



General Plan Subcommittee

February 17, 2022



General Plan Team

» City of San Mateo

- Zachary Dahl, Deputy Director
- Manira Sandhir, Planning Manager
- Brian Alexander, Senior Mgmt. Analyst
- Bethany Lopez, Senior Engineer
- Linda Ly, Associate Planner
- Mary Way, Administrative Assistant

» Technical Advisory Committee

- Over 40 staff members from all City departments and SMCFD

» Consultants

- Joanna Jansen, PlaceWorks
- Carey Stone, PlaceWorks
- Evelia Chairez, PCRC
- Nicholas Hamilton, Good City Co
- Nelson\Nygaard
- Kittelson Associates, Inc.
- Economic & Planning Systems (EPS)
- BKF Engineers



Objectives for Next Two GPS Meetings

» February 17 - Meeting #8

- Review of circulation and land use alternatives
- Overview of Alternatives Evaluation and key findings
- Receive public comments
- GPS Q & A

» March 3 – Meeting #9

- Present additional information as requested by the GPS
- Receive public comments
- GPS discussion and input on Preferred Scenario

Tonight's Agenda

» Presentation

- Background
- Study Area Overview
- Circulation Alternatives
- Alternatives Evaluation Overview
- Summary of Community Input/Comments

» Public Comment

» GPS Questions & Information Requests

» Next Steps & Adjourn



What is the General Plan?

GENERAL PLAN



Elements

Land Use Circulation
Housing Urban Design
Conservation / Open Space / Parks & Rec
Safety Noise

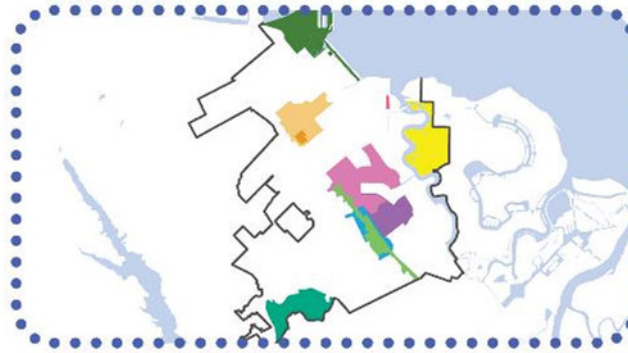
Values



The General Plan guides future growth and development. It includes eight elements as well as a Vision Statement and values that express the community's vision for the future.

SPECIFIC PLANS

Geographic Area



Intensity



Design Guidelines



A Specific Plan is a customized plan that describes policies and regulations for specific geographic areas of the city.

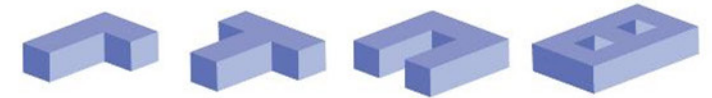
To learn more about the General Plan Update, visit www.StriveSanMateo.org.

ZONING CODE

Building Type



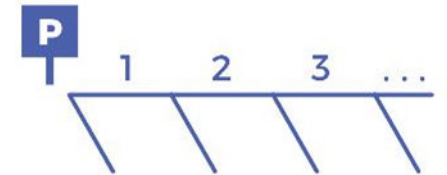
Building Form



Use Type



Parking Requirements



The Zoning Code is the primary tool for implementing the General Plan and the Specific Plans. It regulates development citywide and establishes specific rules.



General Plan: Vision Statement

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

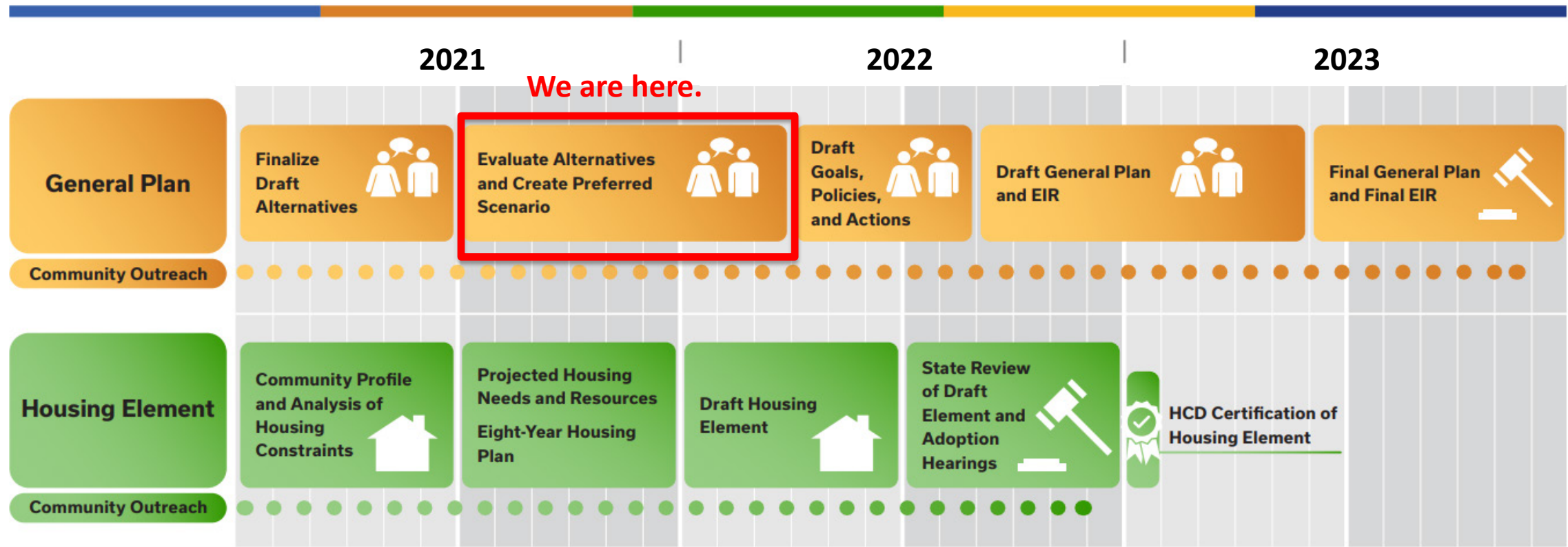
Balance



Inclusivity

Prosperity

Resiliency

Where Are We Now and What's Next?

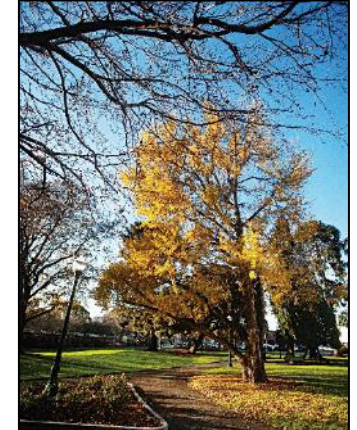


-  Each **General Plan Meeting Series** will include some combination of community workshops and events, General Plan Subcommittee meetings, Planning Commission study sessions, and City Council direction.
-  **Housing Element Outreach** includes stakeholder meetings, community meetings, Planning Commission hearings, and City Council hearings.

Community Feedback (to date)

» Major Themes:

- Traffic congestion and traffic safety
- Affordable housing
- Transit improvements
- Sidewalk improvements, crosswalks, street lighting
- On-street parking
- Community events, activities, and parks

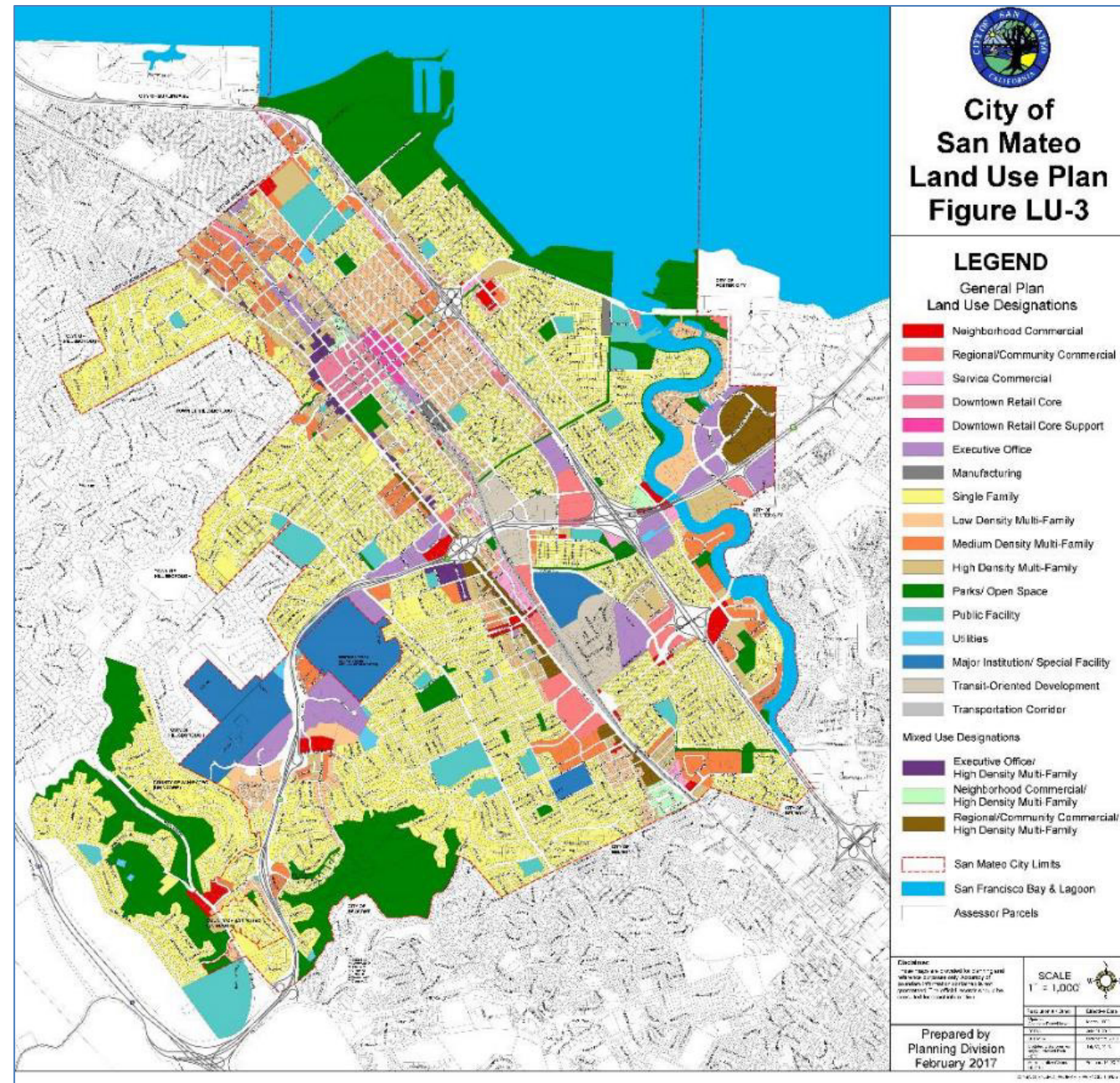


Alternatives Process

General Plan Land Use Map

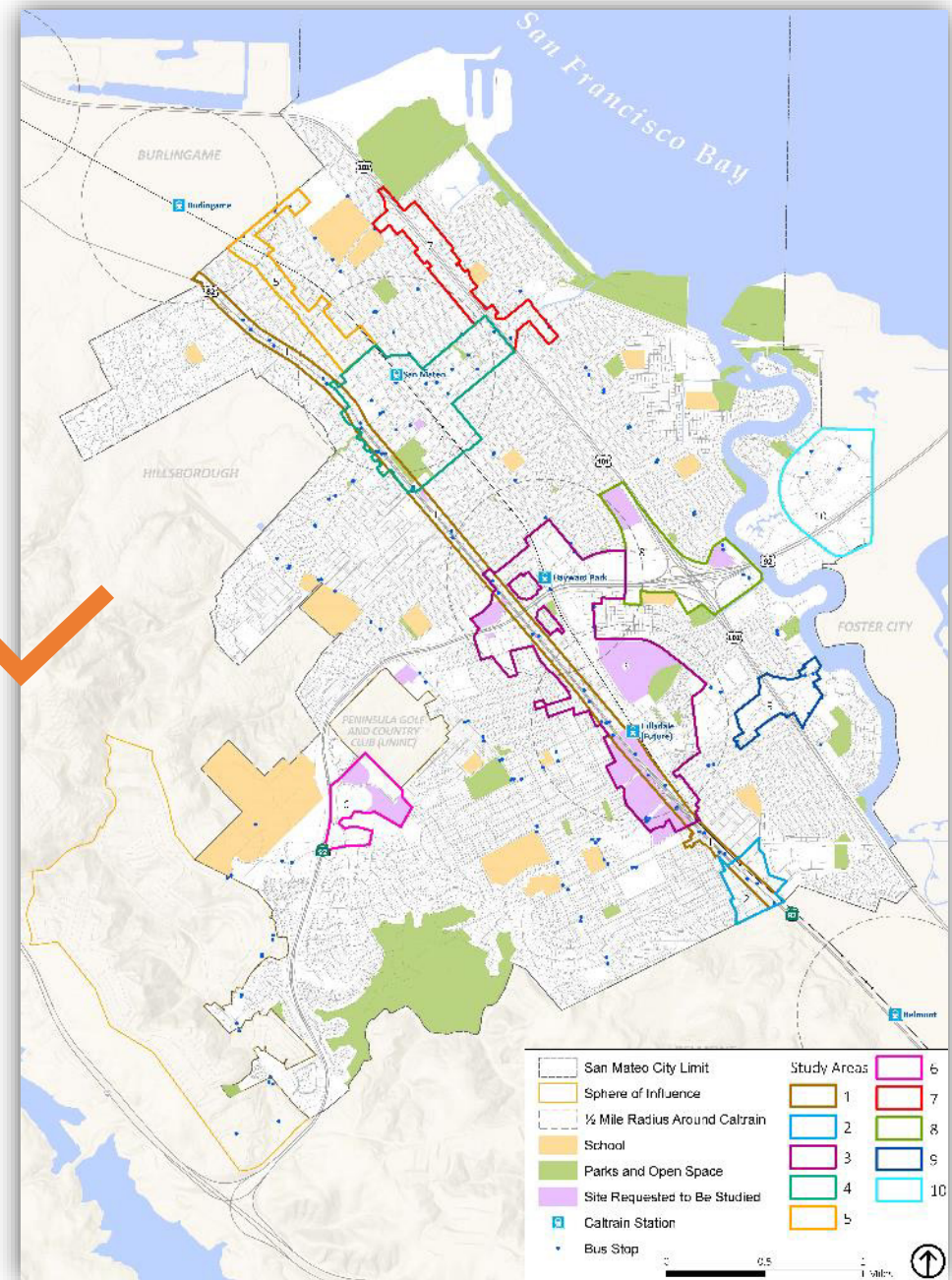
Map and designations determine:

- » What can be built
- » Where
- » At what intensity or density



Land Use Alternatives Process

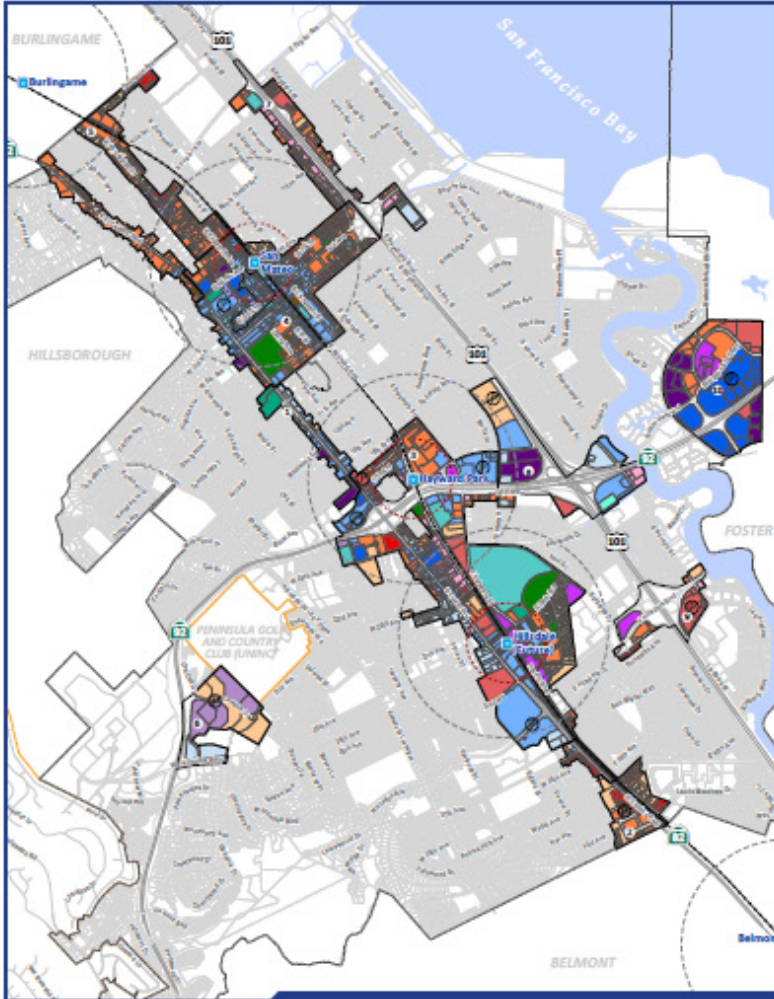
1. Choose study areas ✓
2. Explore a range of alternatives ✓
3. Finalize up to three alternatives ✓
4. Evaluate and compare alternatives ✓
5. Mix and match to create a “preferred scenario”
6. Refine the preferred scenario to become the updated Land Use map and transportation network



