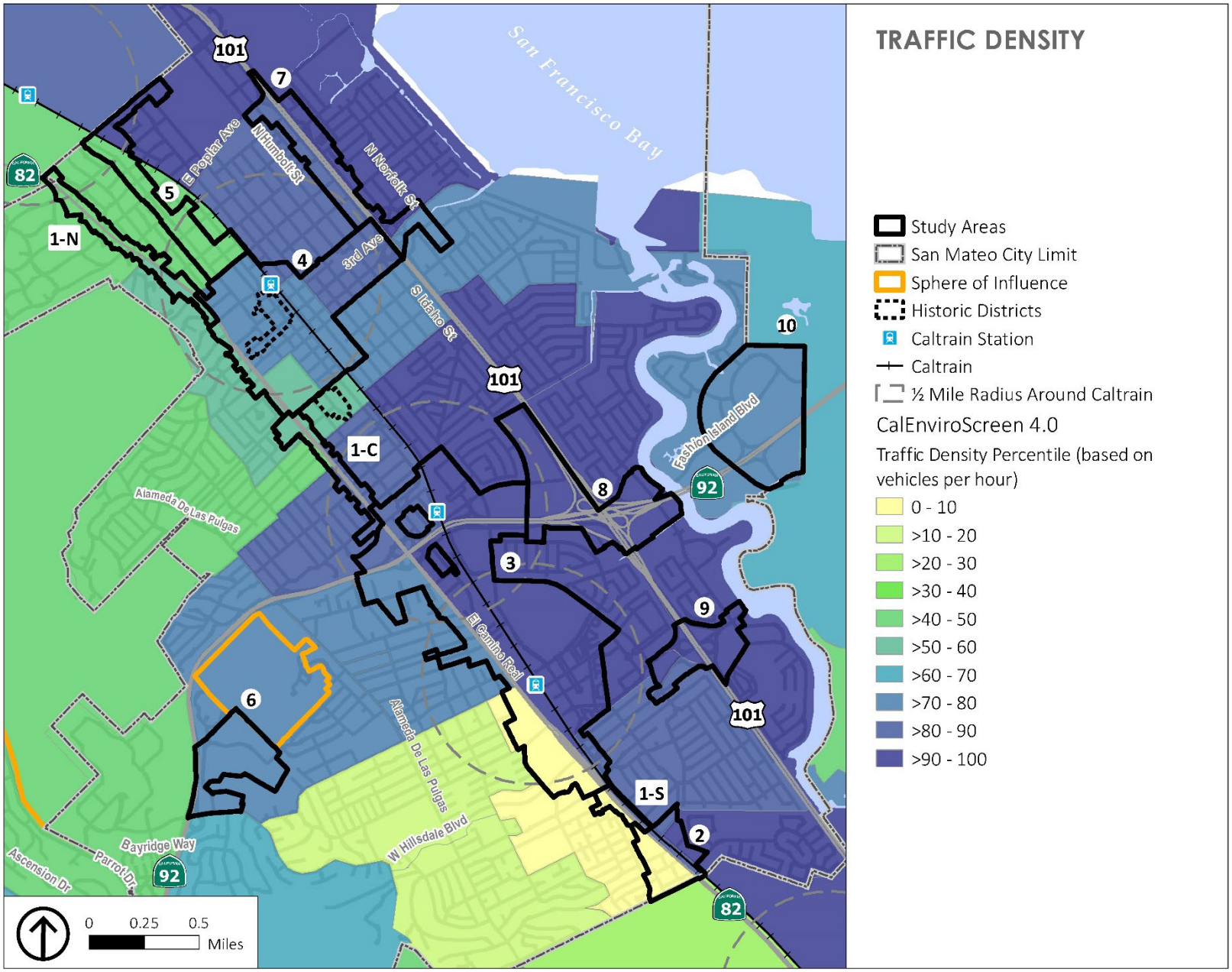


Figure 30. Traffic Density and Pollutant Exposure



As shown on Figure 31, Study Areas 1, 3, 4, 5, 7, 8, and 9 include Census tracts with percentile scores at or above 90 percent for groundwater threats, indicating that the number and type of groundwater threats in these areas are higher than approximately 90 percent of the other Census tracts in California. It is important to understand that San Mateo does not use groundwater for drinking water. San Mateo's drinking water is surface water imported from other parts of California, and San Mateo's drinking water is very clean. Therefore, there is no risk to human health from drinking potentially contaminated groundwater in San Mateo. Instead, human health could be at risk if groundwater were to first be contaminated and then exposed through excavation or construction of new development. There are a number of well-established practices for protecting workers and residents from groundwater and groundwater vapor both during construction and after a building is occupied, such as vapor barriers.

