



Planning Commission Preferred Scenario

March 22, 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
- Angelica Garcia, PlaceWorks
- Evelia Chairez, PCRC
- Nicholas Hamilton, Good City Co
- Nelson\Nygaard
- Kittelson Associates, Inc.
- Economic & Planning Systems (EPS)
- BKF Engineers



Objectives for Tonight

- » **Receive information on land use and circulation alternatives**
- » **Receive public comments**
- » **Planning Commission discussion**
- » **Planning Commission feedback and/or recommendation to City Council on Preferred Circulation and Land Use Scenario**

Tonight's Agenda

- » **Presentation**
- » **Clarifying Questions**
- » **Public Comment**
- » **Planning Commission Discussion**
 - Preferred Circulation Scenario
 - Preferred Land Use Scenario
- » **Next Steps**
 - City Council on April 18, 2022
- » **Adjourn**



Project Overview

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

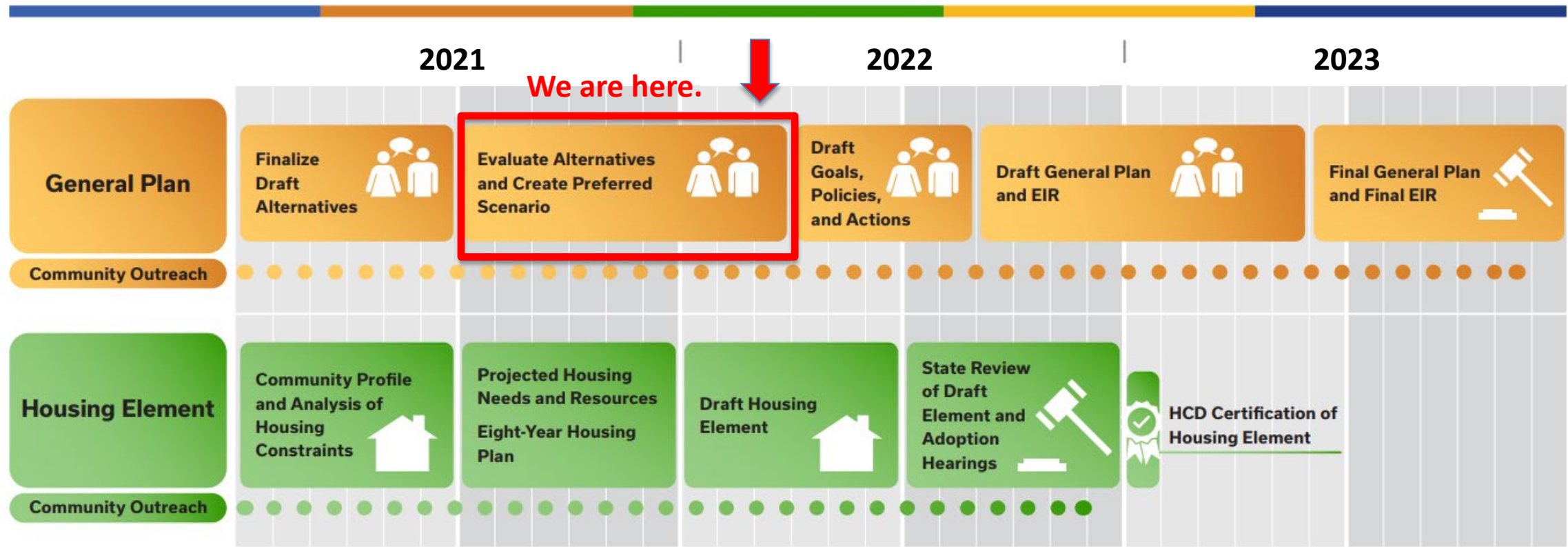
Balance

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.