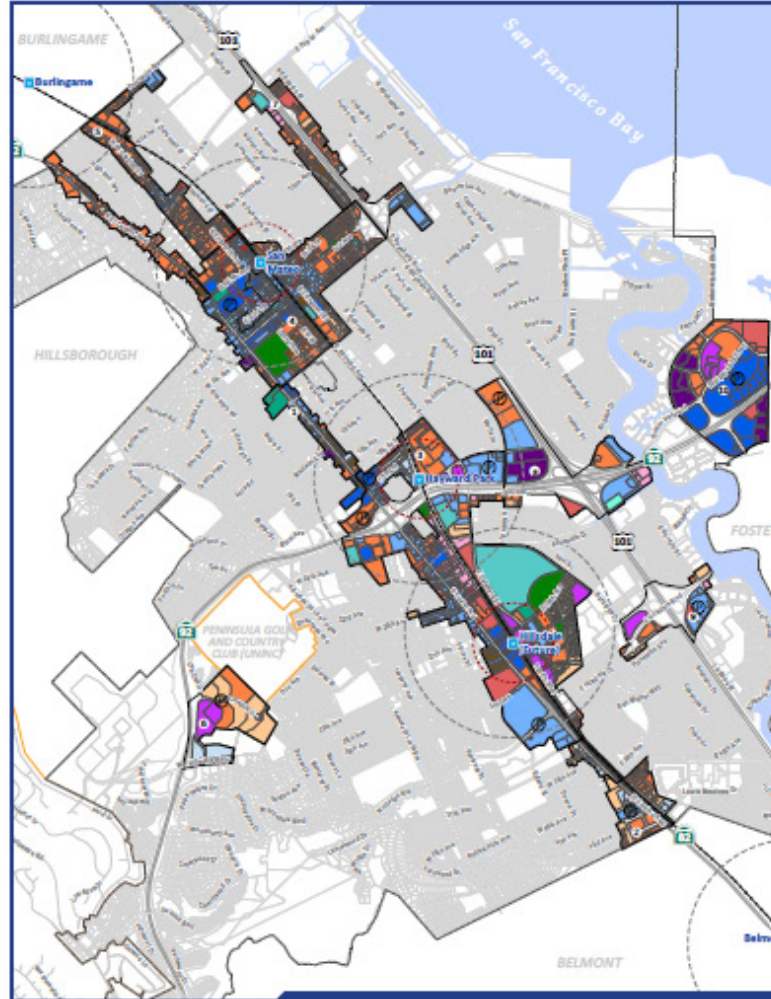
Draft Land Use Alternatives

	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

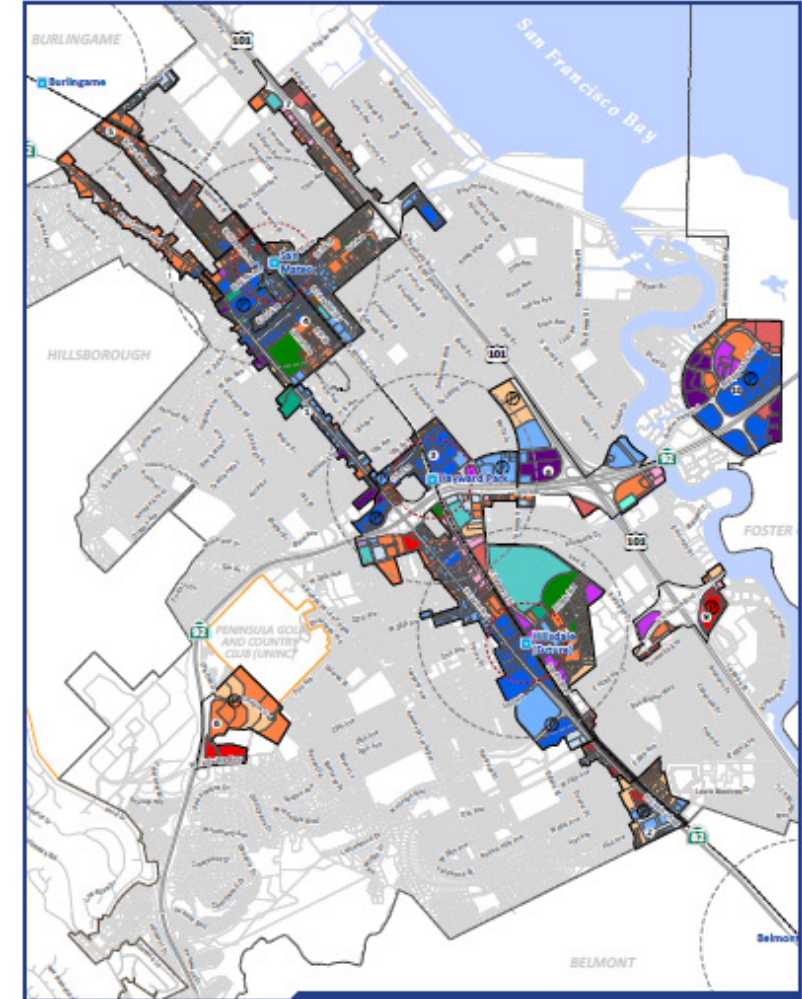
Draft Land Use Alternatives



Alternative A



Alternative B



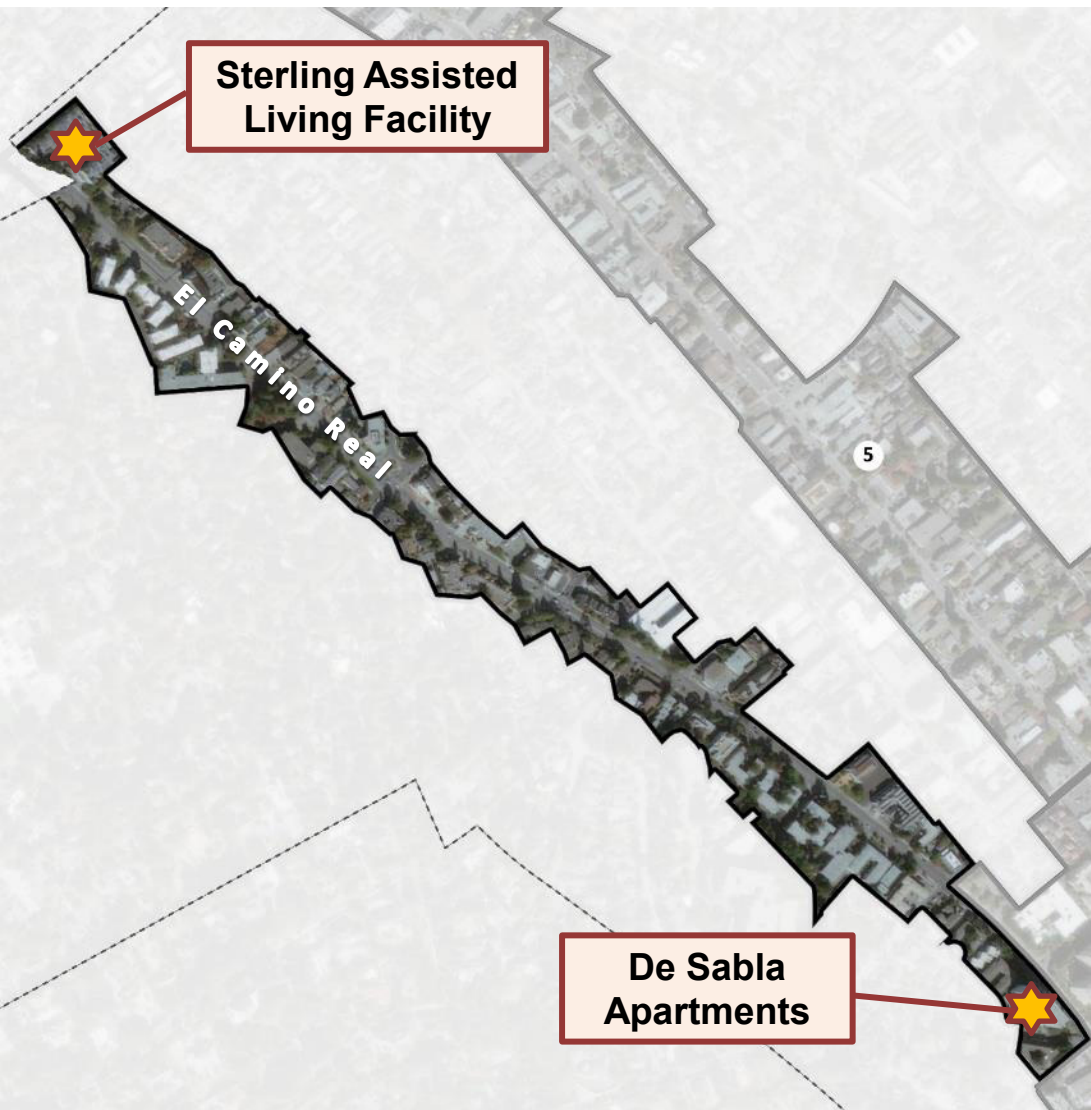
Alternative C

GPS Background Questions

Study Area Buildout Estimates

- » Land use designations establish development capacity
- » Redevelopment depends on City regulation, market conditions, and property owner decisions.
- » Estimates do not assume 100 percent redevelopment of every parcel
- » Amount and extent of redevelopment varies by Study Area and by alternative
- » The pace of redevelopment varies depending on location and use

Study Area 1 – El Camino Real NORTH



This study area is located on El Camino Real between Peninsula Ave and Baldwin Ave.

Alternative A

- Results in the lowest number of new homes.
- Adds the greatest number of jobs.
- Majority of parcels would be Residential Medium. A few would be Mixed-Use Medium.

Alternative B

- Adds the greatest number of homes.
- Adds the least number of new jobs.
- Majority of land would be Residential Medium. Includes two Commercial Neighborhood properties.

Alternative C

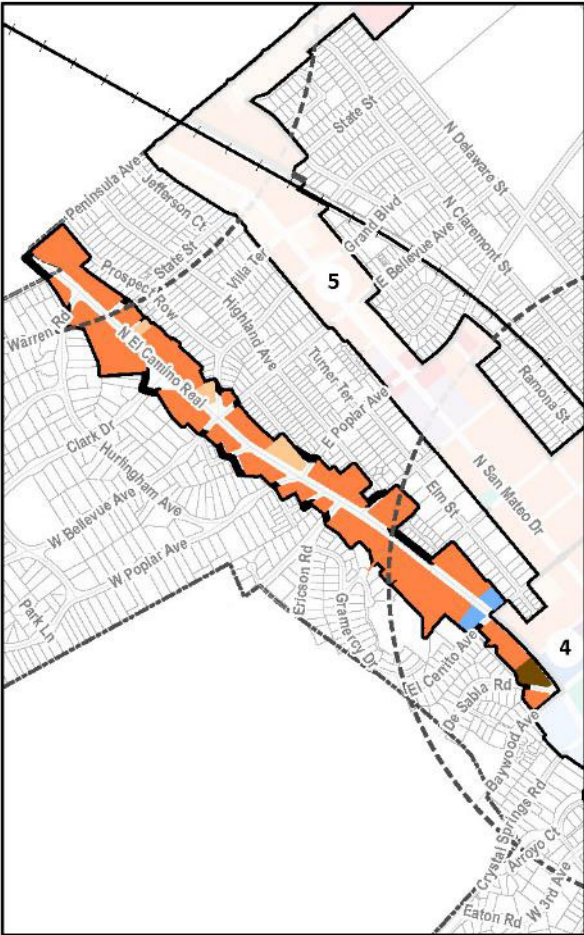
- Adds more homes than Alternative A.
- Adds more jobs than Alternative B.
- Majority of parcels would be Residential Medium. A few parcels would be Mixed-Use High.

	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+290	+1,370	+920
Population	+751	+3,548	+2,383
Jobs	+1,220	+320	+880

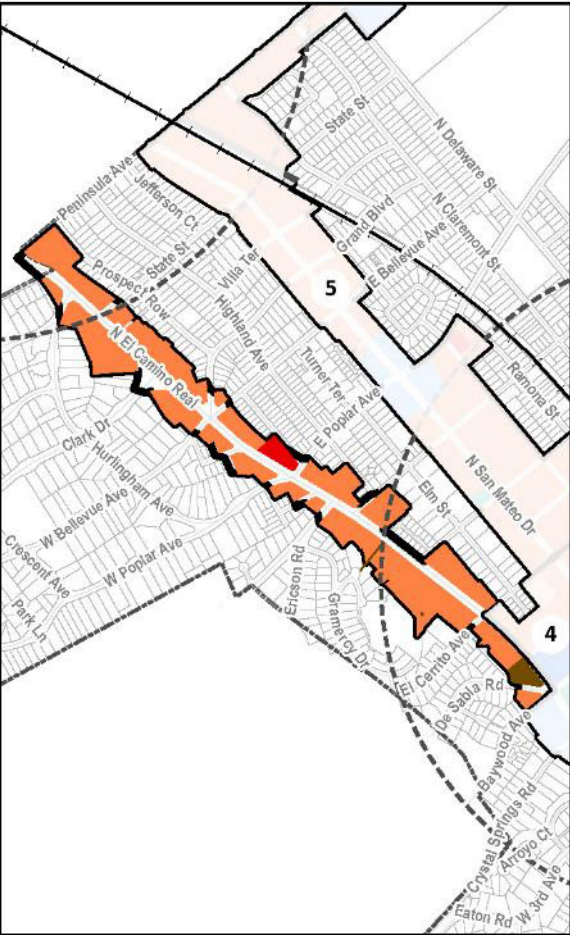
**The above totals are for the entire Study Area 1, which includes El Camino Real North, Central and South.*

Study Area 1 –El Camino Real North

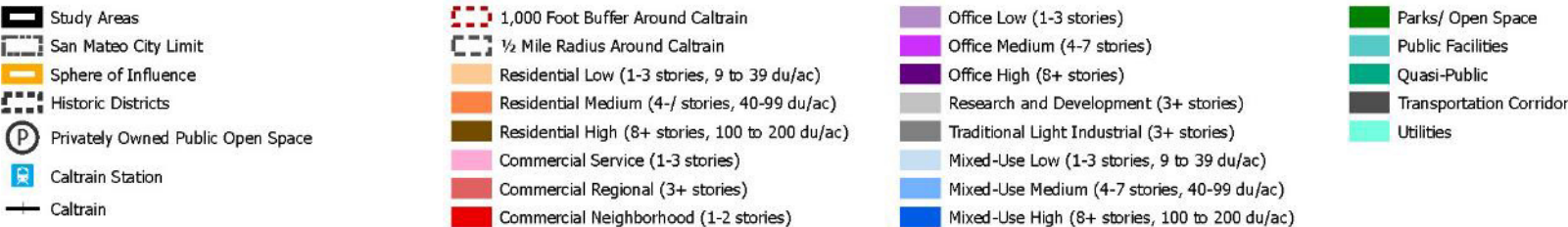
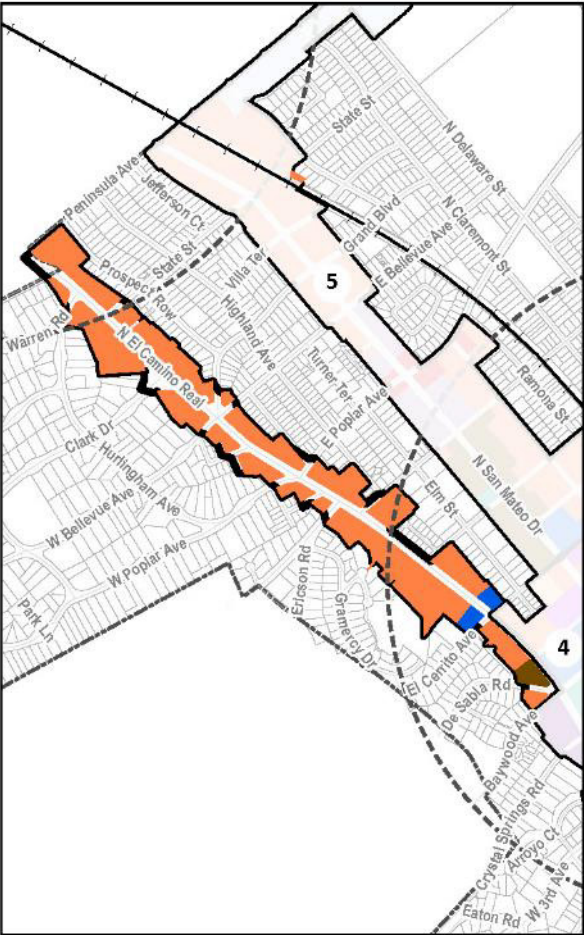
Alternative A



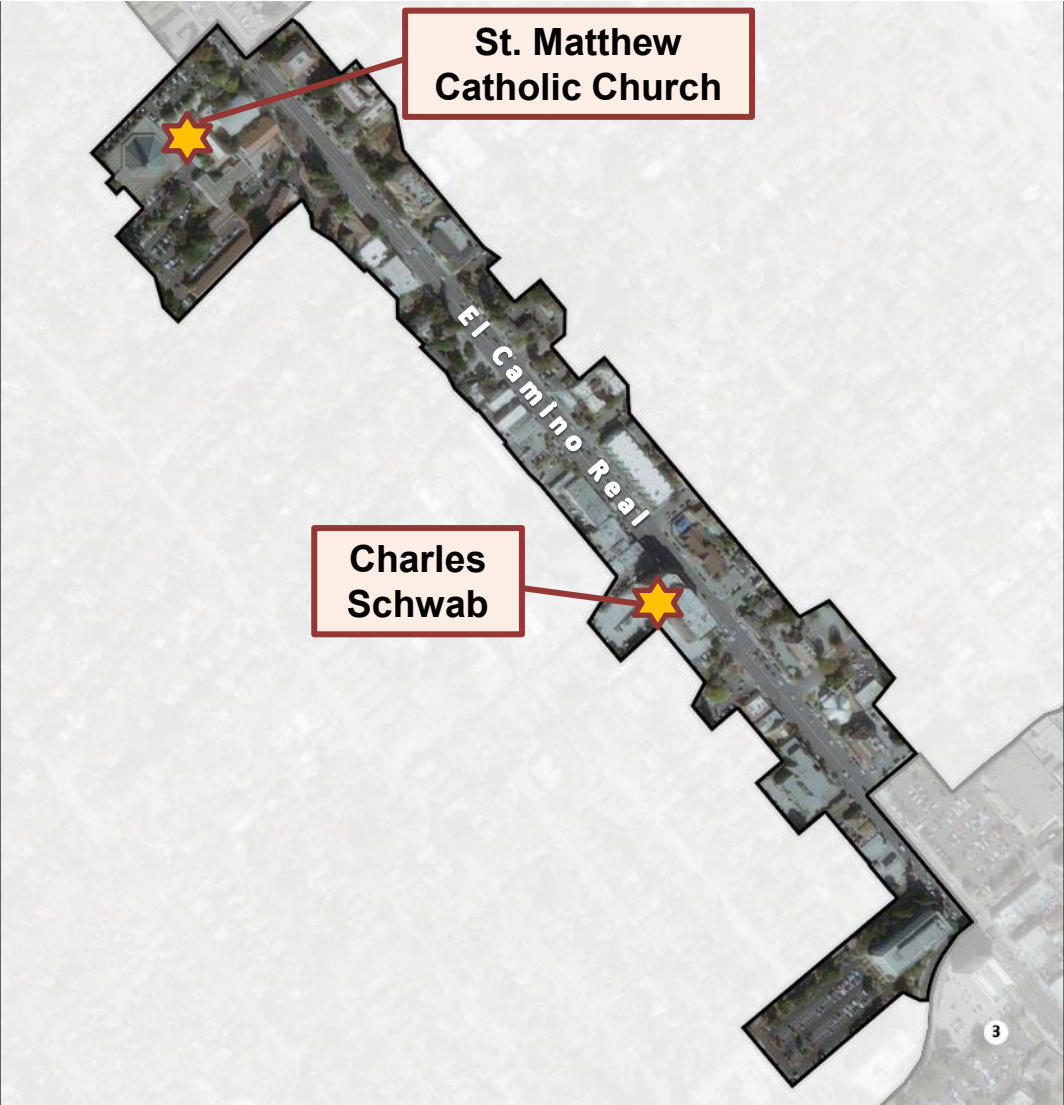
Alternative B



Alternative C



Study Area 1 – El Camino Real CENTRAL



This study area is located on El Camino Real between Notre Dame Ave and Bovet Rd.

Alternative A

- Results in the lowest number of new homes.
- Adds the greatest number of jobs.
- Most properties would be mixed use at varying densities.

Alternative B

- Adds the greatest number of homes.
- Adds the least number of new jobs.
- Allows a mix of uses, including Mixed-Use Medium and Residential High.

Alternative C

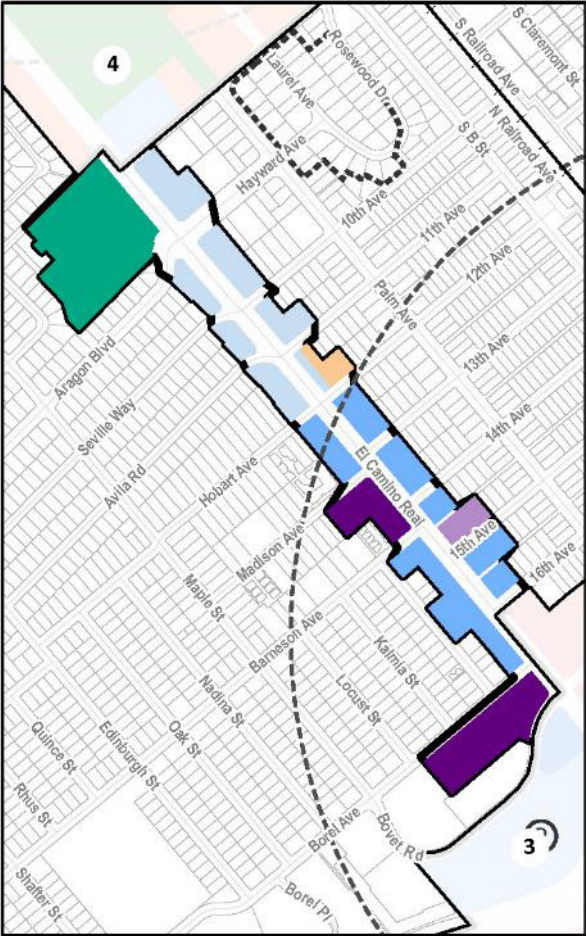
- Adds more homes than Alternative A.
- Adds more jobs than Alternative B.
- Most properties would be Mixed-Use Medium.

	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+290	+1,370	+920
Population	+751	+3,548	+2,383
Jobs	+1,220	+320	+880

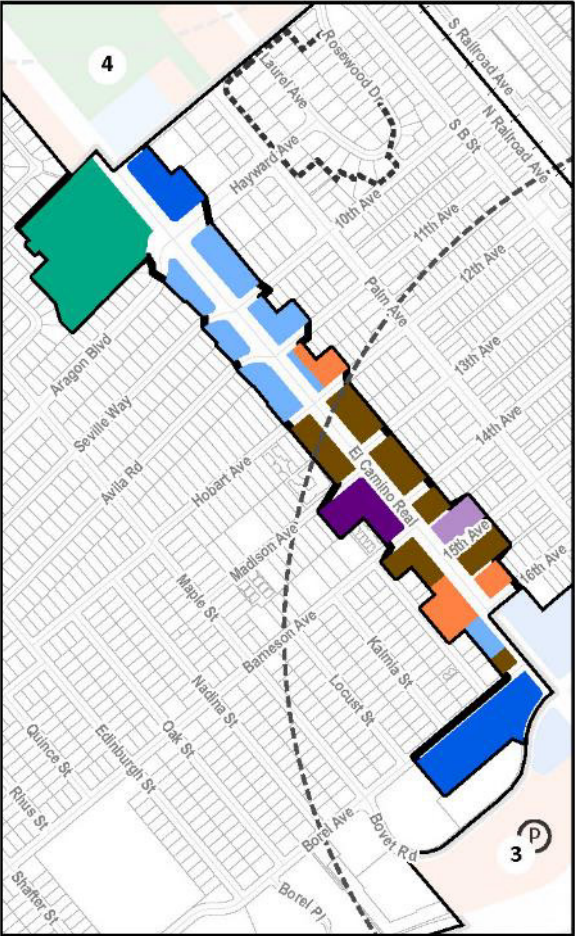
**The above totals are for the entire Study Area 1, which includes El Camino Real North, Central and South.*