Assuming that regulations and best practices for preventing groundwater and vapor intrusion are followed, the risks to human health from potential groundwater contamination would not differ among the alternatives and all alternatives would have similar risks.

ACCESS TO PARKS AND OPEN SPACE

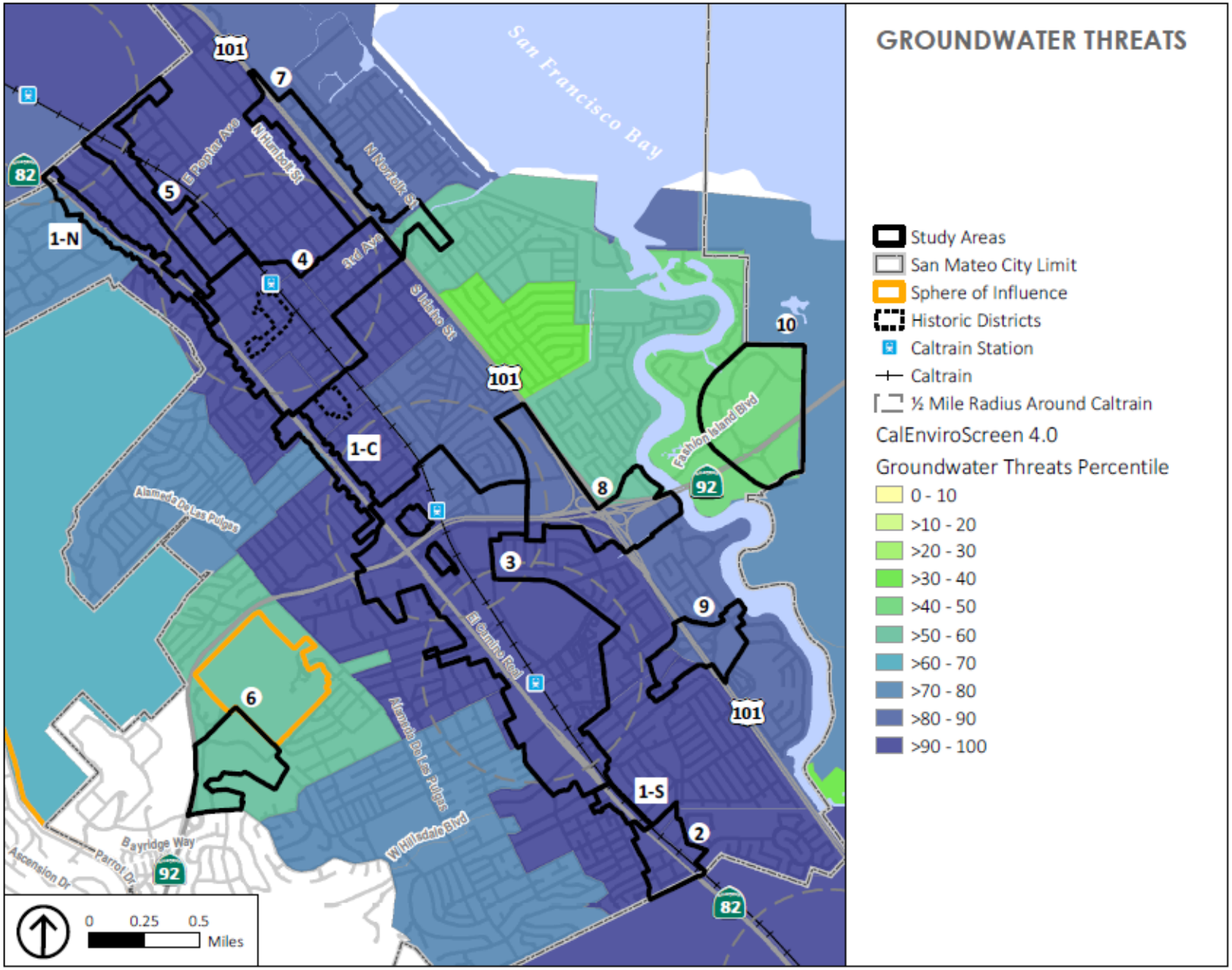
Parks and Open Spaces are important natural resources, providing approximately 420 acres of parks and open space within the City and many miles of paths and trails. Even though San Mateo parks and open space are free and accessible, they are not equitably accessible for everyone. Park and open space access is an important environmental justice issue because proximity to park and open space has been linked in increase inactive behaviors, and positive impacts on health outcomes such as lower rates of cardiovascular disease, diabetes, and obesity.[35] Figure 24, in the previous Public Services section, illustrates park access in San Mateo. Areas that are within a ¼ mile walking distance of an existing park are shown in light green, areas between ¼ mile and ½ mile are in light gold, and areas beyond ½ mile walking distance to a park are in dark gold. Note that Figure 24 focuses on walking distance via existing streets. So, for example, although parts of Study Area 8 are close to Fiesta Meadows Park or Connie Park, there are no existing connections that would allow future residents in Study Area 8 to walk less than ½ mile to reach either park.