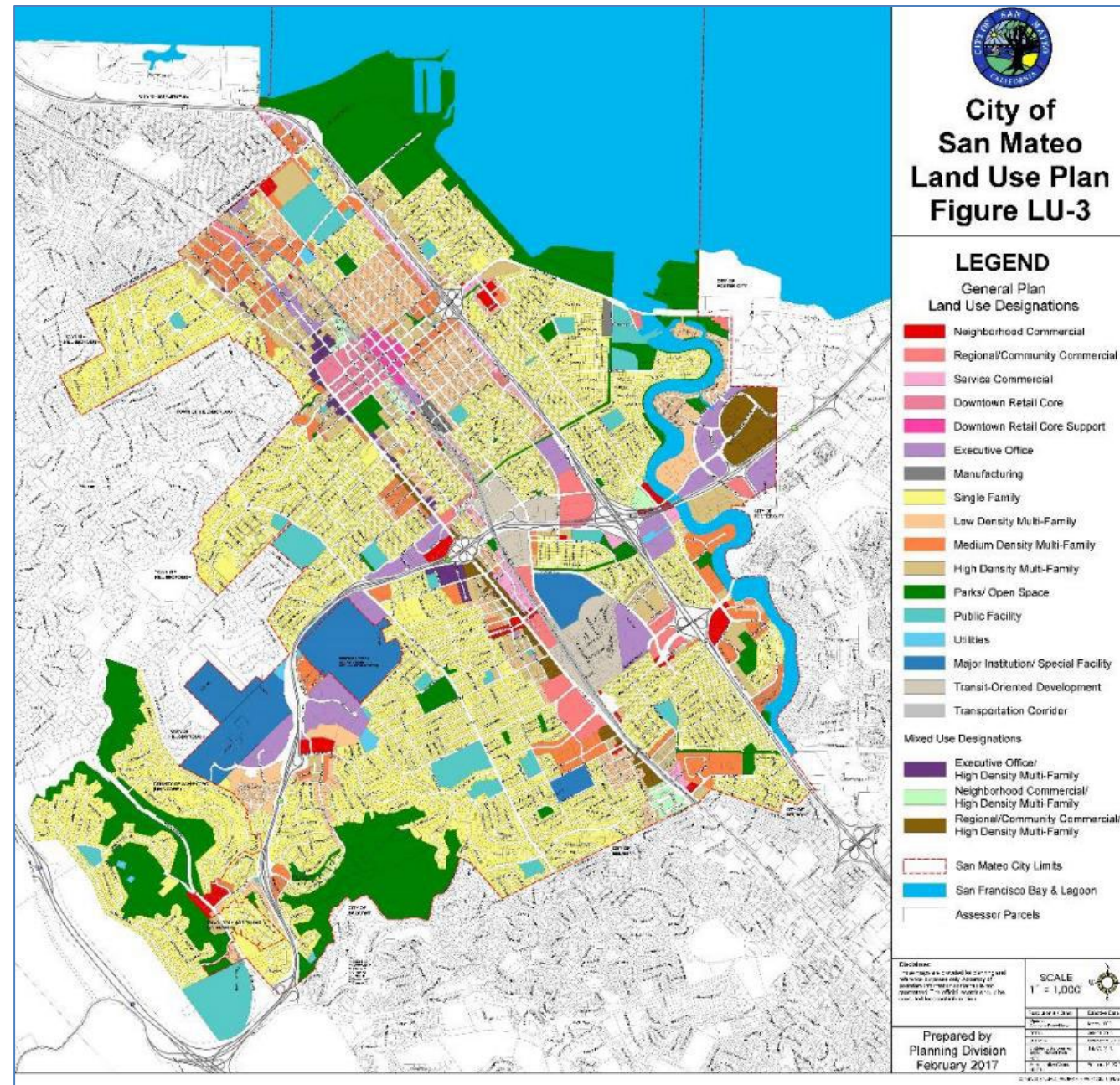
Housing Element Outreach includes stakeholder meetings, community meetings, Planning Commission hearings, and City Council hearings.