Study Area 1- El Camino Real Central

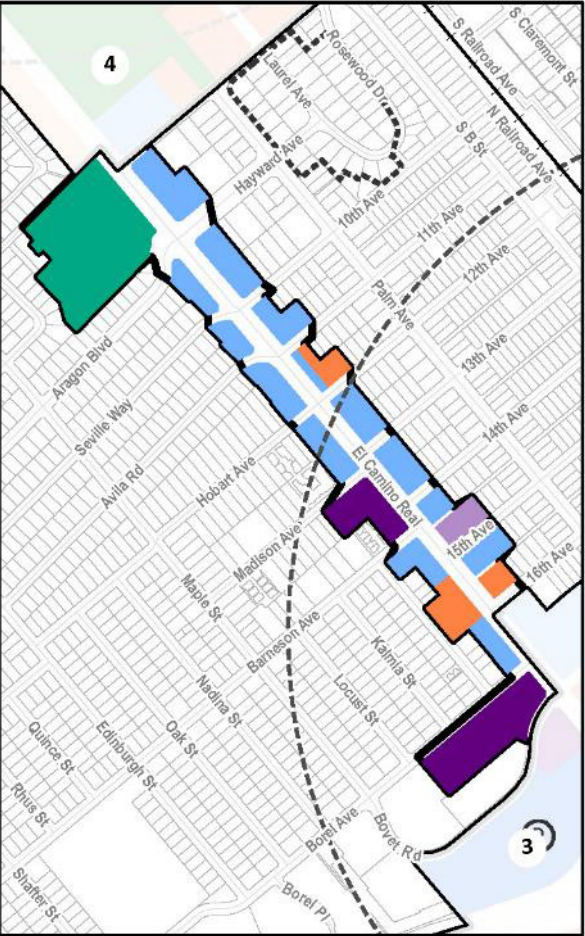
Alternative A



Alternative B

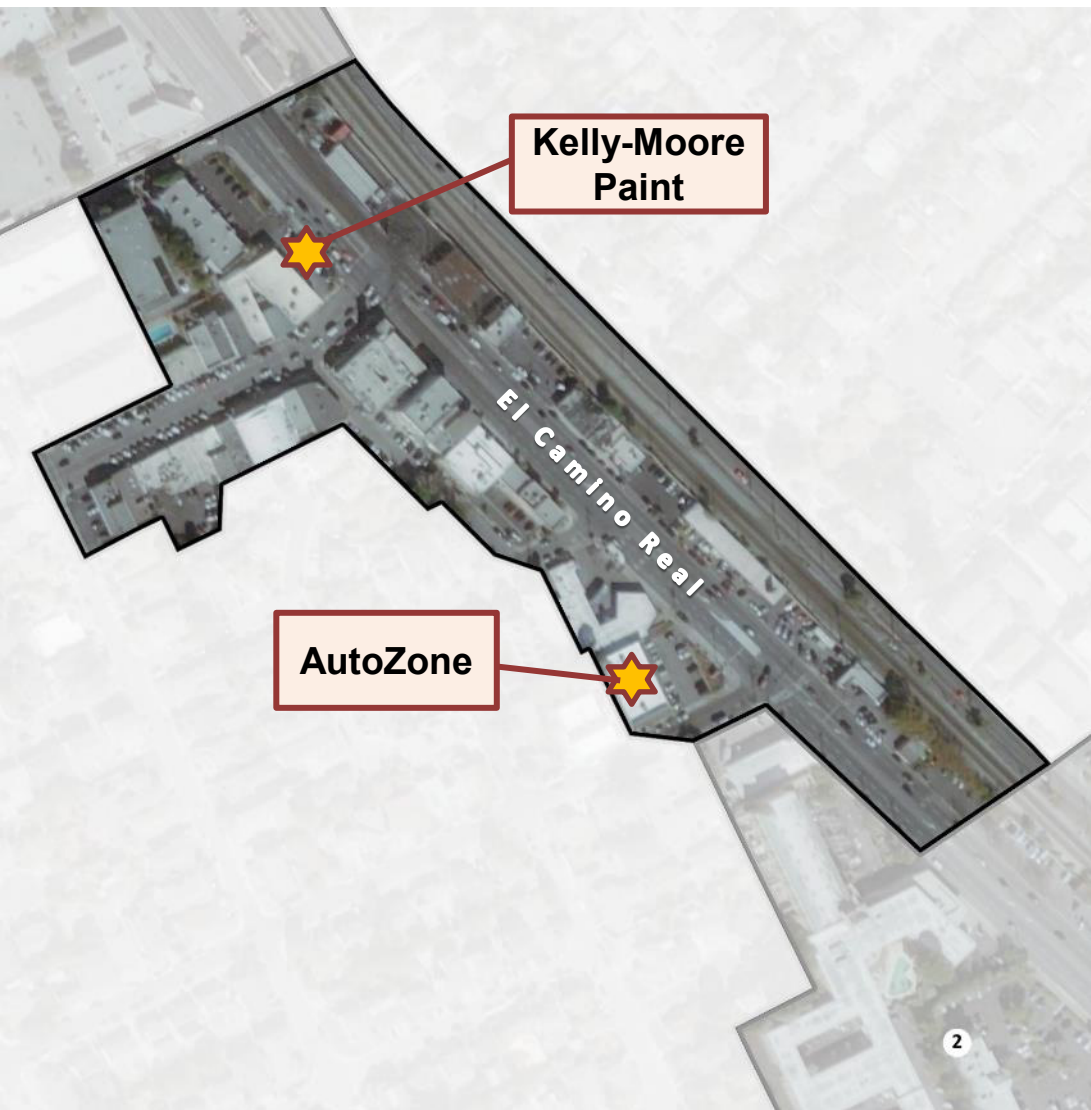


Alternative C



- | | | | |
|---|--|--|--|
| <ul style="list-style-type: none">Study AreasSan Mateo City LimitSphere of InfluenceHistoric DistrictsPrivately Owned Public Open SpaceCaltrain StationCaltrain | <ul style="list-style-type: none">1,000 Foot Buffer Around Caltrain1/2 Mile Radius Around CaltrainResidential Low (1-3 stories, 9 to 39 du/ac)Residential Medium (4-7 stories, 40-99 du/ac)Residential High (8+ stories, 100 to 200 du/ac)Commercial Service (1-3 stories)Commercial Regional (3+ stories)Commercial Neighborhood (1-2 stories) | <ul style="list-style-type: none">Office Low (1-3 stories)Office Medium (4-7 stories)Office High (8+ stories)Research and Development (3+ stories)Traditional Light Industrial (3+ stories)Mixed-Use Low (1-3 stories, 9 to 39 du/ac)Mixed-Use Medium (4-7 stories, 40-99 du/ac)Mixed-Use High (8+ stories, 100 to 200 du/ac) | <ul style="list-style-type: none">Parks/ Open SpacePublic FacilitiesQuasi-PublicTransportation CorridorUtilities |
|---|--|--|--|

Study Area 1 – El Camino Real SOUTH



This study area is located on El Camino Real between 36th and 40th Ave.

Alternative A

- Results in the lowest number of new homes.
- Adds the greatest number of jobs.
- West side would be mostly Commercial Neighborhood.

Alternative B

- Adds the greatest number of homes.
- Adds the least number of new jobs.
- West side would be mostly Mixed-Use Low.

Alternative C

- Adds more homes than Alternative A.
- Adds more jobs than Alternative B.
- West side would be Mixed-Use Low and Commercial Neighborhood.

	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+290	+1,370	+920
Population	+751	+3,548	+2,383
Jobs	+1,220	+320	+880

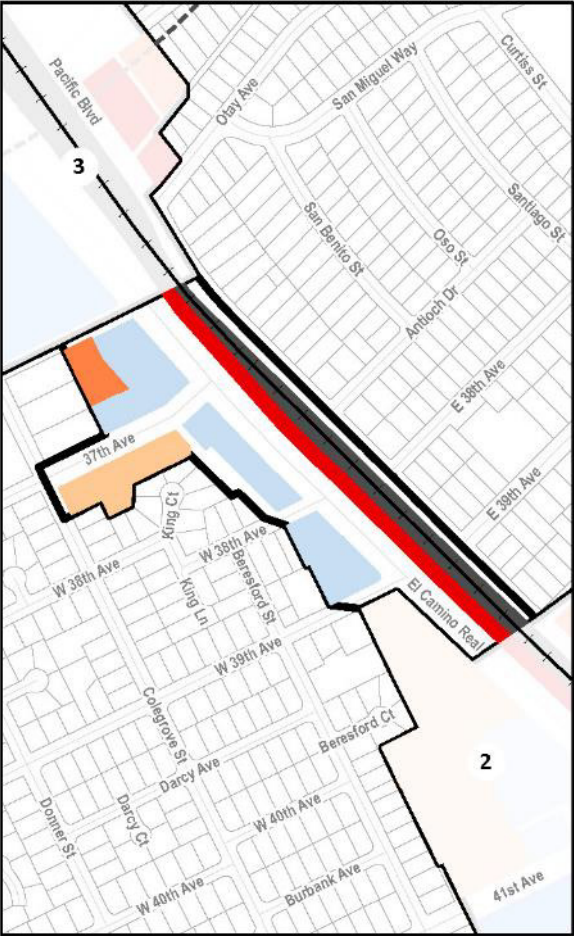
**The above totals are for the entire Study Area 1, which includes El Camino Real North, Central and South.*

Study Area 1- El Camino Real South

Alternative A



Alternative B



Alternative C



- Study Areas

San Mateo City Limit

Sphere of Influence

Historic Districts

Privately Owned Public Open Space

Caltrain Station

Caltrain
- 1,000 Foot Buffer Around Caltrain

1/2 Mile Radius Around Caltrain

Residential Low (1-3 stories, 9 to 39 du/ac)

Residential Medium (4-7 stories, 40-99 du/ac)

Residential High (8+ stories, 100 to 200 du/ac)

Commercial Service (1-3 stories)

Commercial Regional (3+ stories)

Commercial Neighborhood (1-2 stories)
- Office Low (1-3 stories)

Office Medium (4-7 stories)

Office High (8+ stories)

Research and Development (3+ stories)

Traditional Light Industrial (3+ stories)

Mixed-Use Low (1-3 stories, 9 to 39 du/ac)

Mixed-Use Medium (4-7 stories, 40-99 du/ac)

Mixed-Use High (8+ stories, 100 to 200 du/ac)
- Parks/ Open Space

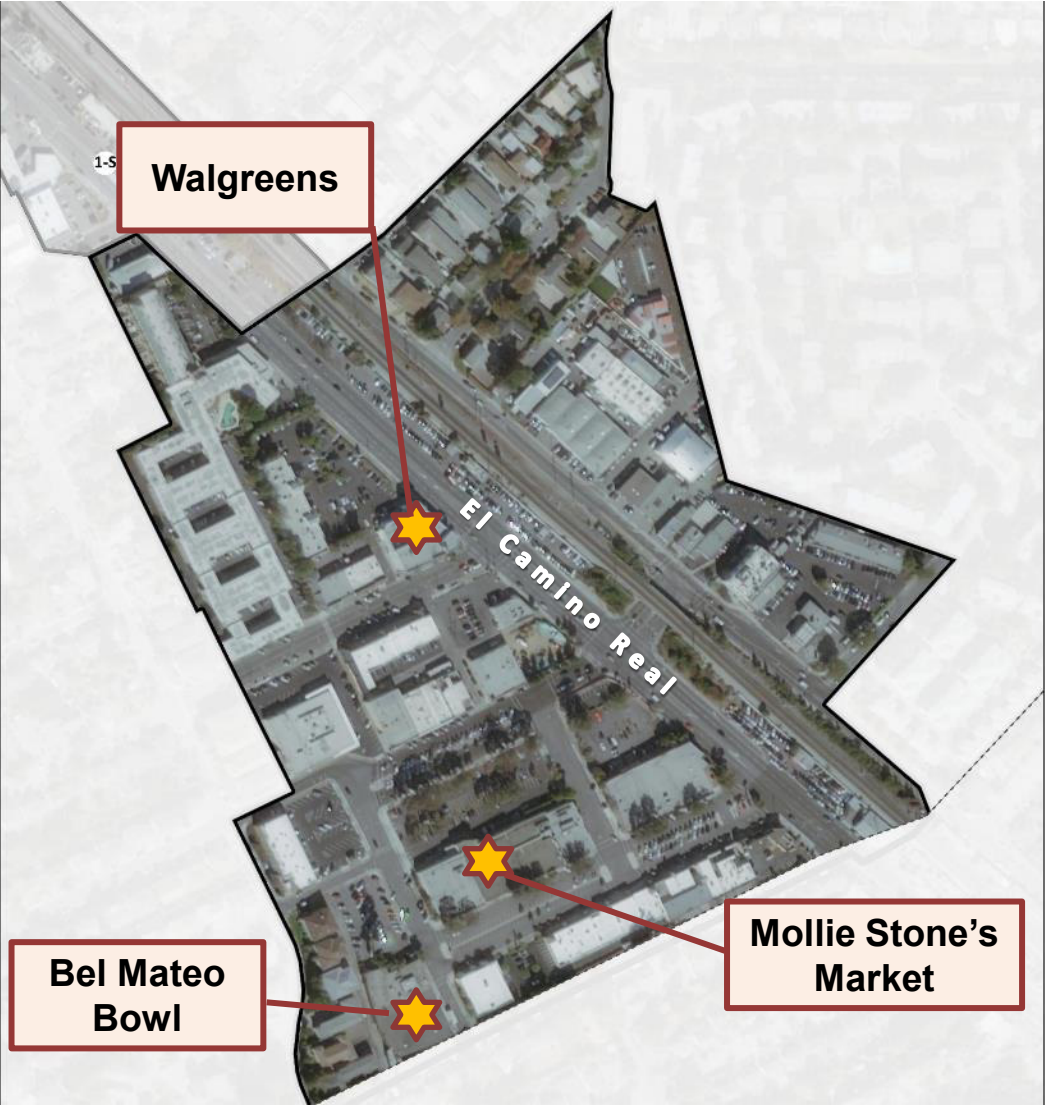
Public Facilities

Quasi-Public

Transportation Corridor

Utilities

Study Area 2 – Bel Mateo/ Mollie Stone Area



This study area is located between 39th Ave and North Rd.

Alternative A

- Adds the least number of new homes.
- Results in the least job loss.
- Majority of land would be Residential Low and Residential Medium

Alternative B

- Adds the greatest number of homes.
- Results in the highest job loss.
- Allows a mix of uses, including Residential Low, Residential Medium, Mixed Use Low and Mixed Use Medium.

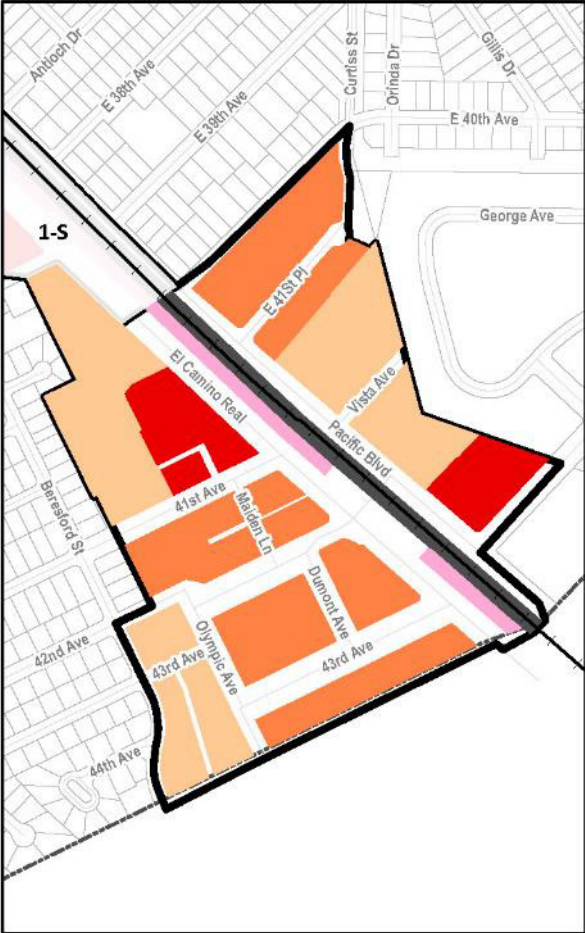
Alternative C

- Adds more homes than Alternative A.
- Results in less job loss compared to Alternative B.
- Allows a mix of uses, including Residential Medium, Mixed Use Medium and Commercial.

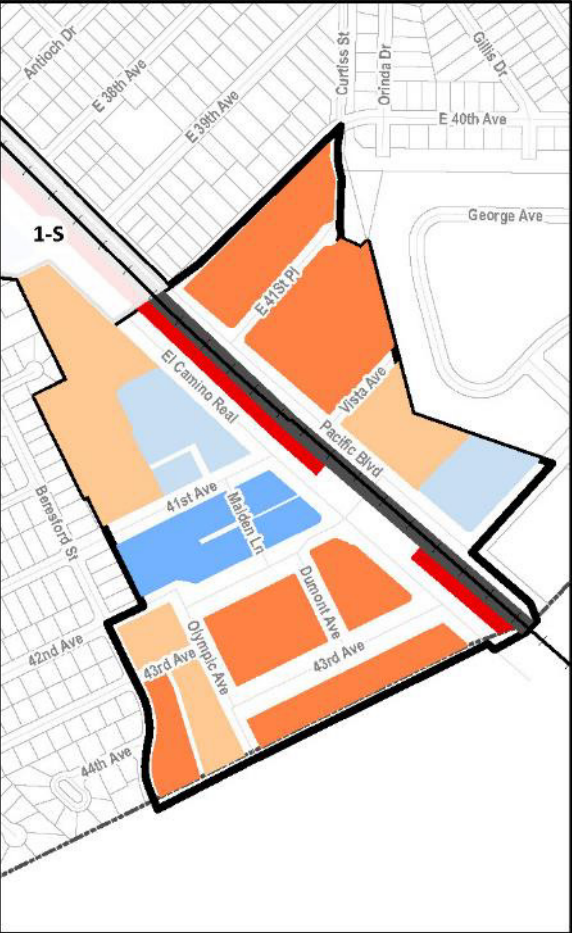
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+500	+700	+600
Population	+1,295	+1,813	+1,554
Jobs	-70	-200	-100

Study Area 2 – Bel Mateo/Mollie Stone Area

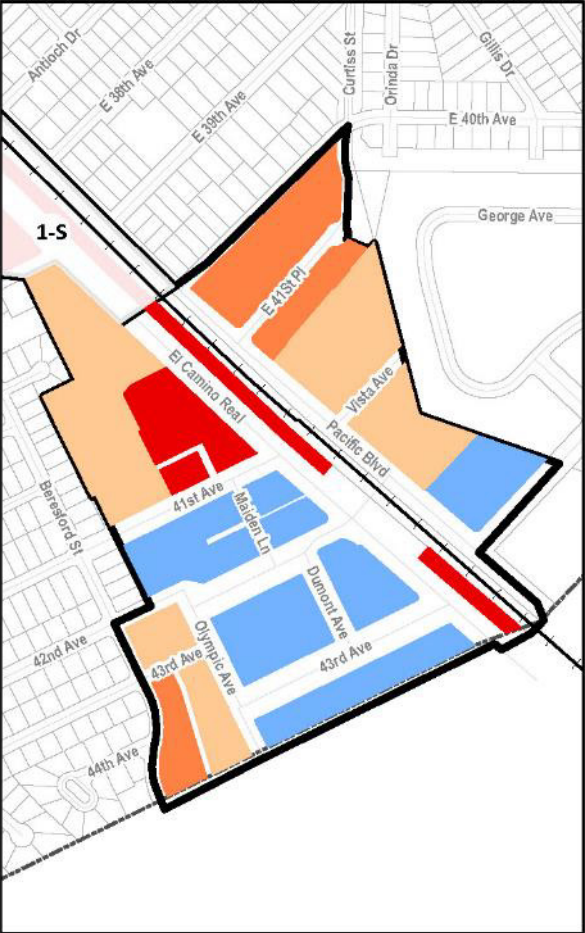
Alternative A



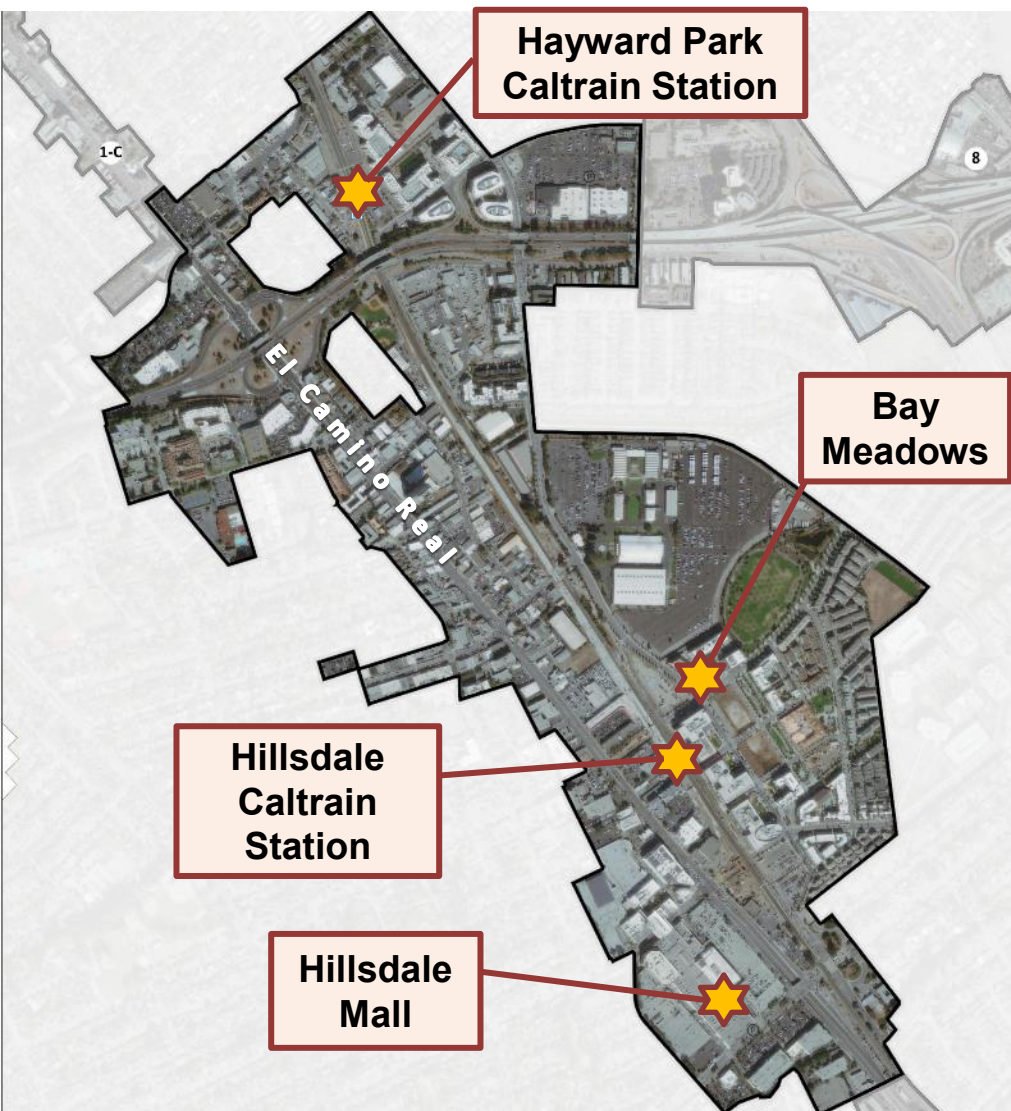
Alternative B



Alternative C



Study Area 3 – Rail Corridor Area



This study area is located between 16th Ave and 36th Ave.