As shown in Figure 24, areas at the outskirts of the City and along the Highway 101 corridor have to walk the farthest to reach existing parks. While parks are an important amenity for both residents and workers in San Mateo, this equity analysis focuses on those who live in San Mateo.

- Study Areas 1-C, 3, and 4 near the center of San Mateo have the best walkable access to existing parks. Alternative C would add the most new residents in Study Areas 3 and 4; Alternative B would add the most new residents in 1-N.
- Although it is on the periphery, the northern edge of Study Area 10 has good access to Mariners Island Park. All alternatives add the same number of residents in Study Area 10.
- About half of Study Areas 5, 7, 8, and 9 are within a ½ mile of a park, and the remainder is outside the ½ mile walking distance. Alternative C adds the most new residents in Study Areas 5 and 7, while Alternative B adds the most new residents in Study Areas 8 and 9.
- Study Areas 1-N, 1-S, 2, and 6 are almost entirely outside of a ½-mile walking distance from any existing park. In these low-access areas, Alternative B adds the most new residents in Study Areas 1-N, 1-S, and 2. Alternative C adds the most new residents in Study Area 6.

[35] Maroko, A.R., Maantay, J.A., Sohler, N.L. et al. The complexities of measuring access to parks and physical activity sites in New York City: a quantitative and qualitative approach. Int J Health Geogr 8, 34 (2009). https://doi.org/10.1186/1476-072X-8-34

Figure 31. Groundwater Threats



– Alternative A would add the fewest new residents in Study Areas 1 through 9 and therefore the fewest new residents in both Study Areas with high walkable park access and Study Areas with low walkable park access.

POLICY CONSIDERATIONS

– Maintain City policies that protect against displacement, including building new affordable housing units, preserving existing affordable units, providing support to tenants and landlords, and supporting local businesses.

– Continue to improve the safety of San Mateo streets and sidewalks, including through improvements called for in the adopted Citywide Pedestrian Master Plan and Bicycle Master Plan.

– Consider requirements for health risk assessments, including consideration of diesel particulate matter and other air pollutants, when a project potentially affects sensitive receptors.

– Requiring the cleanup of contaminated sites when the site is developed or redeveloped.

– When planning for future development in areas that are more than ½ mile walking distance from a park, the City should consider ways to improve connections to existing parks and work with applicants to include publicly accessible private open space as part of their projects.

– Explore opportunities for joint use agreements with local School Districts to increase access to playgrounds and fields.

5.7 FISCAL SUSTAINABILITY

In the context of the City's General Plan update, the primary goal of the fiscal impact analysis is to quantify the impact of the three alternatives on the City's long-term fiscal health to help formulate policies, growth patterns, and public service standards that are fiscally sustainable over the General Plan buildout.

METHODOLOGY

The fiscal impact analysis is focused on the City's General Fund budget, comparing the costs of providing public services and maintaining public facilities with the primary revenue sources available to cover these expenditures. The fiscal impact analysis is based on a review of the current Fiscal Year 2021/22 budget as well as correspondence with City staff.[36] As noted, this analysis is designed to inform key planning and policy parameters associated with the General Plan Update. The information will be used to craft a preferred General Plan alternative that is fiscally sustainable over the long-term.

It is important to stress that this analysis is being provided to compare the relative fiscal implications of the three General Plan alternatives and not for actual budgeting purposes. Thus, the results will not and should not be used as a basis for making actual, department level staffing decisions or annual revenue estimates. It should also be noted that the fiscal results (annual surpluses or deficits) are simply indicators of fiscal performance; they do not mean that the City will automatically have surplus revenues or deficits because the City must have a balanced budget each year. Persistent shortfalls shown in a fiscal analysis may indicate the need to reduce service levels or obtain additional revenues; persistent surpluses will provide the City with resources to reduce liabilities such as deferred maintenance, improve service levels, or build up reserves.

[36] More detailed interviews with City staff, specifically the Fire Department and the Public Works Department are needed.

In addition, the findings are based on a set of "baseline" conditions and assumptions related to the key factors that affect General Fund costs and revenues, such as property assessed value, sales tax levels, state and federal budget and tax policy, and other factors. To the degree that these conditions change, the fiscal performance of new growth will differ from the estimates provided herein.