Alternatives Process

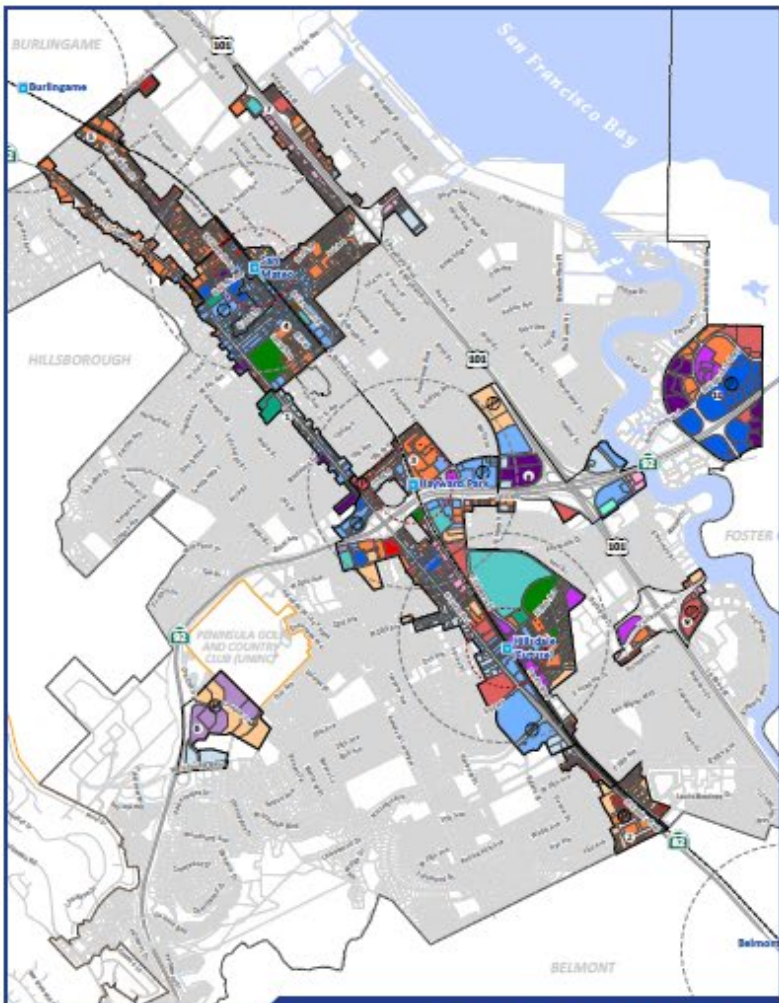
General Plan Land Use Map

Map and designations determine:

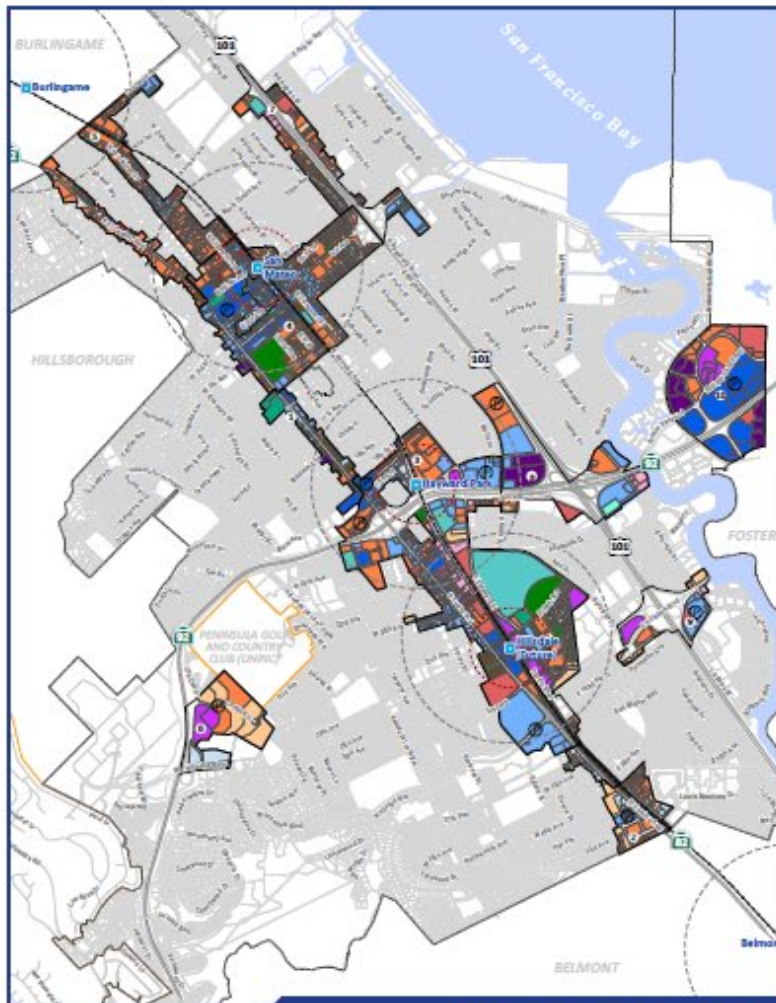
- » What can be built
- » Where
- » At what intensity or density