Alternative A

- Results in least number of homes, population, and jobs.
- Allows a mix of uses, including commercial, office, public facilities and residential/mixed use at varying densities.

Alternative B

- Adds more new residential units, population, and jobs than Alternative A.
- Allows a mix of uses, including commercial, office, public facilities and residential/mixed use at varying densities.

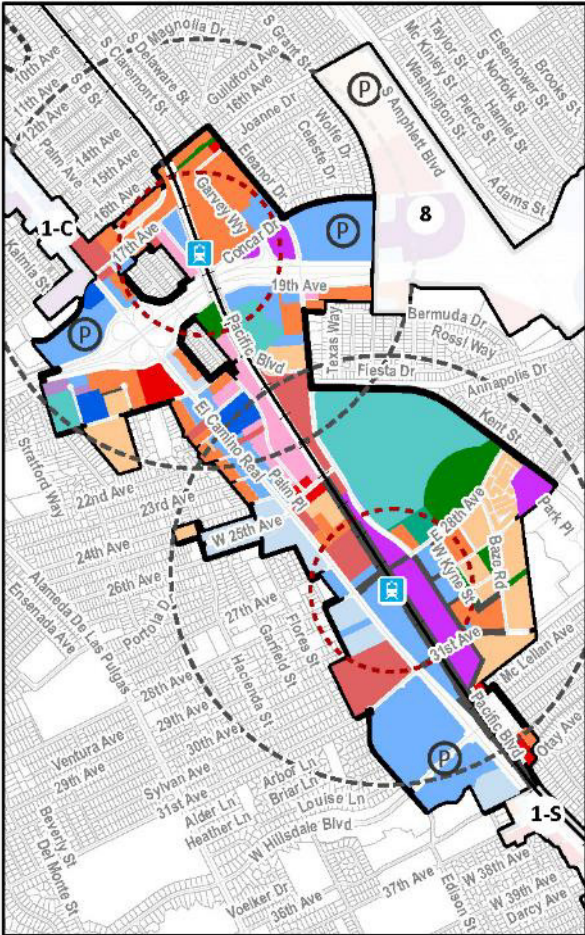
Alternative C

- Adds the greatest number of homes, population, and jobs.
- Allows a mix of uses, including commercial, office, public facilities and residential/mixed use at varying densities.

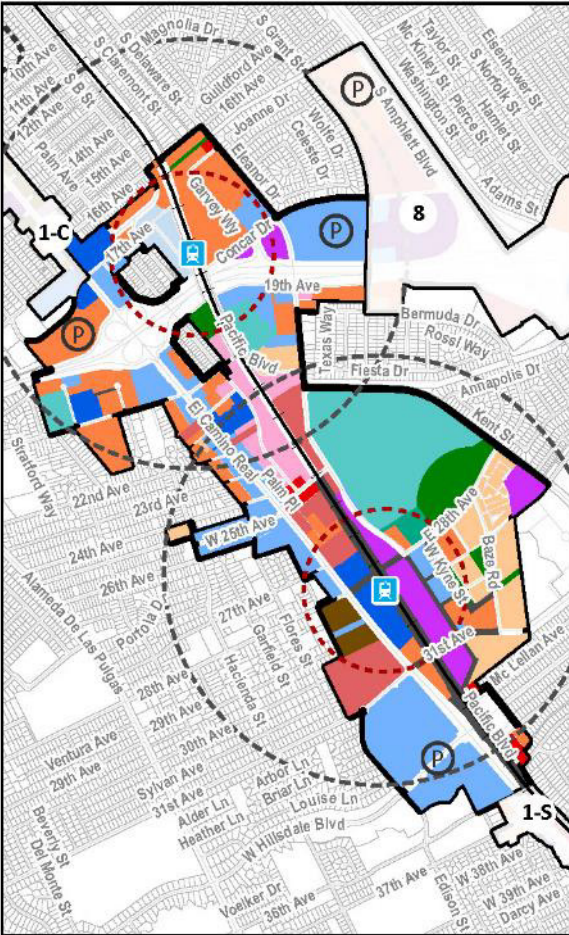
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+5,000	+5,160	+7,210
Population	+12,950	+13,364	+18,674
Jobs	+2,010	+2,460	+3,200

Study Area 3 – Rail Corridor Area

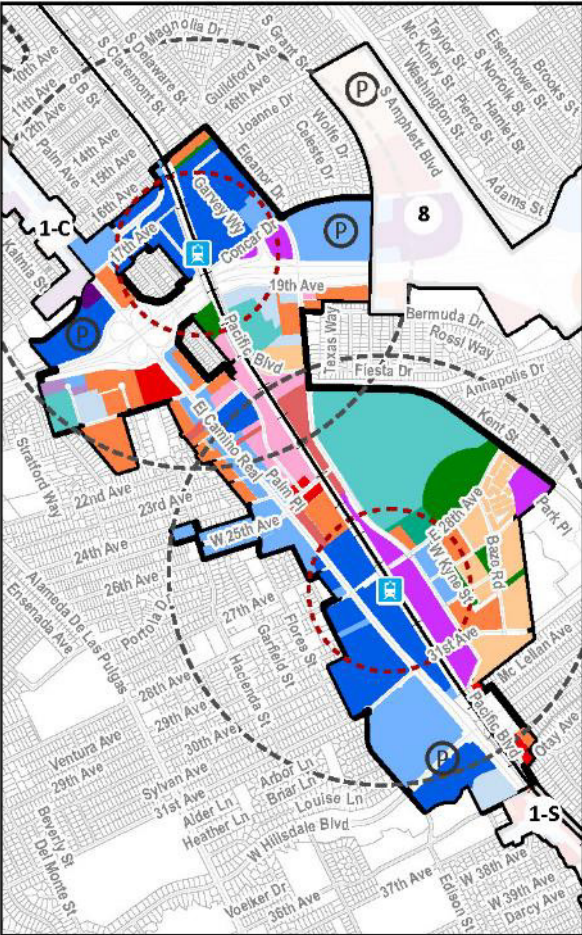
Alternative A



Alternative B



Alternative C



- Study Areas
- San Mateo City Limit
- Sphere of Influence
- Historic Districts
- Privately Owned Public Open Space
- Caltrain Station
- Caltrain

- 1,000 Foot Buffer Around Caltrain
- 1/2 Mile Radius Around Caltrain
- Residential Low (1-3 stories, 9 to 39 du/ac)
- Residential Medium (4-7 stories, 40-99 du/ac)
- Residential High (8+ stories, 100 to 200 du/ac)
- Commercial Service (1-3 stories)
- Commercial Regional (3+ stories)
- Commercial Neighborhood (1-2 stories)

- Office Low (1-3 stories)
- Office Medium (4-7 stories)
- Office High (8+ stories)
- Research and Development (3+ stories)
- Traditional Light Industrial (3+ stories)
- Mixed-Use Low (1-3 stories, 9 to 39 du/ac)
- Mixed-Use Medium (4-7 stories, 40-99 du/ac)
- Mixed-Use High (8+ stories, 100 to 200 du/ac)

- Parks/ Open Space
- Public Facilities
- Quasi-Public
- Transportation Corridor
- Utilities

Study Area 4 – Downtown



This study area is located between Tilton Ave and 9th Ave.

Alternative A

- Adds the least number of homes and adds more jobs than Alternative B.
- Is similar to the Downtown Specific Plan Alternative 1, which did not make changes to allowed heights or Floor Area Ratios (FARs).

Alternative B

- Adds more homes than Alternative A and results in less jobs than Alternatives A and C.
- Is similar to the Downtown Specific Plan Alternative 2, which kept most heights the same but increased density and FAR.

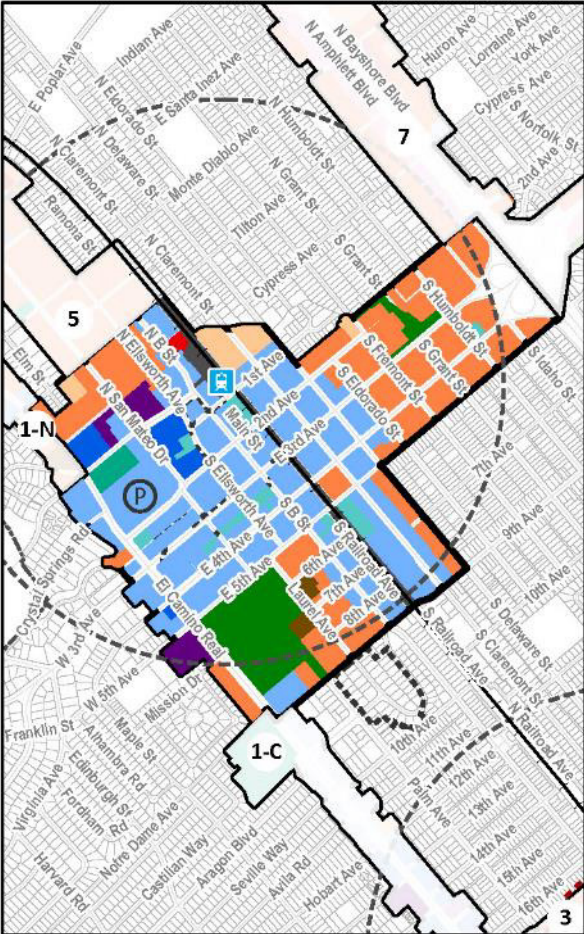
Alternative C

- Adds the greatest number of homes.
- Adds more jobs than Alternatives A and B.
- Is similar to the Downtown Specific Plan Built Form Alternative 3, which increased heights near transit and lower heights in transition to residential areas.

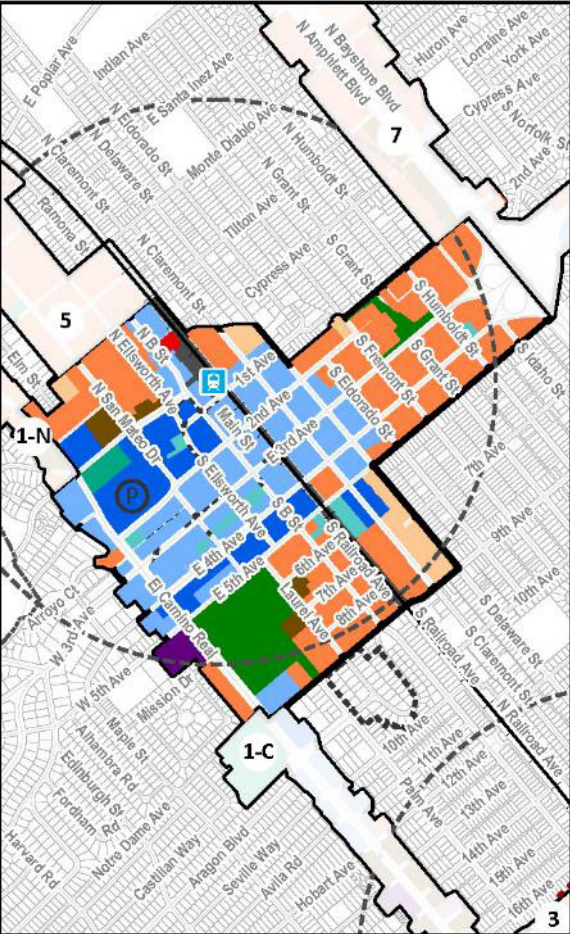
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+1,000	+2,000	+5,150
Population	+2,590	+5,180	+13,339
Jobs	+820	+370	+1,530

Study Area 4 - Downtown

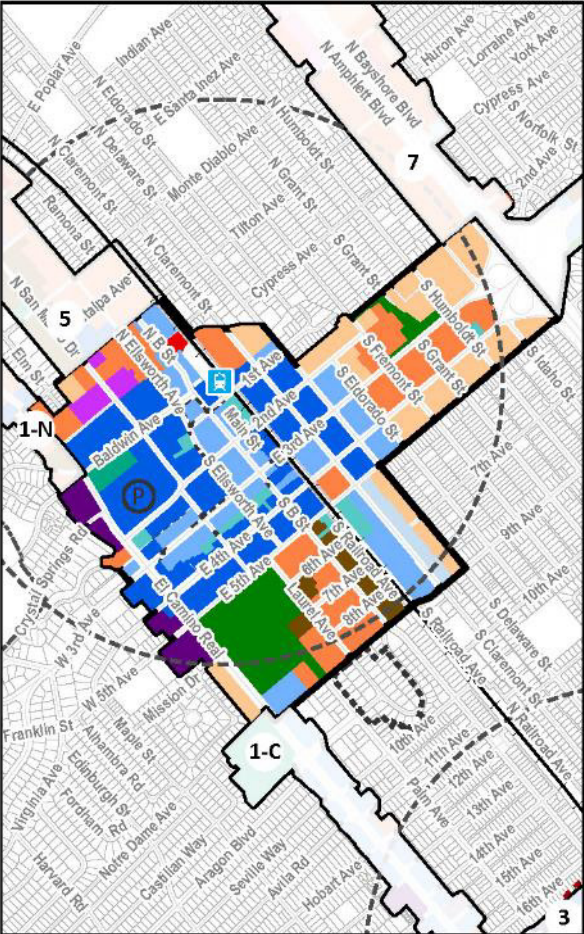
Alternative A



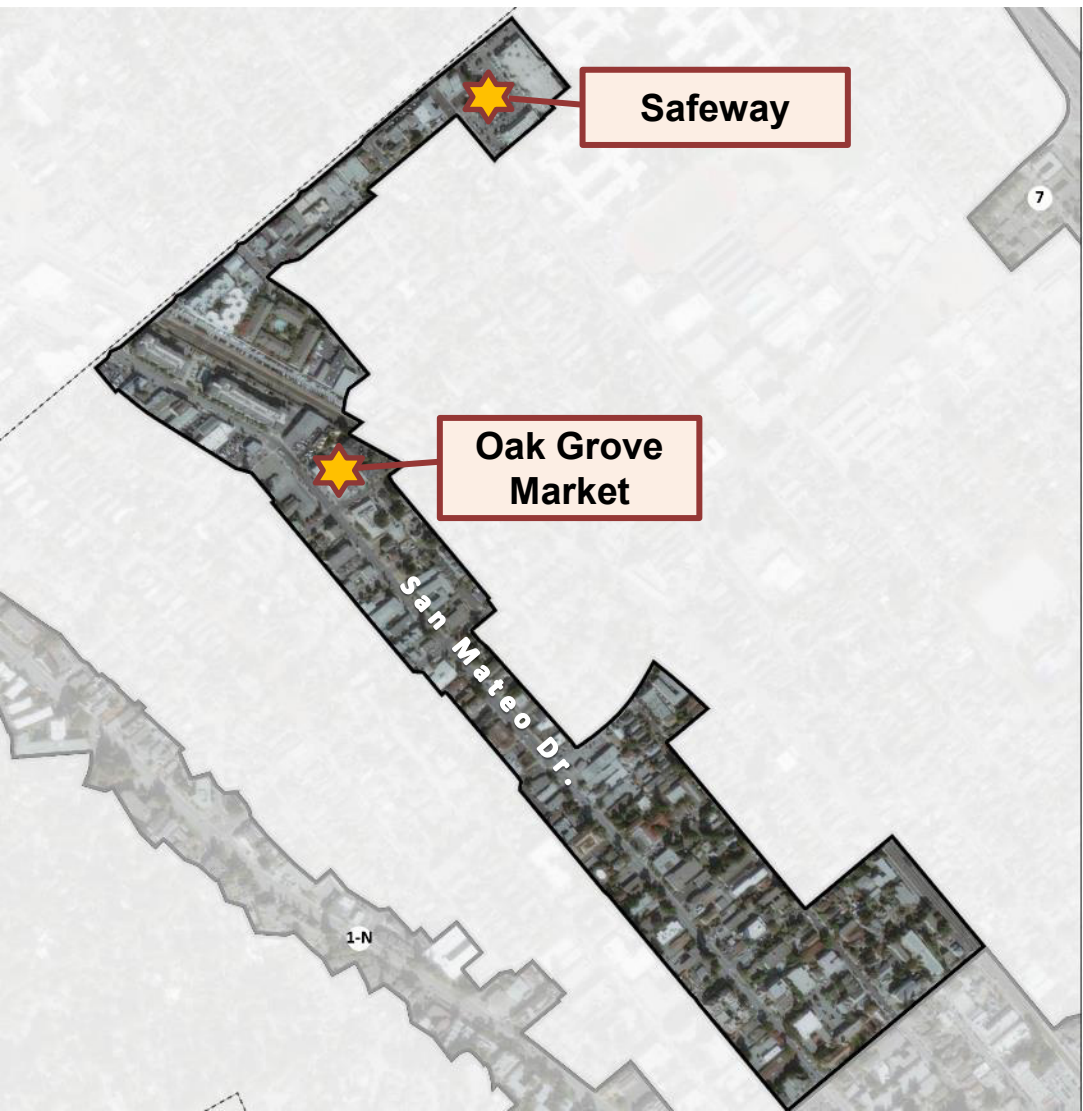
Alternative B



Alternative C



Study Area 5 – Peninsula Ave. Area



This study area is located between Peninsula Ave and Tilton Ave.

Alternative A

- Adds the least number of homes and jobs (Same as Alternative C.)
- Allows a mix of uses, including Residential Low and Medium, Office High, and Commercial Neighborhood.

Alternative B

- Adds more homes than Alternative A.
- Adds the greatest number of new jobs.
- Designates most of the area as Residential Medium and Mixed-Use Medium.

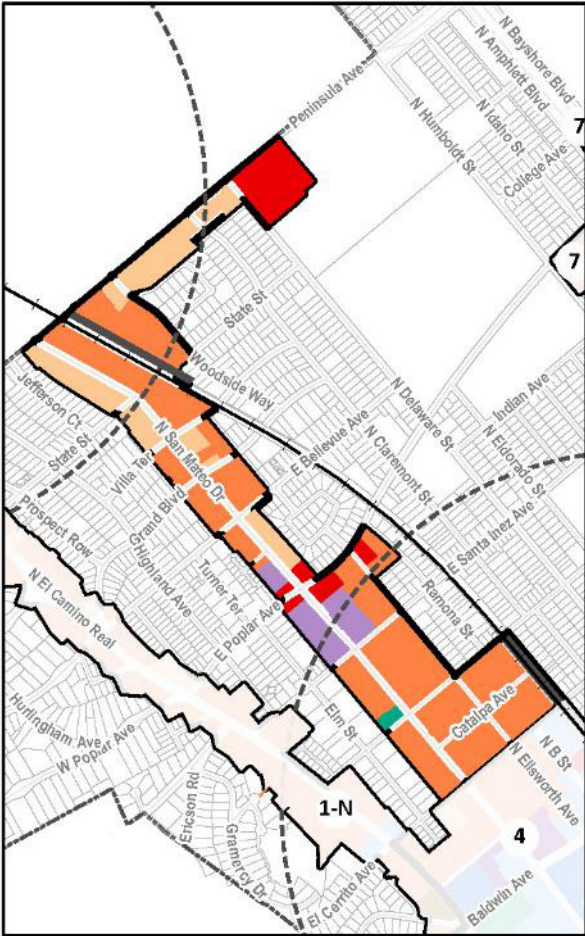
Alternative C

- Adds the greatest number of new homes.
- Designates the parcels along San Mateo Drive that are closest to Downtown as Residential High or Mixed-Use High.

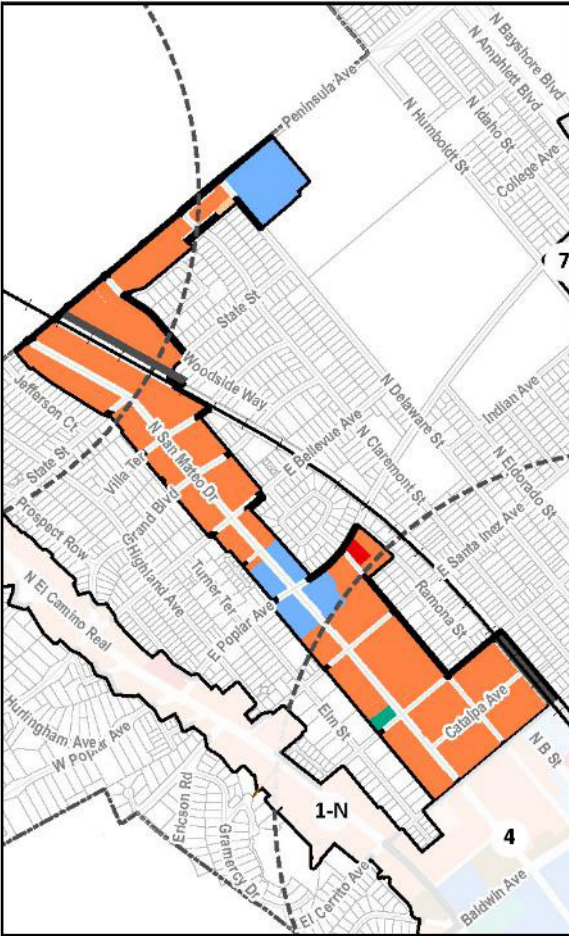
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+90	+200	+300
Population	+233	+518	+777
Jobs	+40	+90	+40

Study Area 5 – Peninsula Avenue Area

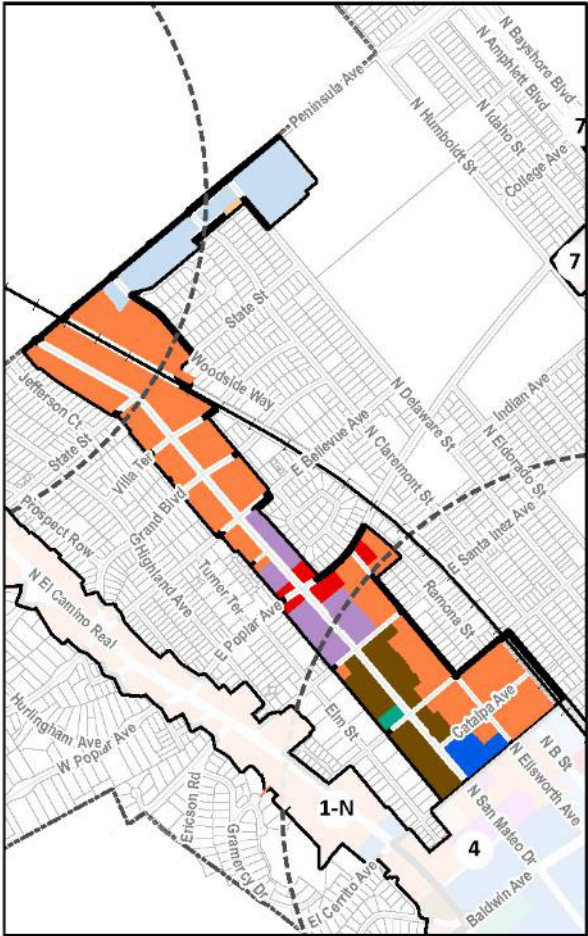
Alternative A



Alternative B



Alternative C



Study Area 6 – Campus Drive Area



Laurelwood Shopping Center

This study area is located along State Route 92.