SUMMARY OF FINDINGS

Over time, and assuming full buildout, all three of the General Plan alternatives are estimated to generate more General Fund revenues than expenditures under the City's current cost structure and service levels. Alternatives A and B reflect the most fiscally advantageous outcome for the City's General Fund while Alternative C is relatively less fiscally favorable. These additional annual General Fund net surpluses range from $5.2 million to $8.1 million, as illustrated in Table 28, representing a 4 to 6 percent increase over the existing budget. Thus, implementation of any of the General Plan alternatives may allow the City to improve its service levels and standard by varying degrees over time.[37]

The improved fiscal performance projected to result from the implementation of each of the General Plan alternatives stems, in varying degrees, from (1) an increasing orientation towards higher-value development and (2) economies of scale in the provision of public services. Accordingly, for each of the alternatives, the highest revenue sources are related to Property Tax. Simply put, newer and larger buildings tend to be worth more than older and smaller buildings and, therefore, generate more property tax revenue. In terms of department-level costs, Police and Fire make up the majority of General Fund costs (approximately 60 percent of total expenditures), followed by Parks, Public Works, and general government functions.

As noted in the previous Public Services section, most City departments indicate the potential need for new public facilities and additional staff to serve new development under each alternative. This analysis assumes current staffing service standards (i.e., sworn officers per resident equivalent) and operating cost ratios are maintained as the number of residents and employees increase in response to the growth in the service population. However, this analysis does not estimate one-time capital costs associated with new facilities.

Table 28 Fiscal Impact Summary of General Plan Alternatives

Item	Annual Fiscal Impact		
	Alternative A	Alternative B	Alternative C
General Fund Revenues			
Property Tax - Secured	$22,140,000	$26,760,000	$31,880,000
Sales Tax – Local 1%	$2,710,000	$3,450,000	$4,300,000
Sales Tax – 1/4 % Measure S[1]	$710,000	$910,000	$1,130,000
Property Transfer Tax	$2,530,000	$3,440,000	$4,510,000
Business License Tax	$1,810,000	$1,810,000	$1,760,000
Franchises	$910,000	$1,140,000	$1,410,000
Recreation Service Charges	$610,000	$830,000	$1,110,000
Permits, Fees, and Fines	$1,480,000	$1,930,000	$2,460,000
Total Revenues	**$32,900,000**	**$40,270,000**	**$48,560,000**

[37] The fiscal impact analysis indicates that each alternative will generate net positive fiscal revenue each year at General Plan Buildout. If economic or regulatory conditions change or if development does not materialize as planned, the City may need to consider fiscal mitigation strategies. Such strategies could include Community Facilities Districts or other public financing mechanisms.

Item	Annual Fiscal Impact		
	Alternative A	Alternative B	Alternative C
General Fund Expenditures			
City Attorney	$80,000	$100,000	$130,000
City Clerk	$60,000	$70,000	$90,000
City Council	$20,000	$30,000	$40,000
City Manager	$170,000	$220,000	$280,000
Community Development	$260,000	$330,000	$430,000
Finance	$280,000	$360,000	$460,000
Human Resources	$160,000	$210,000	$270,000
Information Technology	$290,000	$370,000	$470,000
Library	$1,770,000	$2,420,000	$3,220,000
Parks and Recreation	$4,100,000	$5,590,000	$7,430,000
Police	$8,750,000	$11,350,000	$14,510,000
Public Works	$2,780,000	$3,800,000	$5.050,000
San Mateo Consolidated Fire Dept. Contribution	$6,060,000	$8,280,000	$11,000,000
Total Expenditures	**$24,780,000**	**$33,130,000**	**$43,380,000**
Net Annual Fiscal Impact	**$8,120,000**	**$7,140,000**	**$5,180,000**

Note: Property Tax in-Lieu of Motor Vehicle License Fee (VLF) is estimated to generate between $3.8 million and $5.4 million at General Plan buildout. However, it is not included in this analysis due to current concerns regarding the certainty of the revenue source.

[1] Although Measure S Sales Tax revenues are treated separately from the Local 1% Tax, they are included in this analysis to facilitate full evaluation General Fund resources

Analysis by Economic & Planning Systems, Inc.

The relative performance of various General Plan alternatives is driven by a variety of complex factors, the most notable of which is the type and amount of development envisioned in each and the resulting service populations. Given the current profile of General Fund expenditures in the City, nonresidential development performs better than residential development because residents and residential uses generate higher demand for public services than do businesses and their employees. However, high residential real estate values in San Mateo result in higher-than-typical property tax-related revenue that partially offsets the public service expenditures. Given these and other factors, Alternative C is expected to generate the highest revenues as well as the highest public service costs. Alternative B generates the second highest revenues and the second highest costs. Alternative A reflects the lowest population and employment growth and generates the lowest revenues and the lowest costs.