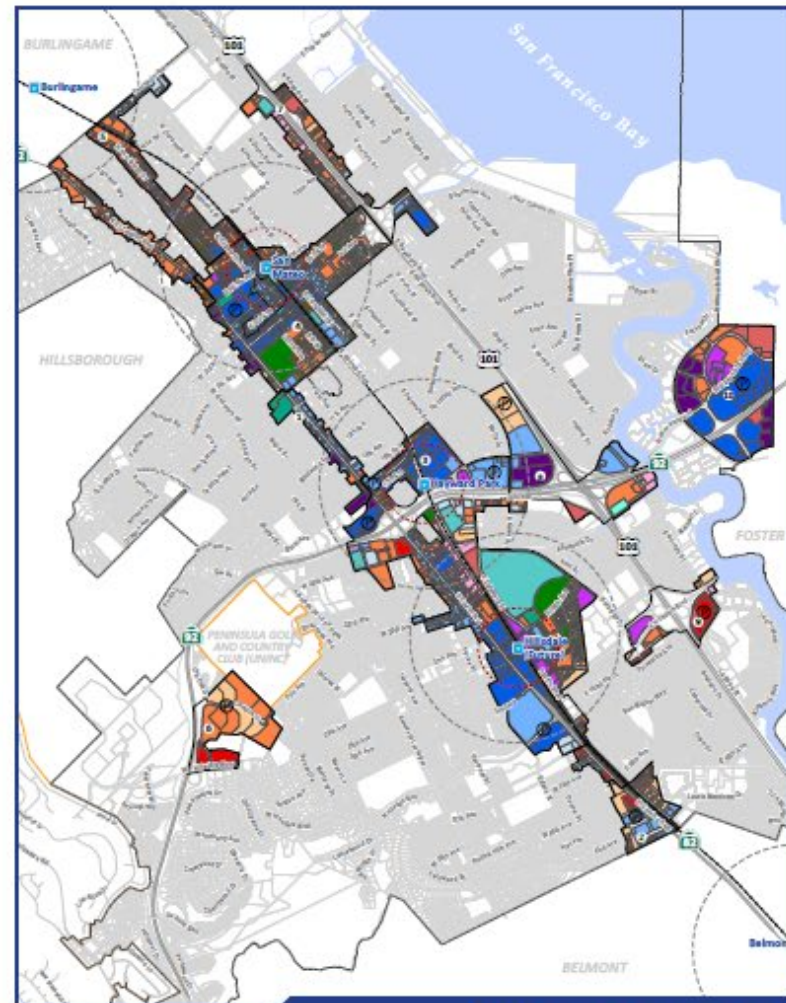
Draft Land Use Alternatives



Alternative A



Alternative B



Alternative C

Draft Land Use Alternatives

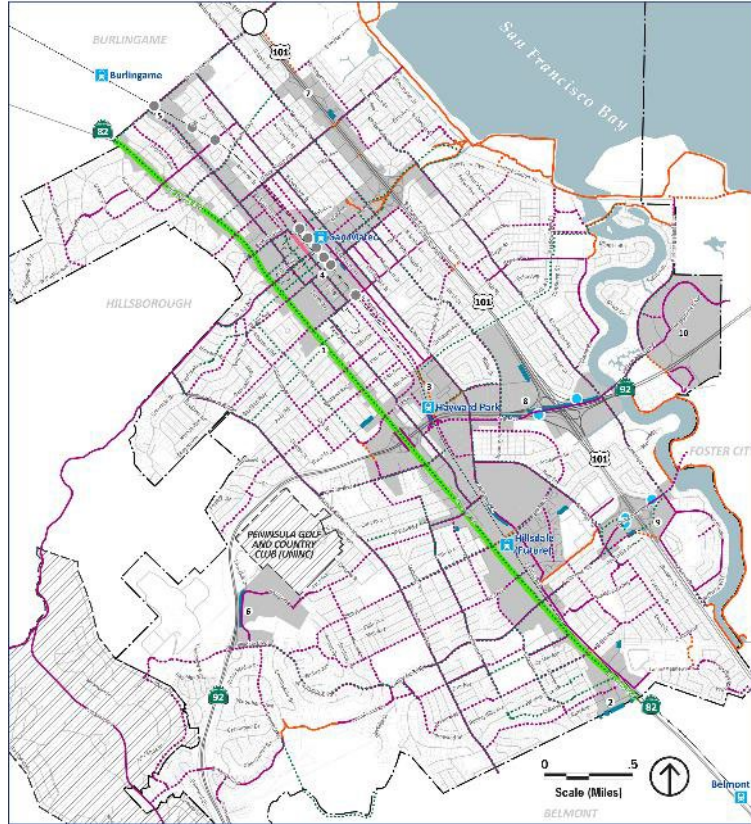
	Existing (2019)	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	39,200	+11,810	+16,070	+21,080
Population	104,500	+29,500	+40,260	+53,500
Jobs	52,800	+15,430	+15,430	+14,990