Alternative A

- Adds the least number of new homes.
- Adds more jobs than Alternative C.
- Results in the least change to the existing office uses.

Alternative B

- Adds more homes than Alternative A.
- Adds the greatest number of new jobs.
- Designates most of the area residential and mixed use and maintains an office area.

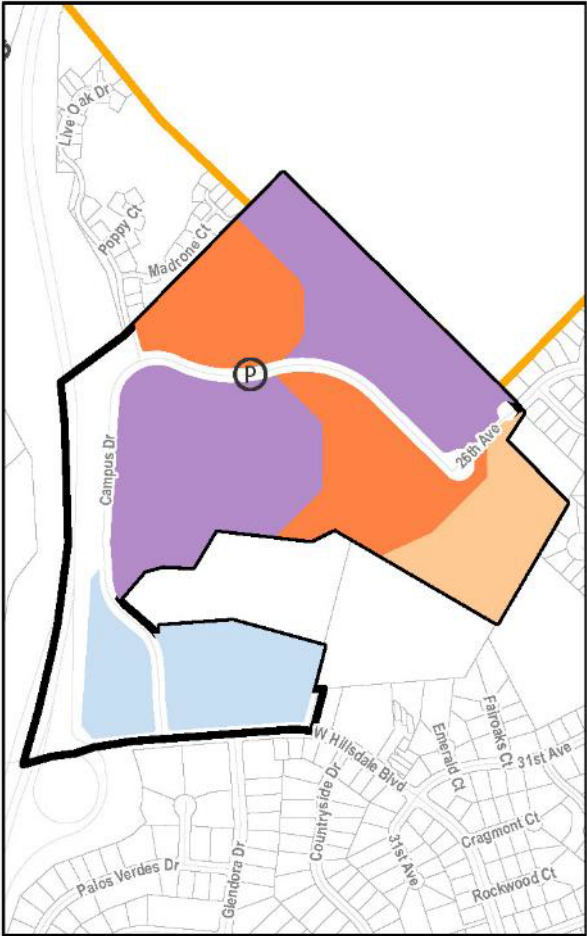
Alternative C

- Adds the greatest number of new homes.
- The office uses along Campus Dr would change to residential.
- Designates most of the area as residential and maintains a commercial area.

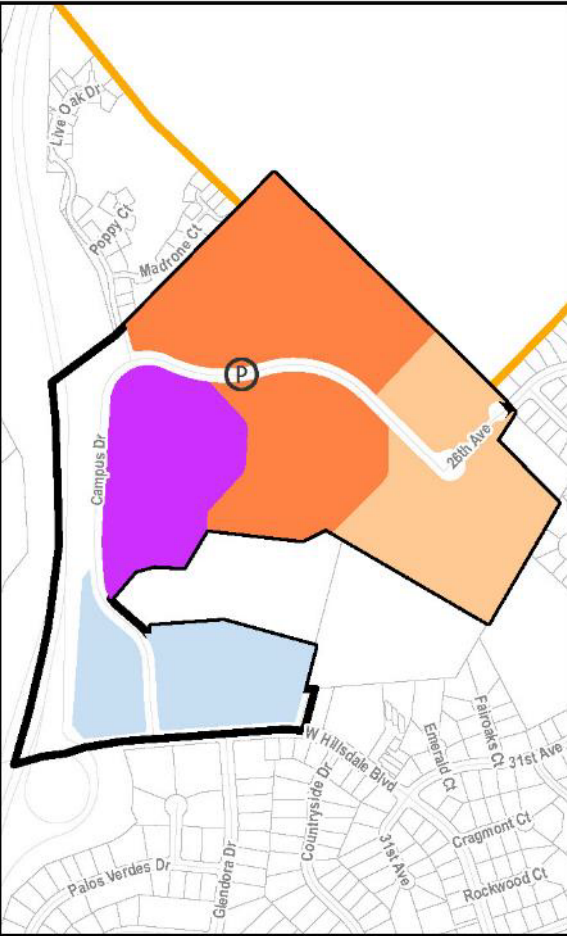
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+320	+500	+700
Population	+829	+1,295	+1,813
Jobs	+880	+1,240	0

Study Area 6 – Campus Drive Area

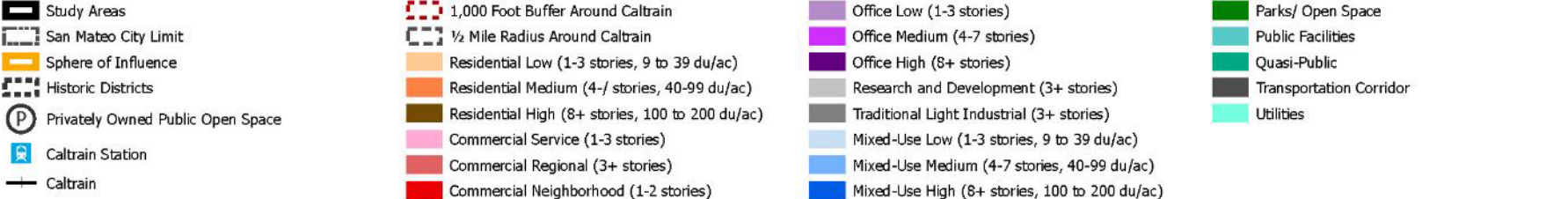
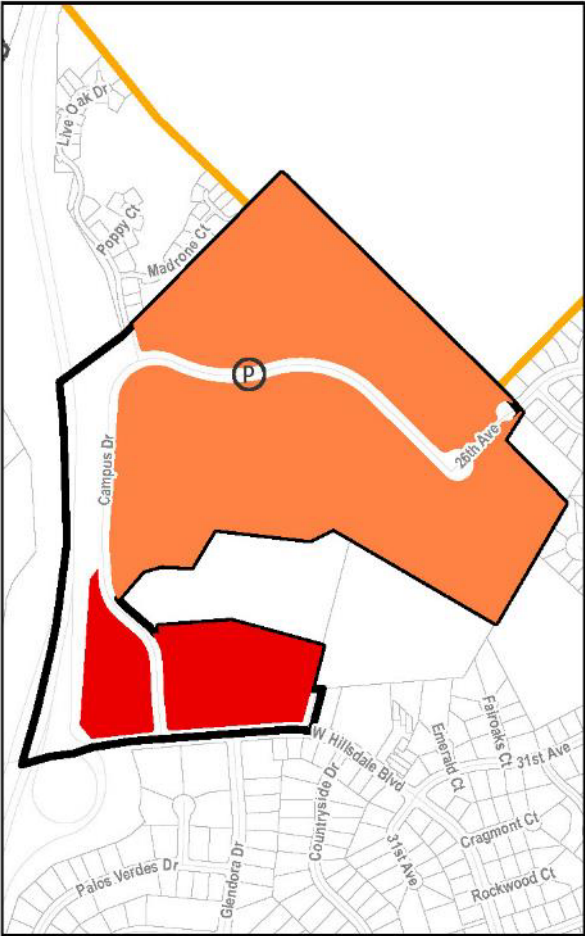
Alternative A



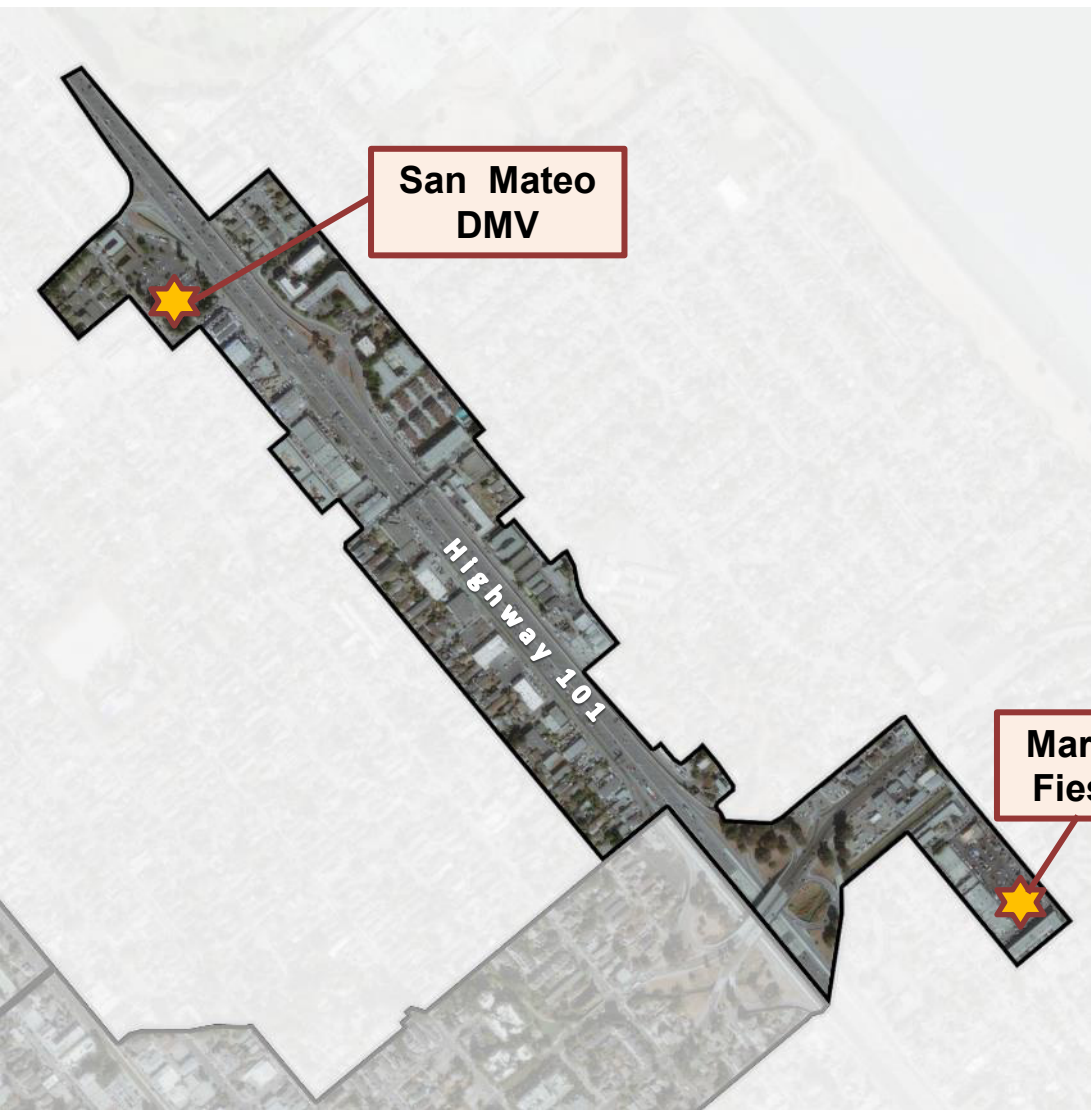
Alternative B



Alternative C



Study Area 7 – North Shoreview and Shoreview Area



This study area is located along Bayshore Blvd, between Poplar Ave and south of Cary Ave.

Alternative A

- Adds the least number of homes.
- Allows a mix of uses and designates most of the east side of Bayshore Boulevard as Commercial Service.

Alternative B

- Adds more homes than Alternative A.
- Allows a mix of uses, but a majority of the area would be Residential Medium and Residential High.

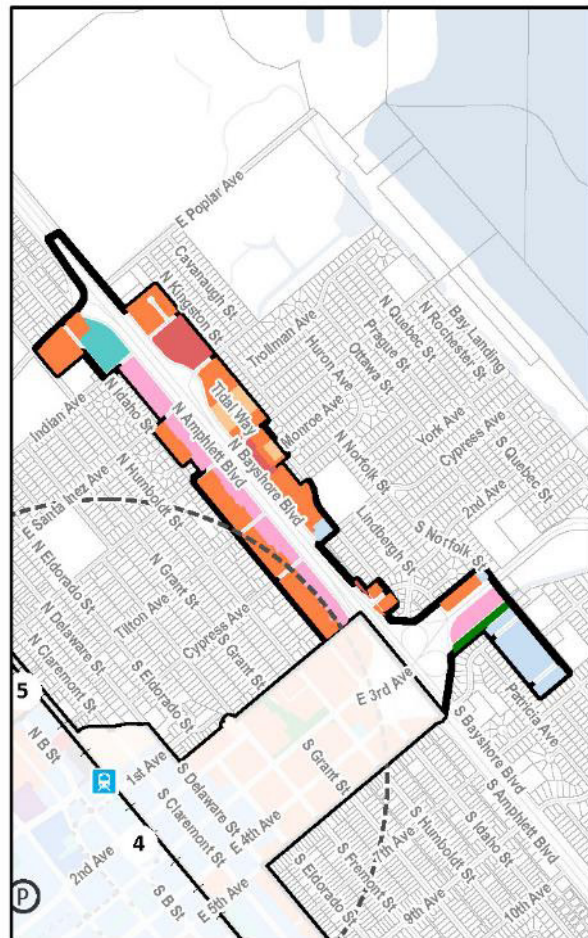
Alternative C

- Adds the greatest number of new homes.
- Allows a mix of uses, including, Commercial Service, Residential Medium and Residential High uses.

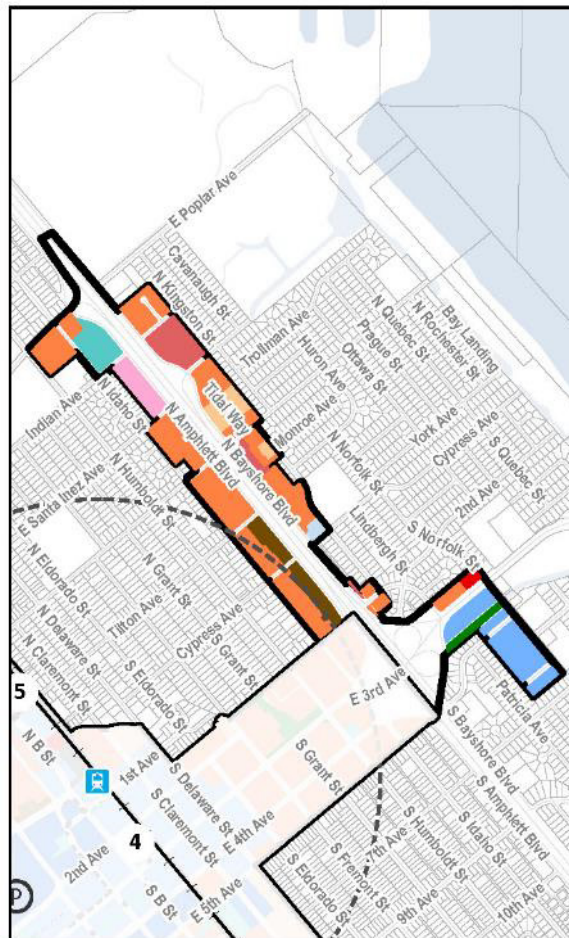
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+100	+390	+1,140
Population	+259	+1,010	+2,953
Jobs	-190	-270	-230

Study Area 7 – North Shoreview and Shoreview Area

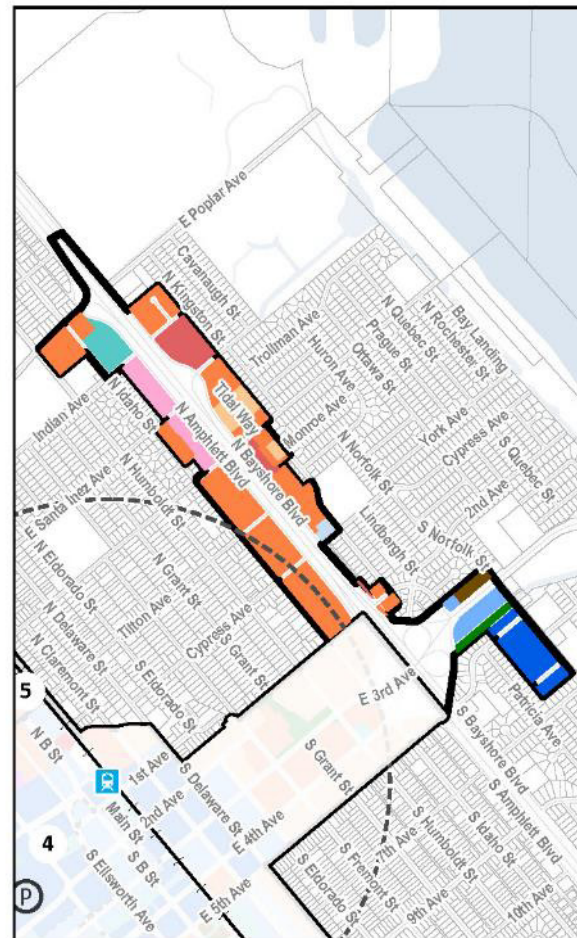
Alternative A



Alternative B

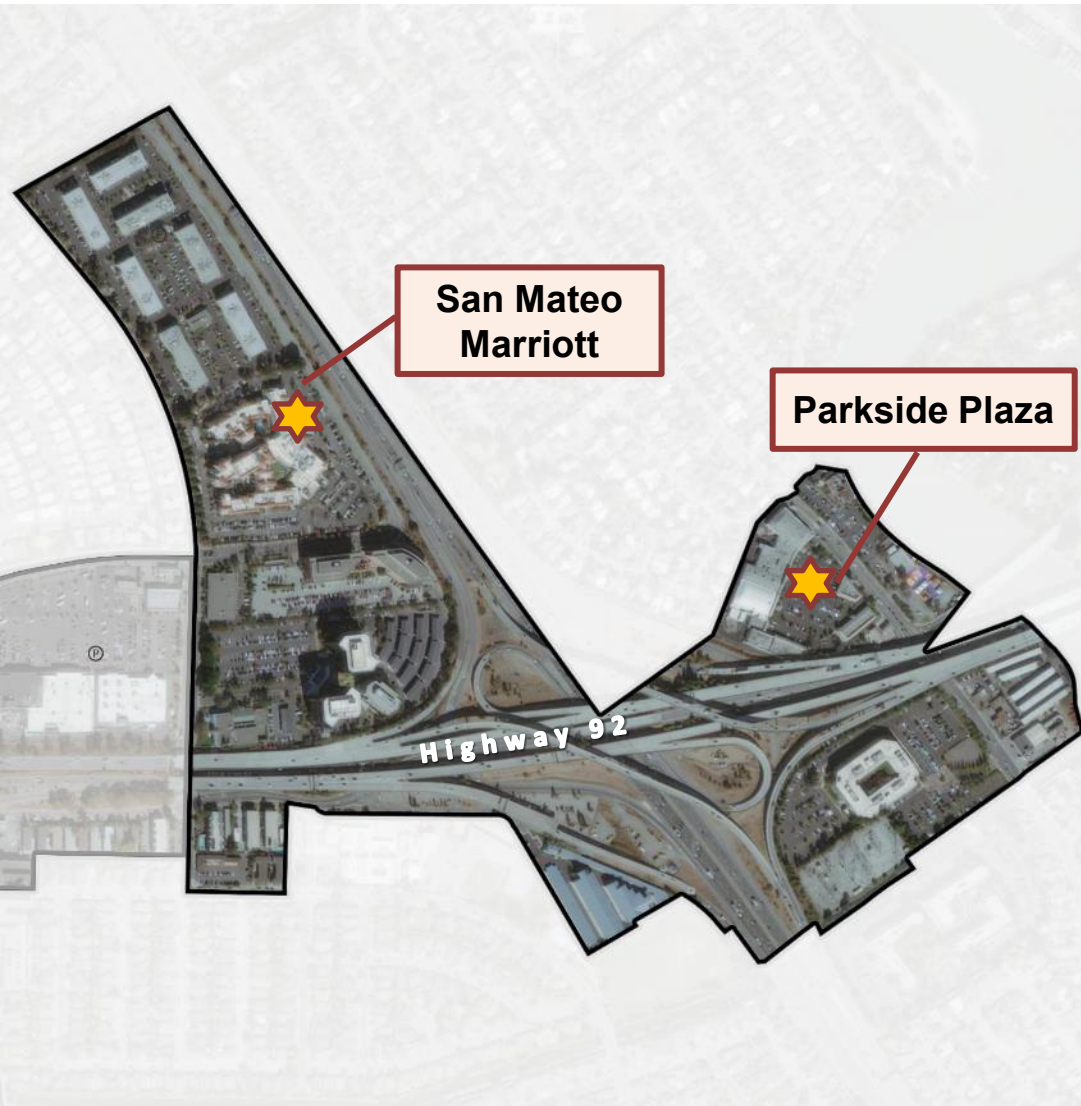


Alternative C



- | | | | |
|---|---|---|---|
|  Study Areas |  1,000 Foot Buffer Around Caltrain |  Office Low (1-3 stories) |  Parks/ Open Space |
|  San Mateo City Limit |  ½ Mile Radius Around Caltrain |  Office Medium (4-7 stories) |  Public Facilities |
|  Sphere of Influence |  Residential Low (1-3 stories, 9 to 39 du/ac) |  Office High (8+ stories) |  Quasi-Public |
|  Historic Districts |  Residential Medium (4-7 stories, 40-99 du/ac) |  Research and Development (3+ stories) |  Transportation Corridor |
|  Privately Owned Public Open Space |  Residential High (8+ stories, 100 to 200 du/ac) |  Traditional Light Industrial (3+ stories) |  Utilities |
|  Caltrain Station |  Commercial Service (1-3 stories) |  Mixed-Use Low (1-3 stories, 9 to 39 du/ac) | |
|  Caltrain |  Commercial Regional (3+ stories) |  Mixed-Use Medium (4-7 stories, 40-99 du/ac) | |
| |  Commercial Neighborhood (1-2 stories) |  Mixed-Use High (8+ stories, 100 to 200 du/ac) | |

Study Area 8 – Parkside Plaza Area



This study area is located near the State Route 92 and Highway 101 interchange.