Retail development can generate sales tax revenue, however, for this analysis, EPS forecasted the sales tax to the City's General Fund based on demand from population and employment growth rather than new retail development. This is a conservative approach in order to ensure that the analysis is based on internal growth dynamics rather than an assumption that "supply creates demand," particularly given ongoing trends towards online retail. Depending on the performance of regional retail developments and each retailer's ability to capture regional demand, there could be positive sales tax revenue associated with each alternative that is not estimated in this analysis.

POLICY CONSIDERATIONS

The key General Plan related policies and issues that may be informed by the Fiscal Impact Analysis include, but are not necessarily limited to, the following:

- **Public service levels and standards:** The level of service provided by various departments is often quantified based on standards or ratios (i.e., sworn police officers per 1,000 service population for police, park acres per 1,000 population, etc.) related to either articulated goals or actual conditions. The fiscal analysis can be used to highlight the fiscal implications of "business as usual" relative to alternative ways of providing services.

- **Tax and fee rates:** The General Plan can also articulate various goals or standards related to financing mechanisms and requirements to ensure fiscal sustainability, promote economic development, and other objectives.

5.8 MARKET FEASIBILITY

This financial feasibility analysis provides a planning-level assessment of development feasibility for a range of residential, office, and retail commercial development prototypes at varying densities. These uses will be the essential drivers of the new residential and employment capacity supported by the General Plan Update. Table 29 summarizes the results of the financial feasibility analysis.

Mixed-use development, a unique land use category, is a significant component of each alternative. However, it allows so much flexibility that it is difficult to evaluate a single prototype project that adequately represents all of "mixed use". Rather, the feasibility of mixed-use development is better evaluated as "residential" or "office." For current planning purposes, ground-floor retail contained within residential and office projects has a negligible effect on financial feasibility. It likely can be integrated into mixed-use projects as a revenue-neutral amenity. Other types of potential development not considered here include public and cultural amenities.

Solving for residual land value, the financial feasibility analysis offers a static perspective on whether revenues from a completed, fully-occupied project are sufficient to justify development costs. "Residual land value," the key determinant of feasibility, is the difference between a project's value and estimated development costs and represents the amount a project developer could pay a landowner for the project site. Land acquisition is a critical component of the development process. The residual land value must be sufficiently positive that the developer can pay to purchase the land. In cases where a current landowner is contemplating redevelopment, the residual land value must be sufficient to warrant the costs of redevelopment (e.g., buying out existing leases, demolition, etc.).

While land values will fluctuate over time and based on parcel-specific circumstances, for purposes of this analysis, feasibility requires a threshold residual land value of $5 million per acre or greater. A residual per acre land value of between $3 million and $5 million is considered potentially feasible, while a residual land value below $3 million per acre means the project is not feasible.

Development cost assumptions vary by prototype based on land use type, density, height, parking requirements, etc. Direct construction costs are related to construction types based on fire-resistance rating requirements codified by the California Building Code. Type V buildings are relatively simple, inexpensive, and uncomplicated to evacuate in case of fire. They are made of exterior and interior wood construction

Table 29 Near-Term Development Feasibility

Land Use and Density Prototype	Residual Land Value (per Acre)	Feasibility Indicator
Residential		
Low	$3,400,000	Maybe
Medium	$12,100,000	Yes
High	$1,300,000	Not Now[1]
Office		
Low	$5,150,000	Yes
Medium	$30,400,000	Yes
High	($42,930,000)	Not Now
Commercial		
Neighborhood	$3,180,000	Maybe
Service	$5,200,000	Maybe
Regional	($410,000)	Not Now

Note: A feasibility indicator of "Yes" occurs with a residual land value of $5 million per acre or higher. An indicator of "Maybe" occurs with a residual land value of between $3 million and $5 million per acre. An indicator of "Not Now" means the residual land value is negative or too low to acquire land and/or overcome the redevelopment barrier.

[1] Structured rather than subterranean parking would push the high-density residential prototype toward feasibility.

Analysis by Economics & Planning Systems, Inc.

and can reach 60 feet in height. Type III buildings, typically wooden structures situated atop concrete podiums, allow for more height and density. They can reach 65 to 85 feet in height. Type I buildings are significantly taller and accommodate more occupants than Type III and Type V buildings. Therefore, they require more fire-resistant and more expensive material than wood. They are made of concrete and steel and can exceed 75 feet in height.

Parking is another important development cost factor, with costs ranging from about $5,000 per space for surface parking to $65,000 per space for belowground parking. Surface parking is at-grade and paved, typical for neighborhood and service commercial retail. Surface parking is the least expensive to provide but requires sufficient land to accommodate the parking. Parking structures are situated above ground, sometimes as stand-alone parking garages and sometimes with residential or office uses above. They are generally expensive to construct but may make more efficient use of the land than surface parking. Subterranean, or belowground, parking is expensive to build because it requires site excavation.