Study Area Buildout Estimates

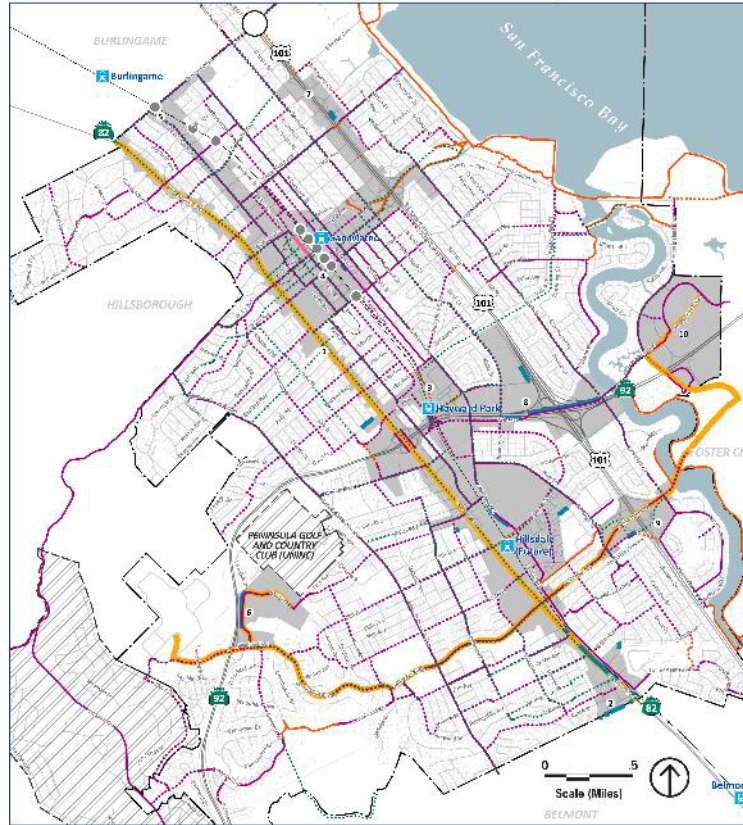
- » Land use designations establish development capacity
- » Whether and when redevelopment happens depends on City regulation, market conditions, and property owner decisions
- » Estimates do not assume 100 percent redevelopment of every parcel
- » Amount and extent of redevelopment varies by study area and by alternative

Draft Circulation Alternatives

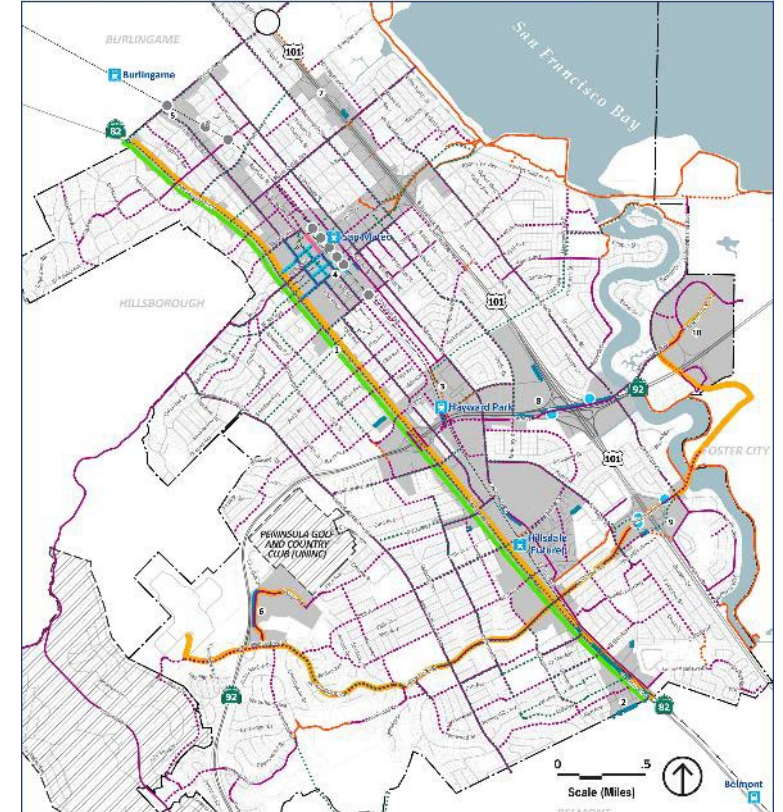
Alternative A: Prioritizing a Walkable City