Alternative A

- Adds the greatest number of new jobs.
- Allows a mix of uses, including office, commercial, utilities, and residential/mixed use at varying densities.

Alternative B

- Adds the greatest number of new homes.
- Allows a mix of uses, including Office High, Residential Medium, Mixed Use Medium, and Commercial Service.

Alternative C

- Adds more homes than Alternative A.
- Allows a mix of uses, including Office High, Residential Medium, Mixed Use Medium, and Commercial Service.

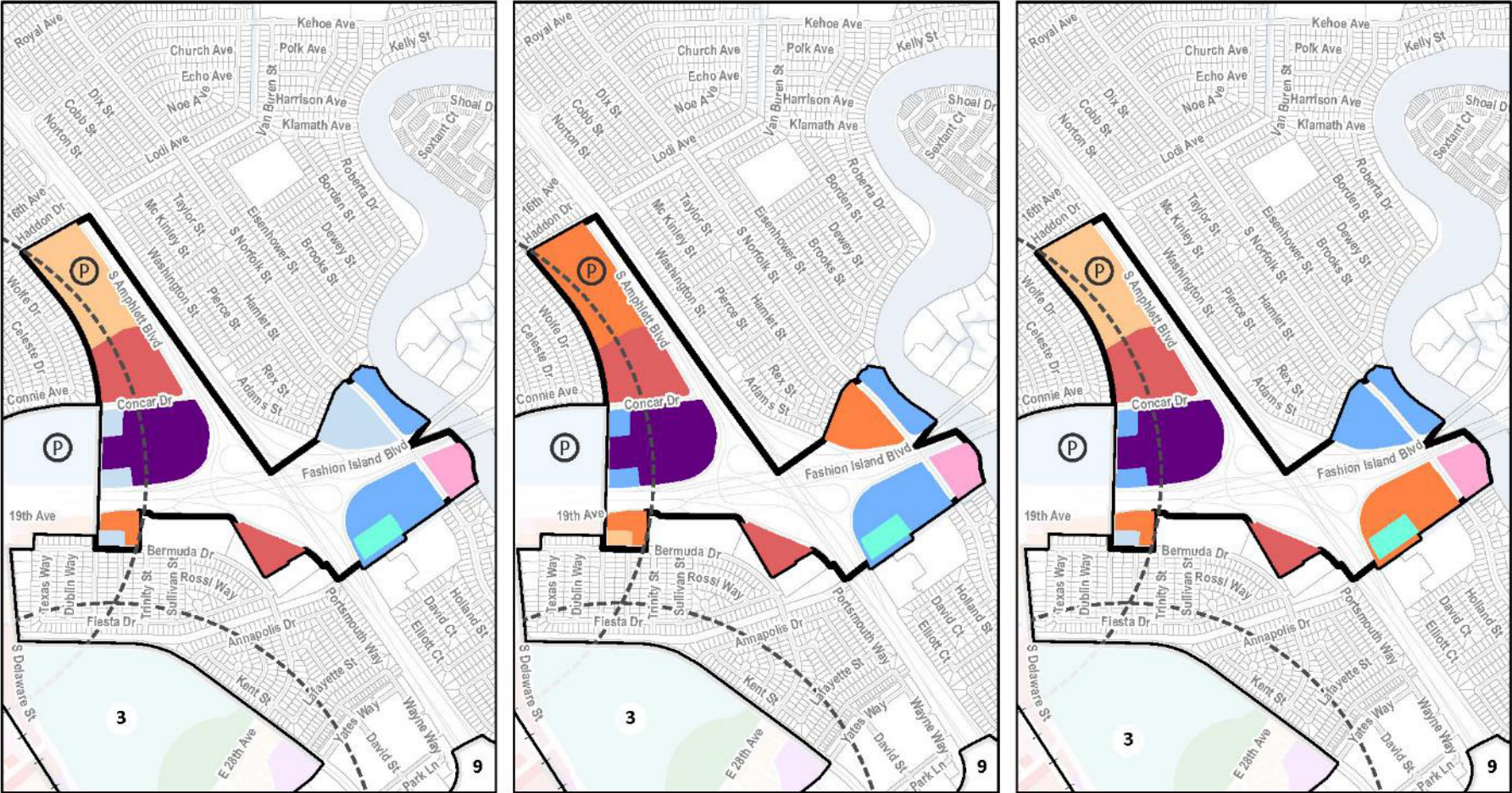
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+1,200	+2,000	+1,710
Population	+3,108	+5,180	+4,429
Jobs	+3,250	+2,330	+2,310

Study Area 8 – Parkside Plaza Area

Alternative A

Alternative B

Alternative C



- Study Areas

San Mateo City Limit

Sphere of Influence

Historic Districts

Privately Owned Public Open Space

Caltrain Station

Caltrain

1,000 Foot Buffer Around Caltrain

1/2 Mile Radius Around Caltrain

Residential Low (1-3 stories, 9 to 39 du/ac)

Residential Medium (4-7 stories, 40-99 du/ac)

Residential High (8+ stories, 100 to 200 du/ac)

Commercial Service (1-3 stories)

Commercial Regional (3+ stories)

Commercial Neighborhood (1-2 stories)

Office Low (1-3 stories)

Office Medium (4-7 stories)

Office High (8+ stories)

Research and Development (3+ stories)

Traditional Light Industrial (3+ stories)

Mixed-Use Low (1-3 stories, 9 to 39 du/ac)

Mixed-Use Medium (4-7 stories, 40-99 du/ac)

Mixed-Use High (8+ stories, 100 to 200 du/ac)

Parks/ Open Space

Public Facilities

Quasi-Public

Transportation Corridor

Utilities

Study Area 9 – Hillsdale/ Norfolk Area



This study area is located near the Highway 101 and Hillsdale Blvd Interchange.

Alternative A

- Adds the greatest number of new jobs.
- Adds the least number of homes.
- Allows a mix of uses, including Office Medium, Residential Medium, and Commercial Regional.

Alternative B

- Adds more jobs than Alternative C.
- Adds the greatest number of new homes.
- Allows a mix of uses, including Office Medium, Residential Medium, and Mixed Use Medium.

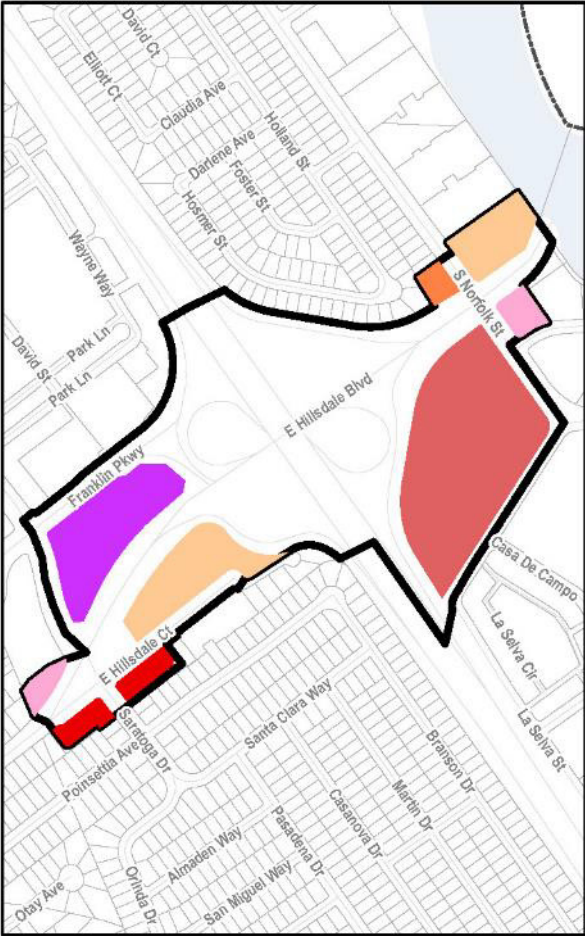
Alternative C

- Adds the least number of new jobs.
- Adds more homes than Alternative A.
- Allows a mix of uses, including Office Medium, Residential Medium, and Commercial Neighborhood.

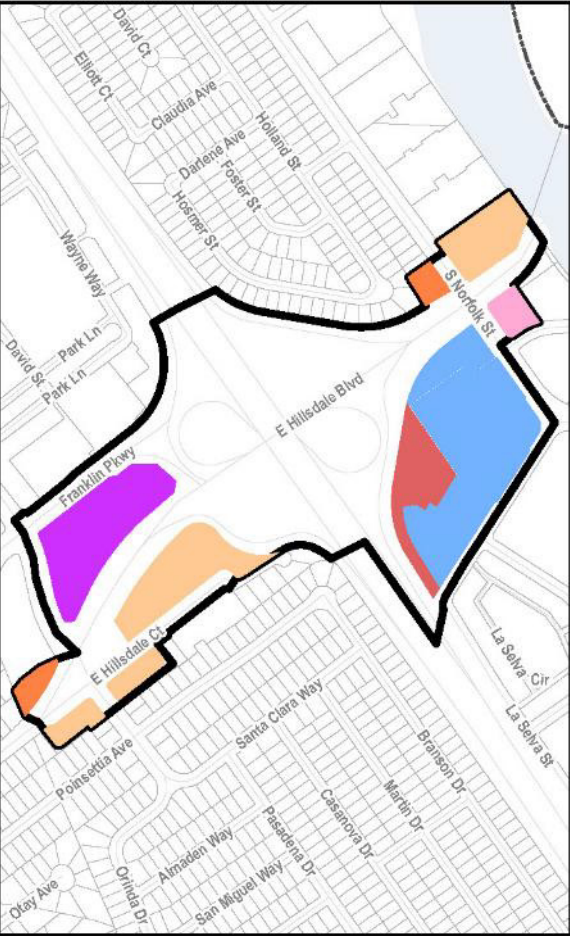
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+160	+350	+200
Population	+414	+907	+518
Jobs	+600	+590	+520

Study Area 9 – Hillsdale/Norfolk Area

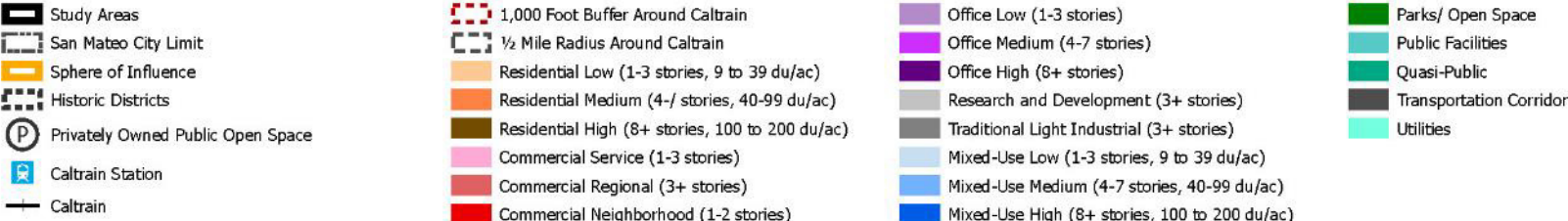
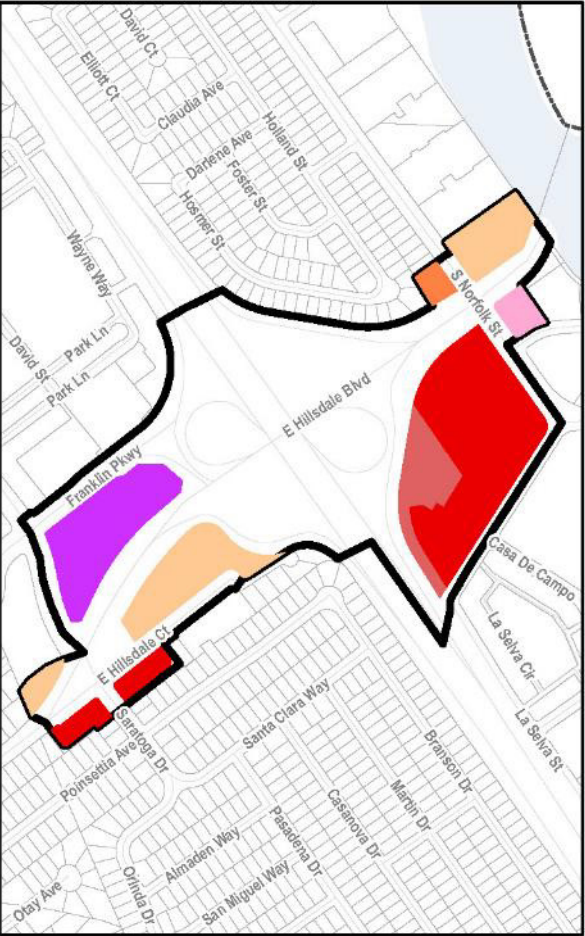
Alternative A



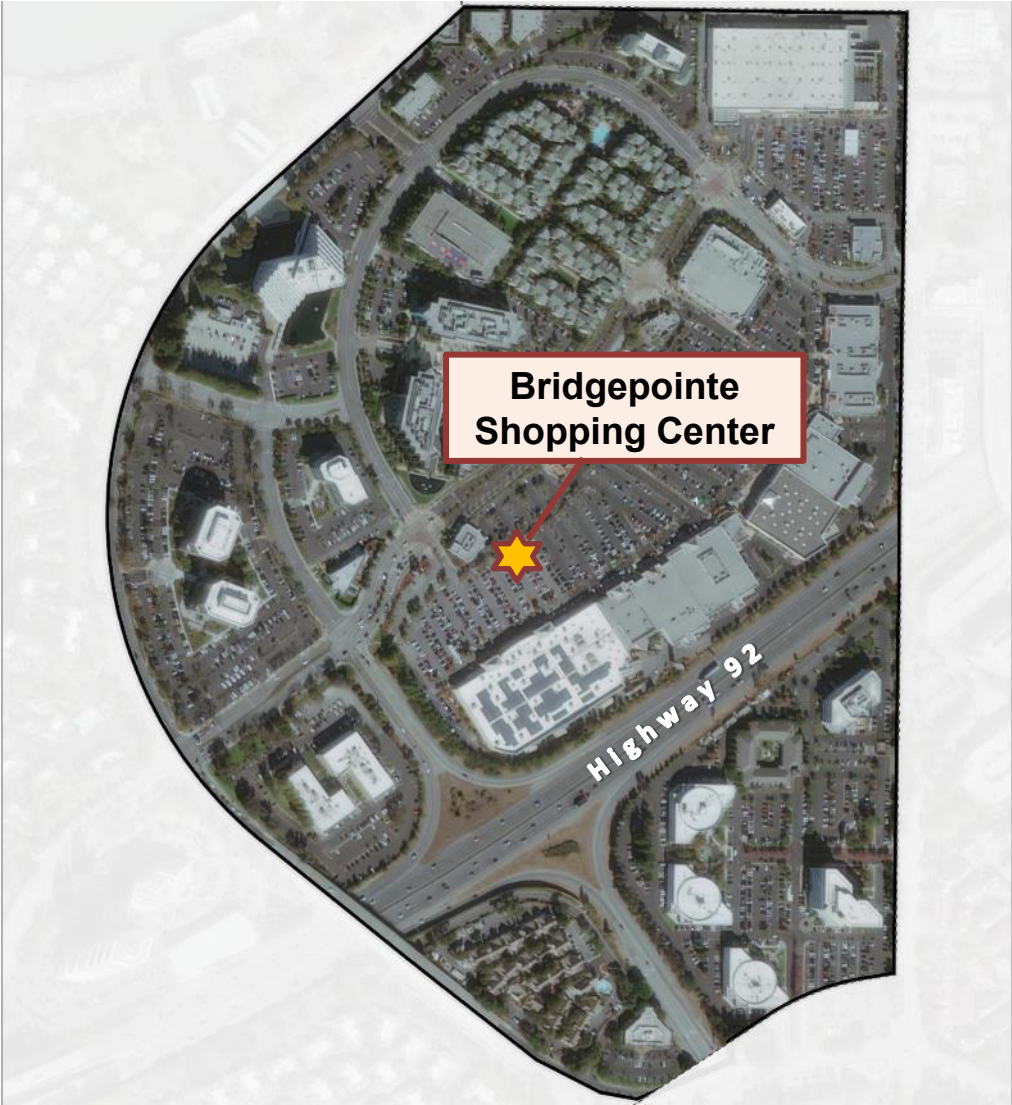
Alternative B



Alternative C



Study Area 10 – Bridgepointe



This study area is located on Mariners Island Blvd.

Alternative A

- Has slightly more jobs than Alternative C.
- All alternatives add the same number of new homes.
- Most of the area is designated as Mixed Use High, Office High or Residential Medium.

Alternative B

- Adds the greatest number of new jobs.
- All alternatives add the same number of new homes.
- Most of the area is designated as Mixed Use High, Office High or Residential Medium.

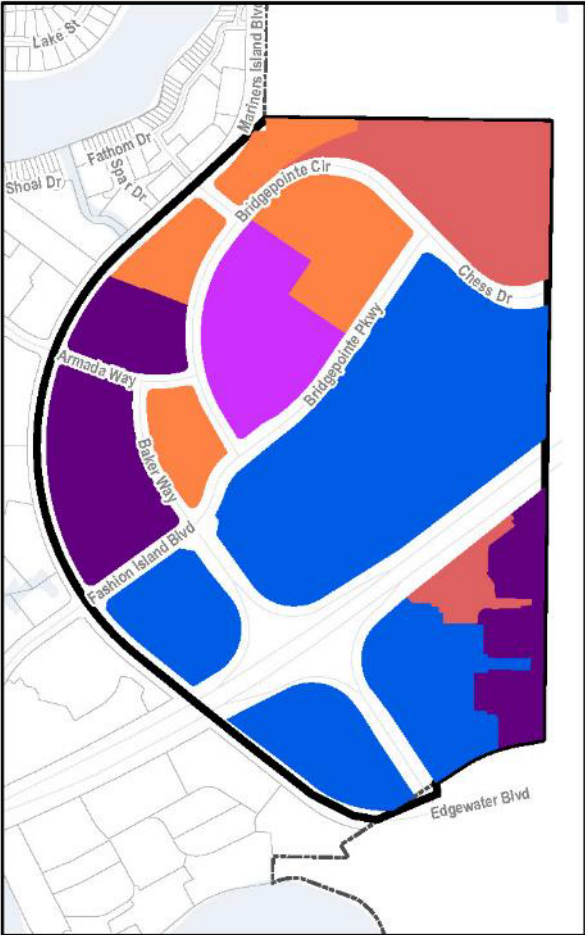
Alternative C

- Adds slightly less jobs than Alternative A.
- All alternatives add the same number of new homes.
- Most of the area is designated as Mixed Use High, Office High or Residential Medium.