This feasibility analysis reflects that the alternatives will build out over a 20-year horizon, so it does not consider potential development timing, market absorption, or the current regulatory context. For example, higher-density development may not be feasible today, both in light of current real estate market conditions and Measure Y height and density limits, but likely is a longer-term opportunity that will become more feasible between now and 2040.

There are a number of additional analytical caveats that affect financial feasibility in this analysis:

- The 10 General Plan Study Areas will require public realm investments to achieve their full potential. The development costs considered in the analysis include unique costs associated with new streets and infrastructure connections, though estimates are highly preliminary.
- The analysis focuses on individual prototype projects. The timing of revenues and timing of costs for infrastructure are beyond the scope of this analysis.
- The analysis does not seek to analyze prototype development on any particular site. Unique and challenging redevelopment projects such as those contemplated on key sites in San Mateo will require strategic execution. To achieve financial feasibility, successful redevelopment projects will require expert market positioning, branding, promotion, and operations.

This alternatives evaluation was prepared as the nation and world continue to address the coronavirus pandemic, an unprecedented public health crisis. Research for this memorandum was completed as the Bay Area, generally, appears to be emerging from the worst of it. However, given that the length and severity of the coronavirus pandemic may still not be fully known, economic implications will depend fundamentally on how the crisis unfolds. The current consensus is that negative economic impacts are likely to dissipate gradually, although the exact pace and timeframe for full economic recovery remain unclear. This analysis assumes that the General Plan buildout may take several decades. In this time, the recent effects of the coronavirus pandemic, which accelerated trends relating to the demand for office and commercial uses (e.g., gig economy, remote work, online shopping, etc.), likely will be superseded by other social and economic trends that are difficult or impossible to predict.

SUMMARY OF FINDINGS

Based on current market rents and current development costs, the mix of land use and density designations suggest Alternative B offers the greatest potential for near-term development feasibility due to the current feasibility of most midrange-height developments, followed by Alternative C and then Alternative A.

The medium-density residential and low- and medium-density office prototypes appear feasible under current market conditions. The low-density residential and the neighborhood and service retail commercial prototypes may be feasible depending on the cost of the land. Currently, residual land values for high-density residential and high-density office are negative or barely positive, so these development types are currently not feasible. However, a less expensive structured parking solution rather than costlier subterranean parking would push the high-density residential prototype toward feasibility.

- For residential developers, medium-density development appears feasible, while lower-density development may be feasible depending on land costs. High-density residential development is not feasible at this time but could be with a more cost-effective parking solution (e.g., structured rather than subterranean).

- The medium-density residential prototype (four to seven stories) maximizes residential real estate feasibility under current market conditions. The analysis shows that residential towers (8+ stories) likely are currently financially infeasible; however, additional height allowances could be desirable in the future, should values increase relative to costs. The medium- and high-density prototypes support nearly identical rental income per square foot, but high-density development costs are significantly higher as the construction type transitions from Type V to Type I. For low-density residential development (defined as one to three stories), the residual land value is positive but may not be sufficient given current land values.

- Current market conditions support low- and medium-density office development but do not yet support high-density office of more than eight stories.

- Revenue potential and current development costs support the near-term feasibility of low- and medium-density office development. In contrast, the rent premium for high-density office in San Mateo is insufficient to justify the much higher development costs associated with Type I office construction, the parking ratio requirement, and the subterranean parking that likely would be necessary.

- The neighborhood and service retail commercial development prototypes generate positive residual land values under current market values, which may support redevelopment of an existing property but do not justify land/property acquisition.

- Neighborhood and service retail commercial may be feasible, depending on the specific circumstances of the developer. If the developer is also the landowner, redevelopment of the site may be feasible, but if a developer needs to purchase the land, the residual land value may not be enough to incentivize the current landowner to sell. Regional retail development faces the additional barrier of high structured parking costs. Providing parking is expensive in general, and the amount needed for large regional shopping centers limits financial feasibility. Structured parking comprises 28 percent of total construction costs for the Regional commercial prototype, while surface parking comprises just 5 percent of total construction costs for the neighborhood and service retail commercial prototypes, making these prototypes relatively more feasible.

- For those prototypes that face feasibility challenges under current market conditions, improving real estate economics will require shifts in the relative costs and revenues during the next 20 years to push these development prototypes towards feasibility.

- Historically high development costs are creating feasibility challenges for the higher-density office and residential prototypes under current market conditions because construction costs have outpaced rent growth and revenue potential. While this trend is not new (rent growth has not outpaced construction costs for at least the past 10 years[38]), the dynamic worsened during COVID. While construction costs (labor and materials) are expected to moderate post COVID, creative approaches to reducing costs are needed. More specifically, subterranean parking significantly increases development costs and is not a realistic option in many cases. Planning parameters established for higher-density uses should contemplate above-ground, cost-effective parking solutions that multiple properties can share. Reducing parking requirements near transit and taking measures to reduce parking demand are alternative options for reducing costs. Lastly, alternative construction technologies, such as green construction, could maximize resource efficiency and reduce overall costs.