Alternative B: Prioritizing Regional Connections



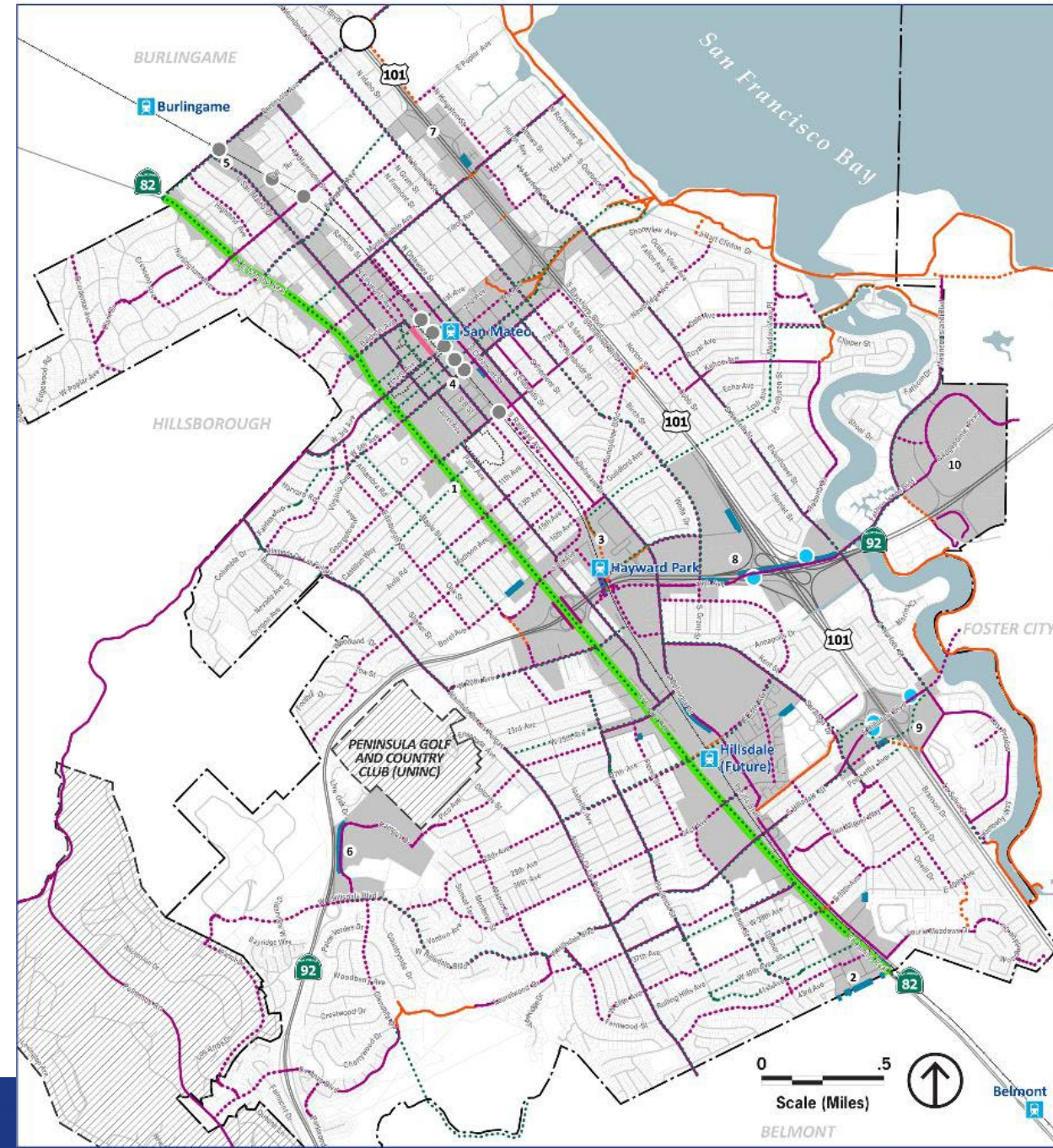
Alternative C: Supporting Walking, Regional Connections and Emerging Mobility Solutions