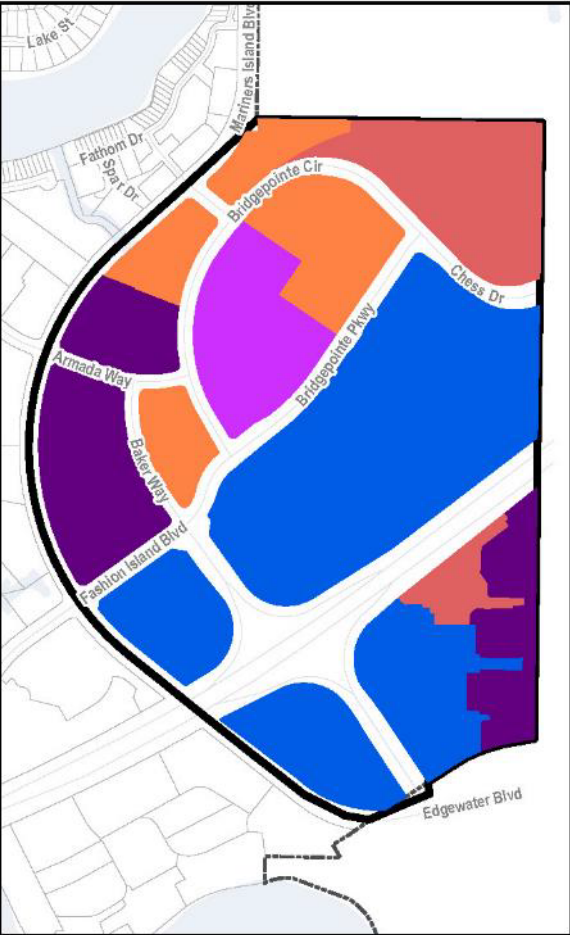
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+1,900 (same for all three alternatives)		
Population	+4,921 (same for all three alternatives)		
Jobs	+6,870	+8,500	+6,840

Study Area 10 - Bridgepointe

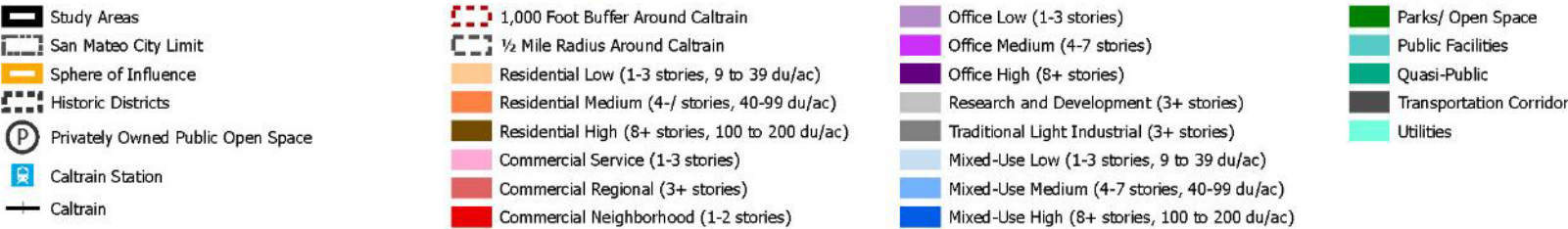
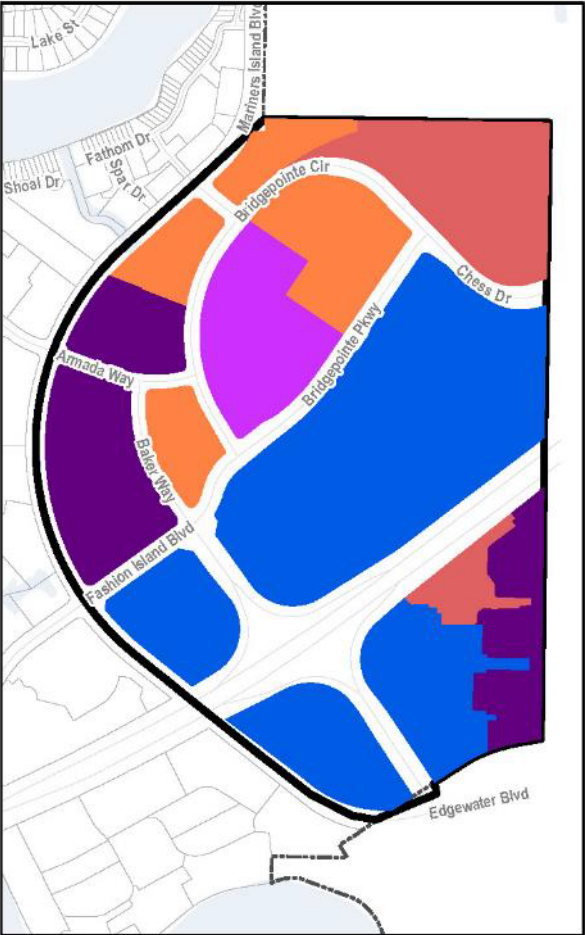
Alternative A



Alternative B



Alternative C



Land Use Alternatives Online Model



Study Area 4

Alternative A

Land Use Alternatives Online Model



Study Area 4

Alternative B

Land Use Alternatives Online Model



Study Area 4

Alternative C

Land Use Alternatives Online Model

» Available online at www.StriveSanMateo.org

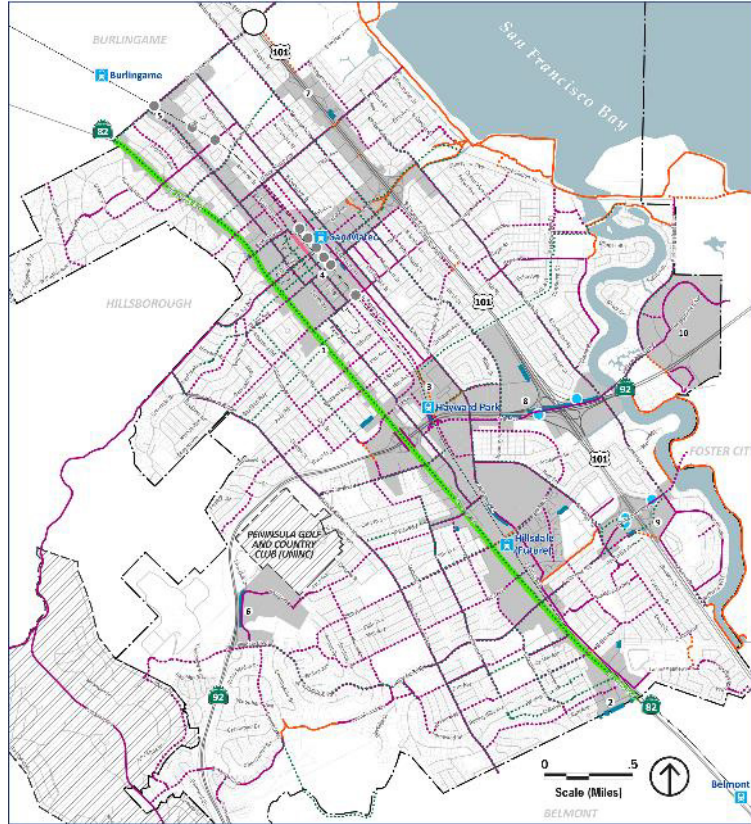


Relationship to the Housing Element

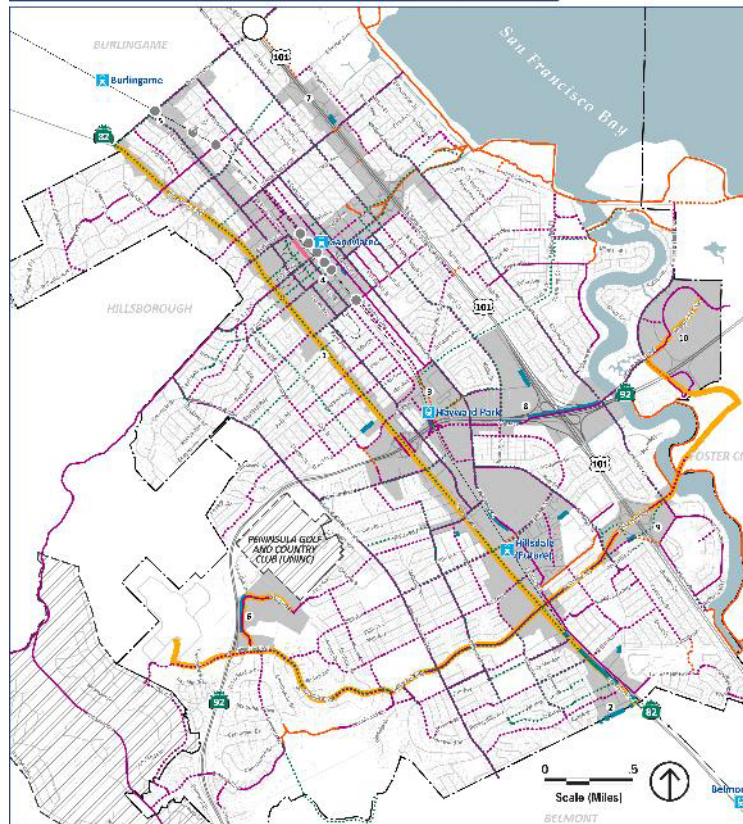
- » **Housing Element must identify sites to accommodate 7,015 new units plus a buffer for 2023 to 2031.**
- » **Except for Study Area 1-North, all Study Areas have sites identified as housing opportunity sites.**
- » **All housing opportunity sites are designated to allow multi-family housing in all three land use alternatives.**
- » **Housing Element must affirmatively further fair housing (AFFH).**

Draft Circulation Alternatives

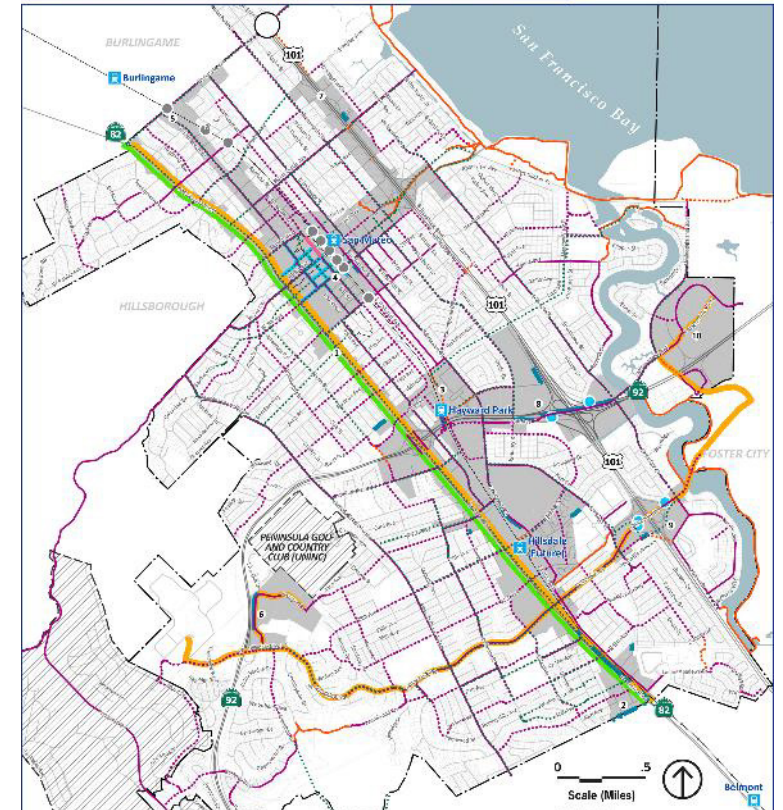
Alternative A: Prioritizing a Walkable City



Alternative B: Prioritizing Regional Connections



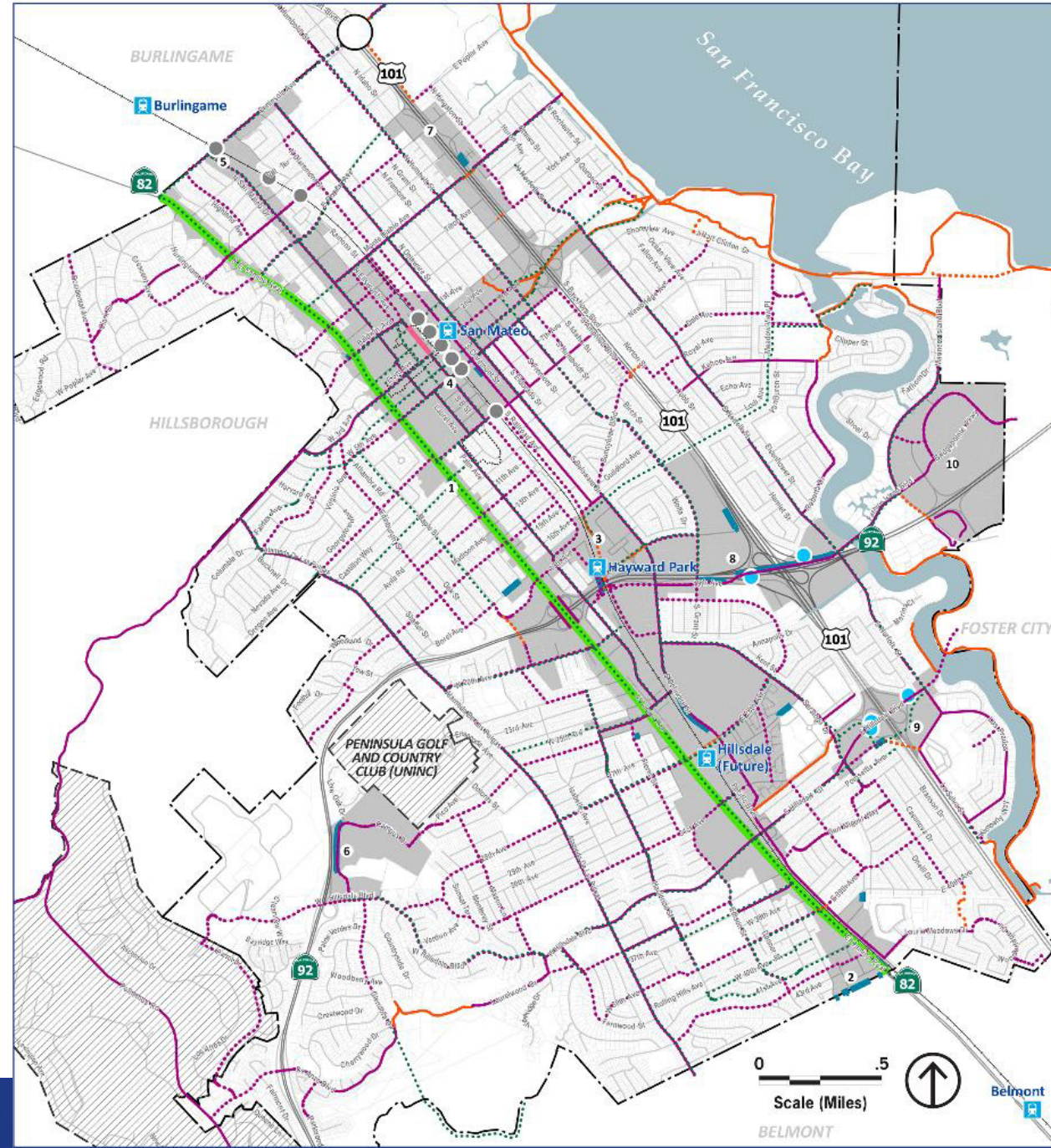
Alternative C: Supporting Walking, Regional Connections and Emerging Mobility Solutions



Circulation Alternative A

- » Pedestrian corridors
- » Pedestrian improvements to challenging intersections
- » Traffic calming and safety improvements near highway on-ramps
- » Pedestrian-focused Downtown

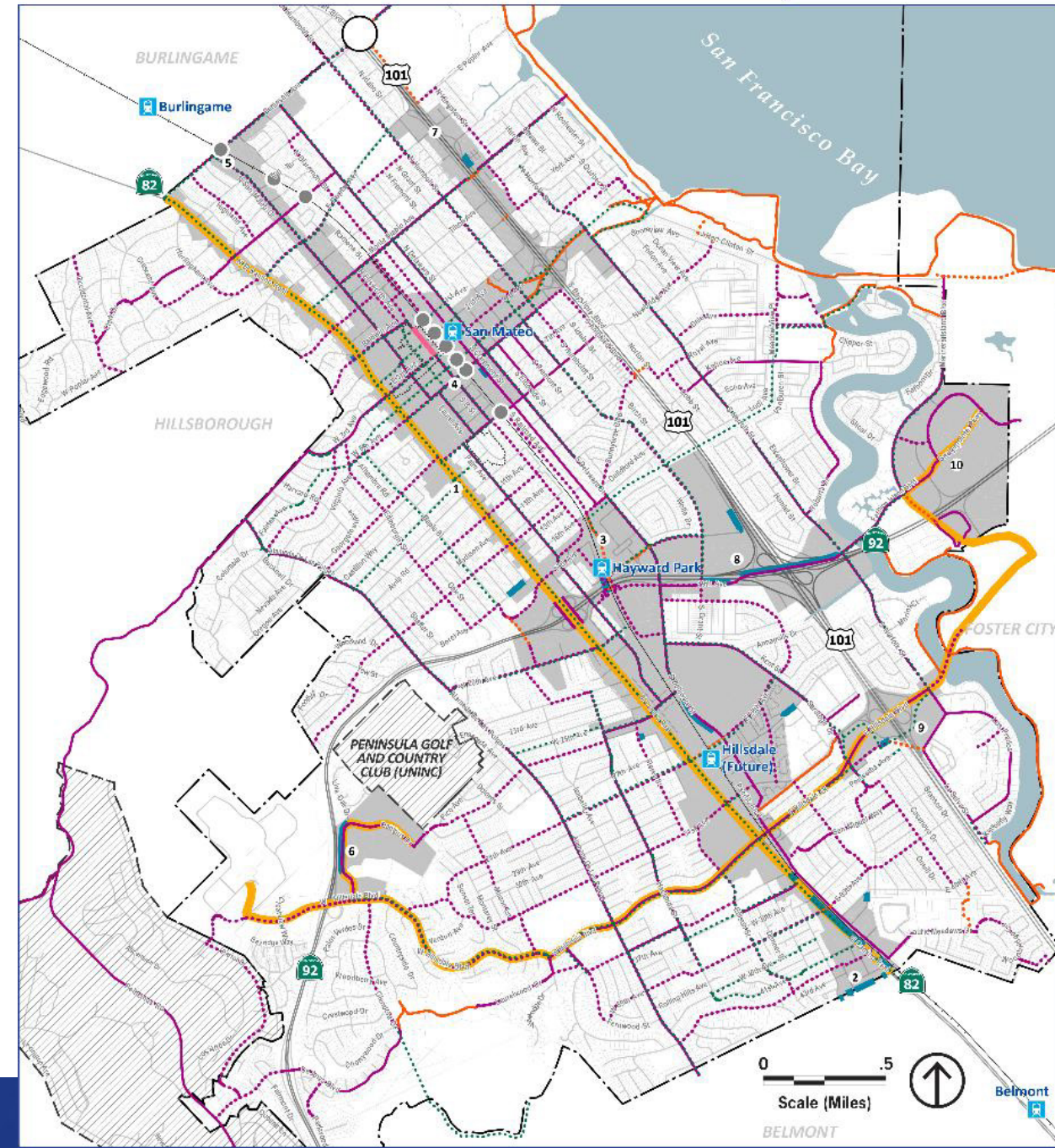
Alternative A: Prioritizing a Walkable City



Circulation Alternative B

- » Increase and improve transit access to major connections
- » Add new east-west transit connections to the Hillsdale Caltrain station
- » Prioritize dedicated HOV and bus lanes
- » Add BRT improvements to El Camino Real

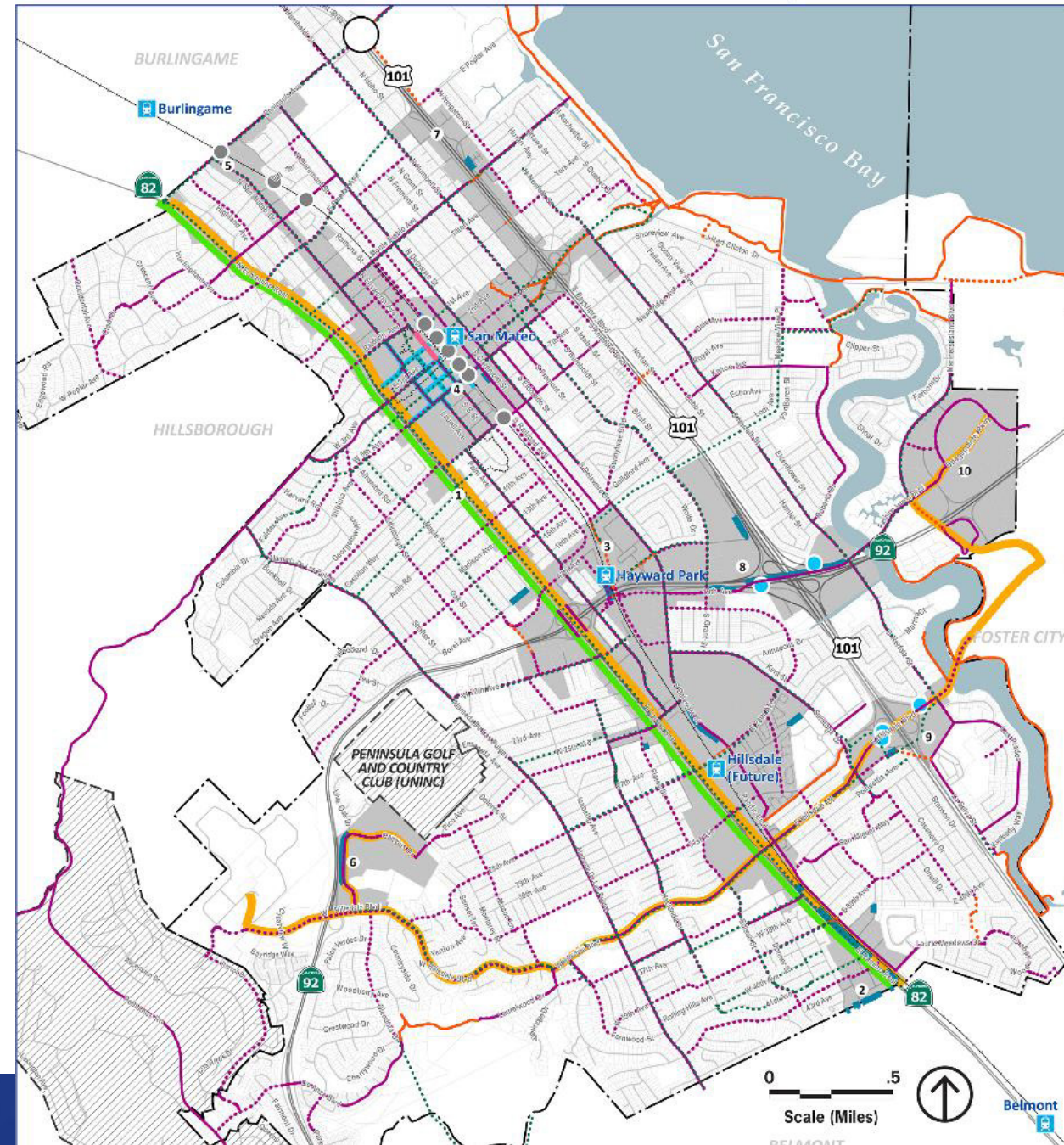
Alternative B: Prioritizing Regional Connections