- Overall, Alternative B appears to be more feasible under current conditions because it includes more midrange, medium-density prototypes across the 10 study areas relative to Alternatives A and C.

- However, developing many sites with midrange heights and at medium densities in the near term would make it less likely that those sites would redevelop with higher-density development later on, even if high-density development becomes more feasible between now and 2040 due to changes in market conditions.

5.9 COMMUNITY BENEFITS

California cities have a long history of obtaining community benefits from real estate development through a variety of mechanisms, including fees, conditions of approval, and Development Agreements (DAs). Today, throughout California, new community benefits programs are establishing defined approaches to ensuring community benefits from real estate development projects.

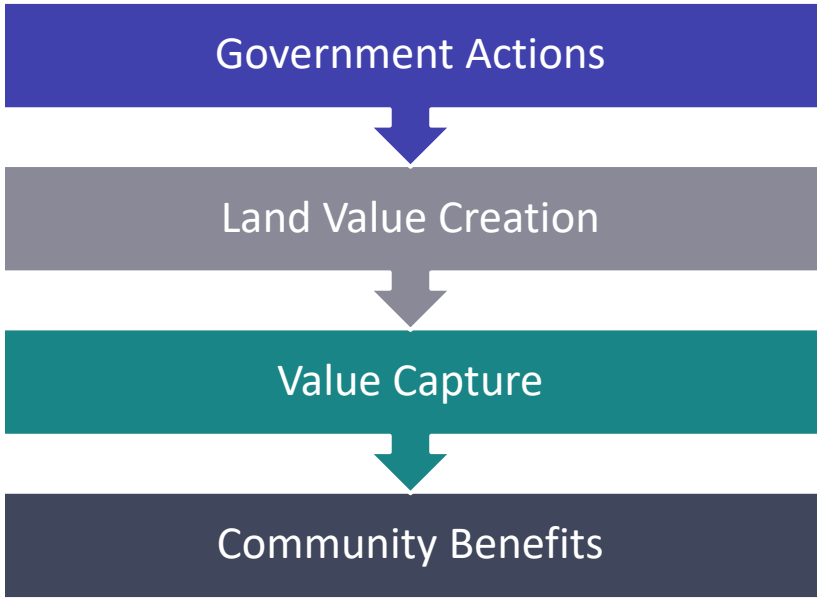
COMMUNITY BENEFITS DEFINED

Community Benefits as defined here are contributions to the broader community, including but not limited to on-site benefits (e.g., affordable housing, day care facilities, community rooms) and off-site benefits (e.g., parks, transportation improvements). Projects may seek to deliver these community benefits directly. Alternatively, community benefit obligations also may be satisfied through monetary contributions to the City which accrue to a "Community Fund" to be dispersed as appropriate for the provision of community benefits within the City of San Mateo.

Community benefits typically are achieved through an exchange in which municipalities offer optional increases in development potential in return for public assets (or funds) desired by the community. The incentive for the private sector to provide community benefits comes from the value that is created when a local jurisdiction entitles increased development density or provides other entitlement enhancements that increase the economic potential of a project. In order for extraordinary community benefits to be viable, entitlement enhancements must be above what normally would be allowed (i.e., a "bonus," amendment, variance, or vested rights). The magnitude of the community benefit required by the local jurisdiction must be equal to or less than the value of the incentive offered, otherwise developers will not seek entitlement enhancement.

[38] Determined using cost trends from the California Construction Cost Index from the California Department of General Services, and CoStar Group.

The current City of San Mateo General Plan provides a high-level framework for the provision of community benefits. For multifamily residential development, the Plan allows "a range of densities from 9 to 50 units net per acre, with the higher end of the density range to be used only for projects which provide substantial public benefits or amenities." For non-residential uses, a Floor Area Ratio (FAR) range of 0.5 to 3.0 and height range of 25 to 90 feet is permitted, with the higher ends of both ranges "only for projects which provide public benefits or amenities substantially greater than code requirements."[39] The Plan also allows specific areas of the Downtown and Mariner's Island densities of up to 75 units per acre and heights up to 75 feet for projects which provide public benefits or amenities substantially greater than code requirements.



While the General Plan provides this direction concerning projects that require community benefits, specific threshold triggers have not been established and the City lacks a standardized process for determining community benefits requirements.