Circulation Alternative A

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

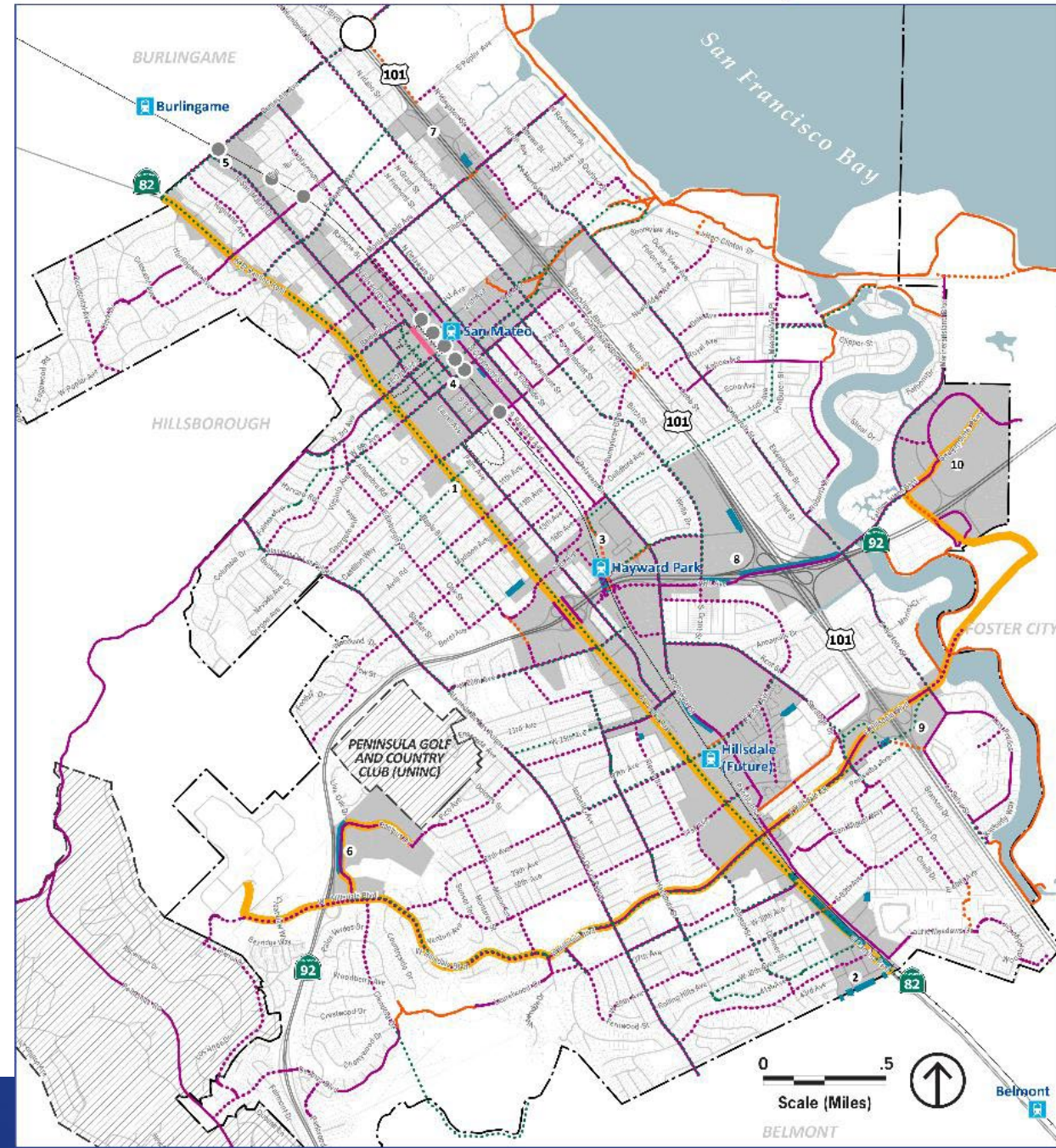
Alternative A: Prioritizing a Walkable City