Circulation Alternative C

- » Combines local and regional improvements in Alternatives A & B
- » Creates a pedestrian focused, car-light space downtown
- » Explores future transportation technologies, like on-demand rideshare services
- » Would likely require greatest tradeoffs within existing rights-of-way

Alternative C: Supporting Walking, Regional Connections and Emerging Mobility Solutions



GPS Clarifying Questions on the Alternatives

Overview of Alternatives Evaluation

Alternatives Evaluation

- Urban Form
 - Height and Density
 - Ability to Meet Future RHNA
 - Jobs-Housing Balance
 - Historic Resources
- Traffic and Multimodal Network
- Community Services
- Utilities
- Environmental Sustainability
 - Sea Level Rise
 - Flooding
 - Wildfire Risk
- Equity and Public Health
- Fiscal Sustainability
- Market Feasibility
- Community Benefits



Land Use Alternatives Evaluation – Similarities

- » **Water supply**
- » **Wastewater system**
- » **Stormwater system**
- » **Sea level rise**
- » **Flooding**
- » **Wildfire risk in Study Area 6**
- » **Park land shortage**
- » **Collision reduction**
- » **Potential to capture community benefits**



Land Use Alternative A - Differences

- » **Least amount of residential growth and lower densities and heights.**
- » **Likely would not meet future housing allocations beyond 2031**
- » **More jobs than employed residents, meaning likely in-commuting**
- » **Total VMT would be the lowest, but per capita VMT would be the highest**
- » **Fewest changes to the Downtown historic district.**
- » **Would require the least change to add police, fire, schools, parks, and library services**
- » **Fewest affordable housing units**
- » **Lowest revenues, but lowest costs, so largest annual net fiscal surplus**

Land Use Alternative B - Differences

- » Middle amount of residential growth; increased densities and heights spread across study areas
- » May meet future housing allocations beyond 2031, but with reduced buffer
- » Medium densities are most economically feasible under current market conditions
- » Relative balance between jobs and employed residents
- » More total VMT than Alternative A, higher VMT per capita than Alternative C
- » Allows greatest change inside the Downtown historic district.
- » Mid-range changes to add police, fire, schools, parks, and library services
- » Mid-range affordable housing units
- » Mid-range annual net fiscal surplus

Land Use Alternative C - Differences

- » Highest amount of residential growth, highest densities and heights concentrated around Caltrain stations.
- » Most likely to meet future housing allocations beyond 2031
- » Total VMT would be the highest, but per capita VMT would be the lowest
- » Relative balance between jobs and employed residents
- » Would require the most change to add police, fire, schools, parks, and library services
- » Most affordable housing units
- » Highest revenues, but highest costs, so smallest net fiscal surplus
- » Achieving high density development not always feasible, but may become more financially feasible within the 20-year life of the General Plan

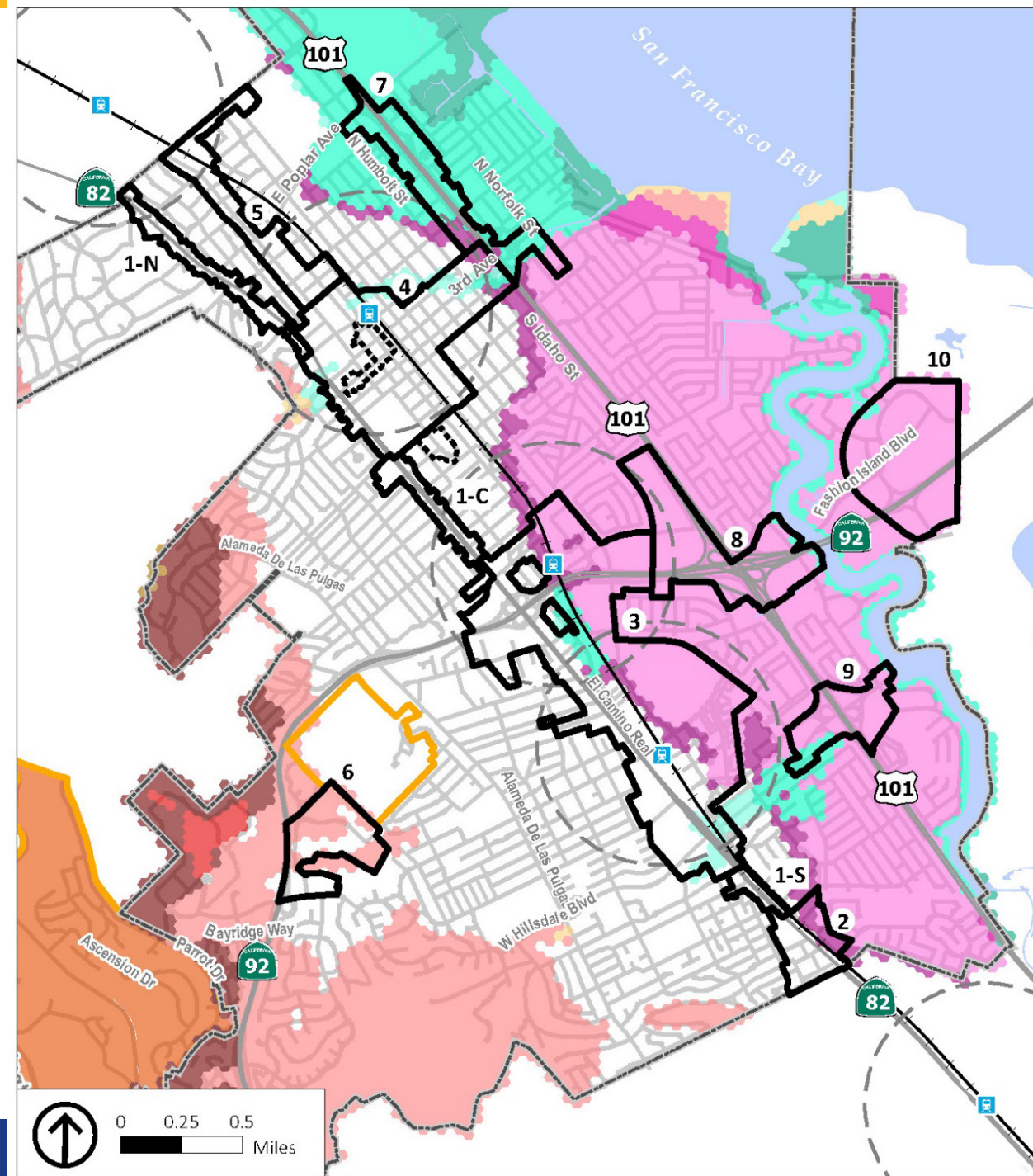
Water Supply

- » **Cal Water's Urban Water Management Plan (UWMP) indicates insufficient supply for projected demand from all alternatives**
- » **Water supply closely calibrated to demand**
- » **Next UWMP will reference San Mateo's preferred land use scenario**
- » **Future conservation measures and higher efficiency anticipated to decrease per capita water demand**

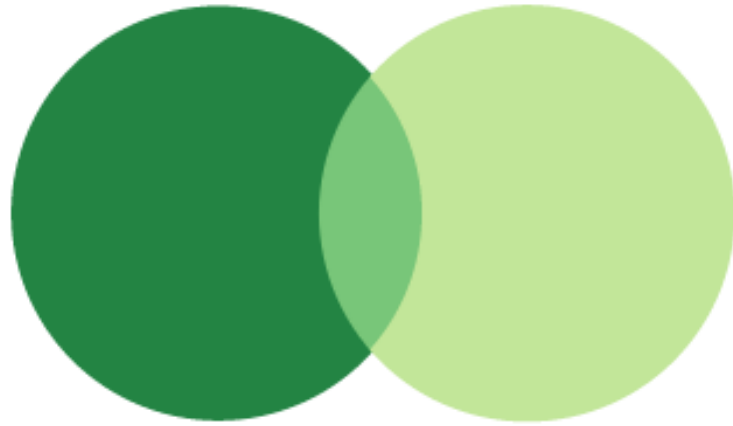





Sea Level Rise

- » 22 inches anticipated by 2050
82 inches anticipated by 2100
- » Expected to affect Study Areas 2, 3, 7, 8, 9, and 10
- » Ongoing collaboration with federal, State, and regional agencies
- » North Shoreview Levee and Pump Station Improvement project
- » WWTP designed to anticipate sea level rise and flooding

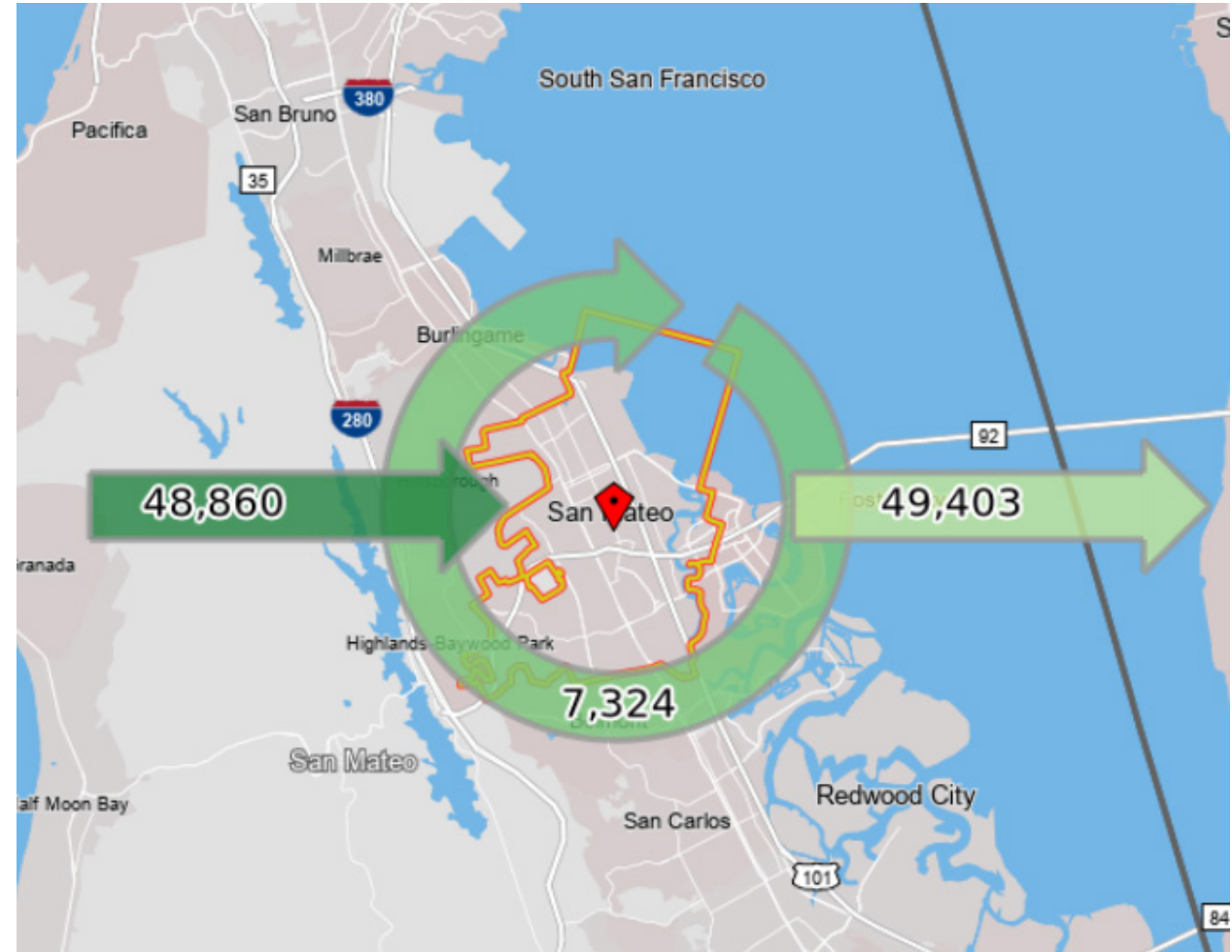


Jobs-Housing Balance – Where People Live and Work



-  48,860 – work in San Mateo, live outside
-  49,403 – live in San Mateo, work outside
-  7,324 – live and work in San Mateo

(Inflow/Outflow Job Counts in 2018)



Source: [U.S. Census Bureau, OnTheMap Application](https://onthemap.census.gov/) and LEHD Origin-Destination Employment Statistics

Jobs-Housing Balance

- » **Measures how local economy provides jobs for local labor force**
- » **Mismatch of employed residents to local jobs can increase:**
 - Traffic congestion
 - Air pollutant emissions
 - Noise
 - Greenhouse gas emissions

	Existing (2018)	Alt A (Net New + Existing)	Alt B (Net New + Existing)	Alt C (Net New + Existing)
Jobs-to- Employed Residents Ratio	1.07	1.13	1.05	.95

Circulation Alternatives Evaluation Takeaways

- » **Circulation alternatives had biggest benefit when paired with Land Use Alternative C**
- » **Circulation Alternative C paired with Land Use Alternative C had highest benefit of shifting people out of cars to walk, bike, or take transit**



What is VMT?

- » **VMT measures total miles driven per day from trips starting or ending in San Mateo**
- » **This includes any trip - to and from home, work, school, shopping, socializing, and truck trips**
- » **Captures people who leave San Mateo and people who come to San Mateo; does not count people entirely outside or passing through (i.e. HWY 101 traffic)**
- » **Calculated based on the City's travel demand model**

Why is VMT Important?

- » **VMT considers multiple different modes – cars, transit, bikes**
- » **VMT looks at a regional scale vs. individual intersections**
- » **VMT translates directly into greenhouse gas and pollutant emissions**
- » **VMT is the required metric to analyze transportation impacts in when reviewing projects under the California Environmental Quality Act (CEQA)**

Circulation Alternatives Evaluation: Vehicle Miles Traveled

Scenario	City	
	Total VMT	VMT/ Capita
2019	2,915,599	16.5
Alternative A	3,314,113	14.5
Alternative B	3,430,467	14.4
Alternative C	3,569,586	14.3

Circulation Alternatives Evaluation: 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

Circulation Alternative Evaluation

Pedestrian Network

- » **All alternatives include adopted City bicycle and pedestrian plans**
- » **Circulation Alternative B included fewest additional pedestrian improvements**
- » **Circulation Alternative C had highest pedestrian benefit**
 - Downtown traffic calming
 - Public realm improvements



Circulation Alternatives Evaluation

Bicycle Network and Transit

- » **Circulation Alternatives A and C had most bicycle benefit because of public realm improvements on El Camino Real**
- » **Circulation Alternatives B and C had most transit benefit due to:**
 - Increased transit coverage from a new east-west transit connection or micro-transit/on-demand shuttle
 - Improved transit service on El Camino Real



Community Input on Preferred Scenario

Preferred Land Use Scenario Input

- » Focus on adding jobs and housing near transit
- » Increase housing diversity throughout city, not just around transit
- » Increase housing densities
- » Balance new housing and preservation
- » Keep the height limits as-is
- » Increase affordable housing options
- » Redevelop shopping centers
- » More parks and community space





Next Steps

Online Survey

www.StriveSanmateo.org

San Mateo General Plan Survey

☆ □ ... 



San Mateo General Plan Survey

Help plan the future of San Mateo.

Next Steps

- » **Online survey up through March 7th**
- » **General Plan Subcommittee Feedback**
 - Thursday, February 17, 2022 at 6:00 pm (tonight)
 - Thursday, March 3, 2022 at 6:00 pm
- » **Planning Commission Recommendation**
 - Tuesday, March 22, 2022 at 7:00 pm
- » **Council Direction**
 - Monday, April 18, 2022 at 7:00 pm

GPS Questions

Public Comment

GPS Discussion

GPS Discussion

- » **Clarifying questions**
- » **Framework for providing feedback on alternatives at March 3rd meeting**



www.StriveSanMateo.org



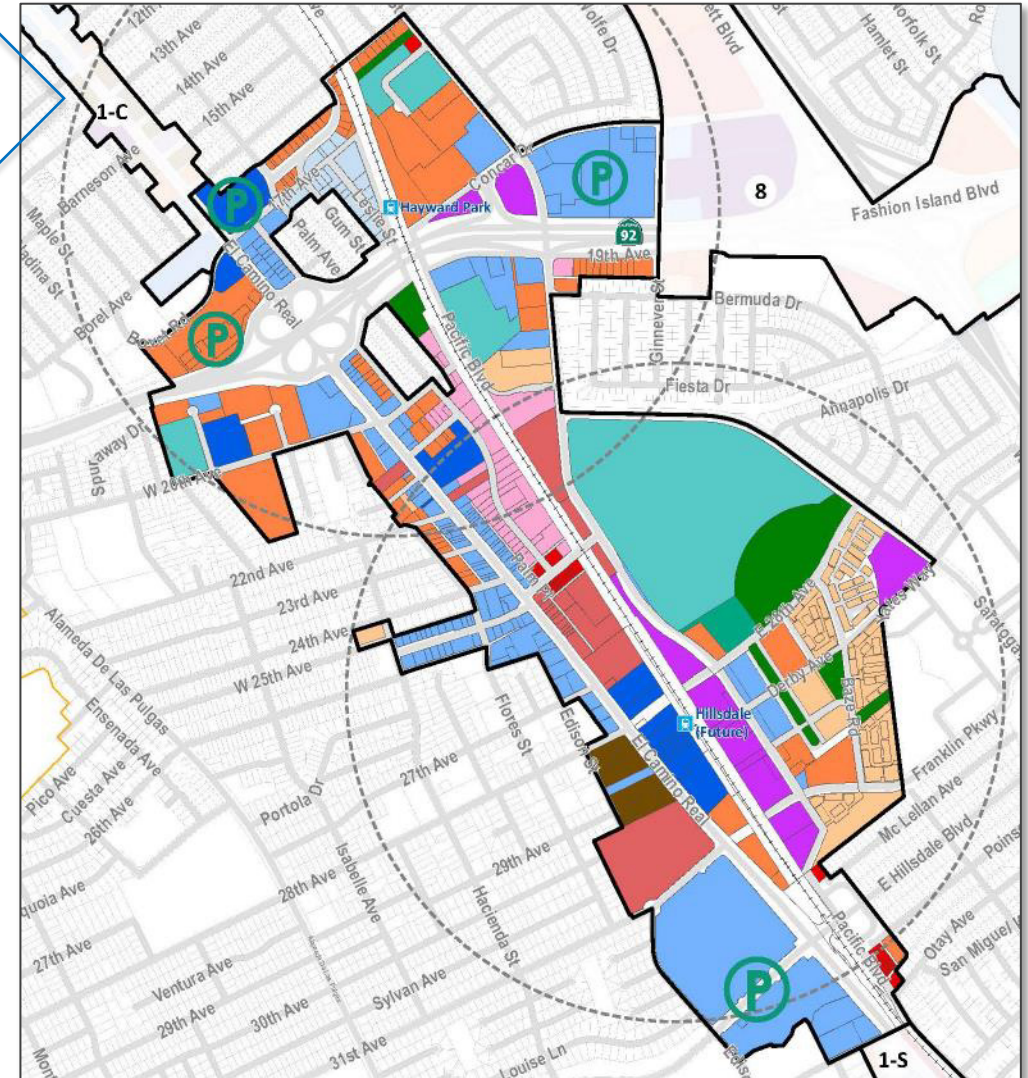
Backup slides

Examples of Useful Feedback

- » **Identify your preferred land use or circulation scenario:**
“I like Circulation Alternative C best.”
- » **Suggest specific changes to a preferred scenario:**
“I like Land Use Alternative B, but would prefer more mixed use in Study Area 2.”
- » **Mix and match elements of the alternatives you like to create a preferred scenario:**
“In Study Area 3, I prefer Land Use Alternative C and in Study Area 7, I prefer Land Use Alternative A.”





Breakout Room Discussion Materials

- » **Land Use Alternatives Maps**
- » **Circulation Alternatives Maps**
- » **Place Type Menu**
- » **Existing General Plan
Land Use Map for reference**
- » **Virtual Note Taking Sheet**











Breakout Room Discussion Materials

- » Land Use Alternatives Maps
- » Circulation Alternatives Maps
- » Place Type Menu
- » Existing General Plan
Land Use Map for reference
- » Virtual Note Taking Sheet

REF	CATEGORY	PHOTO/ILLUSTRATION	
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		







Residential Categories

- » Yellow to brown
- » Darker = greater intensity
- » Low 1-3 stories
- » Medium 4-7 stories
- » High 8+ stories

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	
	Residential High – 8+ story buildings including multi-story condominiums and apartments. – 100 to 200 units per acre	

Mixed Use Categories

- » Light to dark blue
- » Darker = greater intensity
- » Low 1-3 stories
- » Medium 4-7 stories
- » High 8+ stories

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	 	



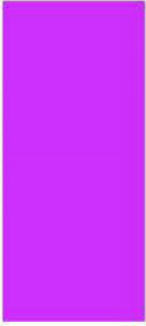



Commercial Categories

- » Red and pink
- » Neighborhood: restaurants, salons, gyms
- » Service: automotive, vets, self-storage
- » Regional: large shopping centers

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	 	

Office Categories

- » Violet to purple
- » Darker = greater intensity
- » Low 1-3 stories
- » Medium 4-7 stories
- » High 8+ stories

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	

Industrial Categories

» Dark gray

- traditional light industrial, warehouses
- 1 to 2 stories

» Light gray = R&D

- Offices, laboratories, maker spaces
- 3+ stories

INDUSTRIAL			
	Traditional Light Industrial <ul style="list-style-type: none">– 1-2 story buildings with light manufacturing, warehousing, and distribution facilities.– 1.0 FAR		
	Research and Development <ul style="list-style-type: none">– 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		








Park and Open Space Categories

» Solid green

- Park, parklet, civic space

» P in a circle:

- Publicly-accessible, privately maintained
- Courtyards, lawns, plazas

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	
	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	