THE CONCEPT OF VALUE CAPTURE

Cities and government agencies create real estate value with investments in public facilities and services (e.g., transit and utilities upgrades) as well as through changes to zoning code that increase the value of land. Typically, when the public sector creates value in these ways, landowners enjoy a financial gain in the form of higher land value, which is realized when they sell or develop their land. This increase in land value is an unearned financial benefit that accrues to the private sector, though it is generated (and commonly paid for) by tax-payer funded public entities. The term "value capture" reflects the situation in which the public sector recovers some of this unearned value created for the private sector through public sector activities.

Zoning modifications and other entitlement enhancements require a healthy real estate market with sufficient market value to support the incentives. In order for a city to capture value from a density incentive or other incentive, there must be market demand to support the real estate products (typically higher-density, higher-cost) that are provided for through the zoning modification. If the public sector seeks to collect more value than is created it is unlikely that project proponents will move forward. Since the value of development incentives varies with market conditions, development incentives may be very valuable in a strong market but of lesser or no value in a weak market. Some community benefits programs seek to be highly responsive to changing market conditions.

[39] Note that Measure Y limits development heights to 55 feet, with certain exceptions. Exceptions include development within the Hillsdale Shopping Center (Study Area 10) and some specific areas of Downtown (Study Area 4) where building heights of up to 60 feet and 75 feet may be allowed, respectively.

Community benefit requirements should be calculated to reflect the value of zoning modifications made available by the public sector. A pro forma financial analysis that estimates value creation resulting from zoning changes, over and above what zoning allows by right, offers a defensible approach to quantifying required community benefit contributions. To accurately estimate value creation, the analysis should reflect development challenges that may exist (e.g., site constraints, infrastructure shortcomings, required mitigations). Also, projects with a relatively high land cost may be financially unable to compensate the City for the full value increase generated by the desired zoning modification. In these circumstances, the City may choose to scale community benefits obligations in order to maintain the financial viability of the project as proposed.

The magnitude of the public benefit sought must be equal to or less than the value of the incentive or entitlement enhancement offered. In order for community benefits programs to work financially, the public sector must create value through the provision of increased development potential, commonly provided as increased project density and/or height. If the public sector seeks to extract more value than is created, it is unlikely that project applicants will pursue a zoning modification. Since the value of development incentives varies with temporal market conditions, development incentives may be valuable in a strong market but of lesser value or without value in a weak market. Community benefits programs that rely on project-specific financial analysis to determine benefits requirements are responsive to changing market conditions, but it remains likely that these programs will not be used during periods of market weakness.

As noted above, the type, amount, and value of community benefit that the City can extract from private development will vary dramatically based on the type of project, specific site conditions, and market conditions at the time of development. While Alternatives A and B may leave more development potential (i.e., height and density) to negotiate community benefits than Alternative C, it is not possible to make an accurate prediction of how community benefits will play out under each alternative over the 20-year timeframe of the General Plan.

POLICY CONSIDERATIONS

In the past, zoning modifications and benefits have been negotiated on a project-by-project basis, which has proved to be an opaque and time-consuming course. The updated General Plan may want to provide further direction.

6. Next Steps

The goal of this alternatives evaluation is to help inform community input on what characteristics the preferred land use and circulation scenario should ultimately include. The results of the alternatives evaluation will be shared with the community at two virtual workshops on the morning of **Saturday, January 22, 2022** and evening of **Thursday, January 27, 2022**. This will be the same workshop, held twice to offer convenient options for participants. Community input will also be collected through an online activity. To register for the workshops or participate in the online activity visit www.StriveSanMateo.org.

Following the community workshops, the General Plan Subcommittee will meet virtually in February and March 2022 to review the outcomes of the draft alternatives evaluation, receive and review community input on the preferred land use and circulation scenario, and provide feedback on the preferred land use and circulation scenario.

Following the General Plan Subcommittee meeting, the Planning Commission will review community and General Plan Subcommittee feedback and make a recommendation on the preferred land use and circulation scenario to the City Council.

The City Council will review community and General Plan Subcommittee input and the Planning Commission recommendation and provide final direction on the preferred land use and circulation scenario.

Once the Council provides direction on the preferred land use and circulation scenario, the General Plan team will analyze the potential environmental impacts of the preferred scenario. The results of this analysis will be shared in the Draft Environmental Impact Report (EIR) which will be published in Fall 2023.

From Summer 2022 through Winter 2023 (prior to the publication of the Draft EIR), the General Plan team will work with the community, General Plan Subcommittee, Planning Commission, and City Council to develop goals, policies, and actions for the range of topics covered by the General Plan. These topics include climate change, environmental justice, equity, urban design, historic resources, biological and natural resources, public services and infrastructure, parks, community health and safety, noise, land use, and circulation. The goals, policies, and actions will need to be consistent with the preferred land use and circulation scenario.

To follow the progress of the General Plan Update throughout the project, or to reach City staff with a question or comment at any time, visit:

www.StriveSanMateo.org

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