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

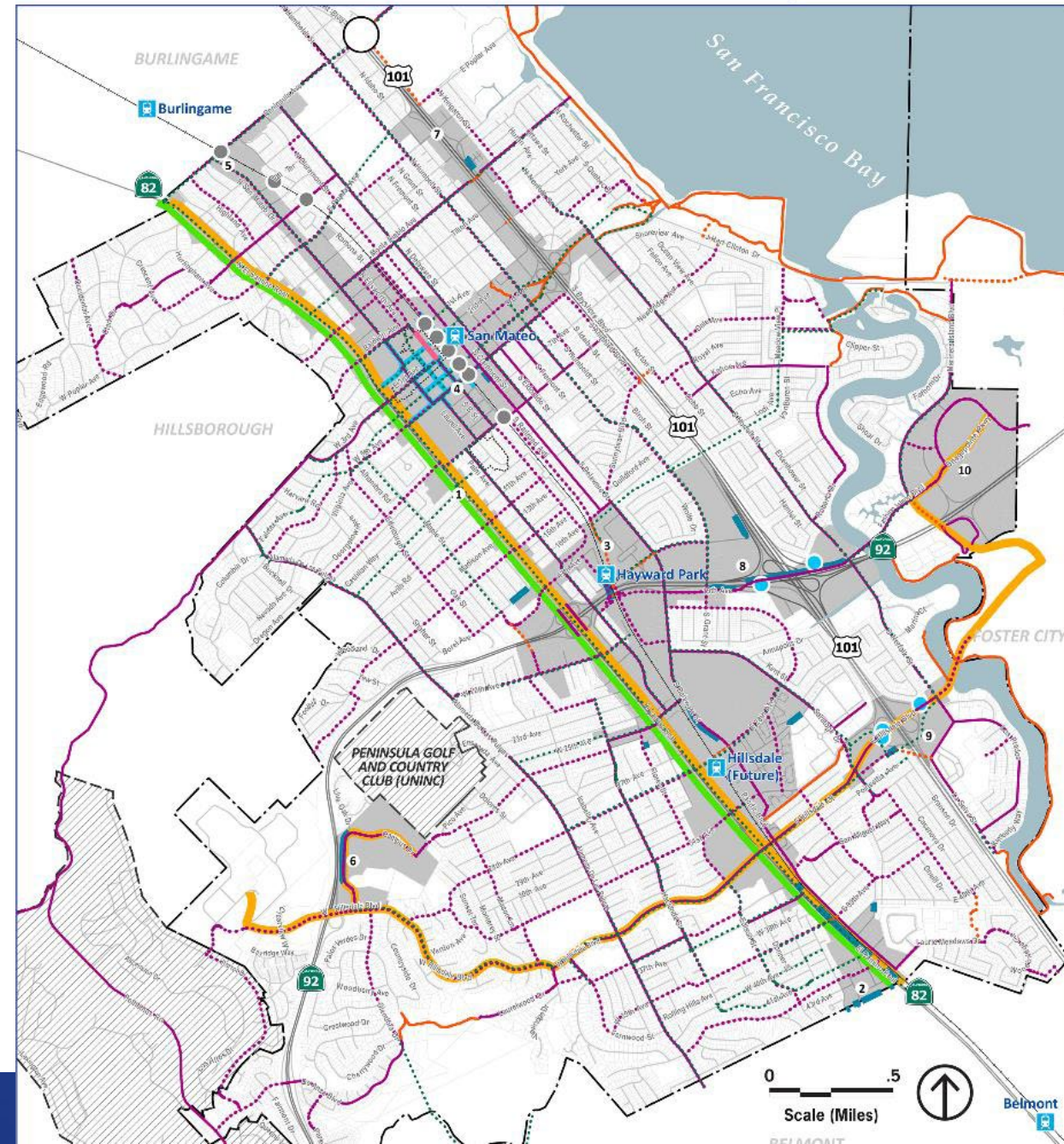
Alternative B: Prioritizing Regional Connections



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

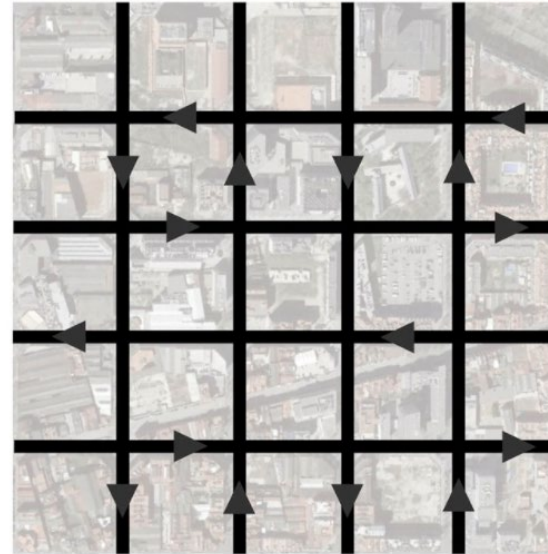
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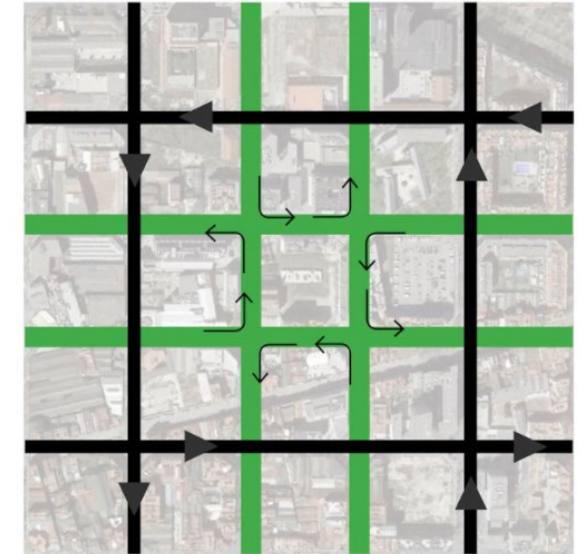
Superblock Concept

- » Expands public space for walking, biking, dining, etc.
- » Allows one-way, one lane vehicle access
- » Re-allocates space at intersections and narrowed streets for enhanced public realm

CURRENT SITUATION



SUPERBLOCK



Superblock Concept



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**
 - At densities equal to or greater than the current land use
- » **Housing Element must affirmatively further fair housing (AFFH)**

Relationship to Objective Design Standards

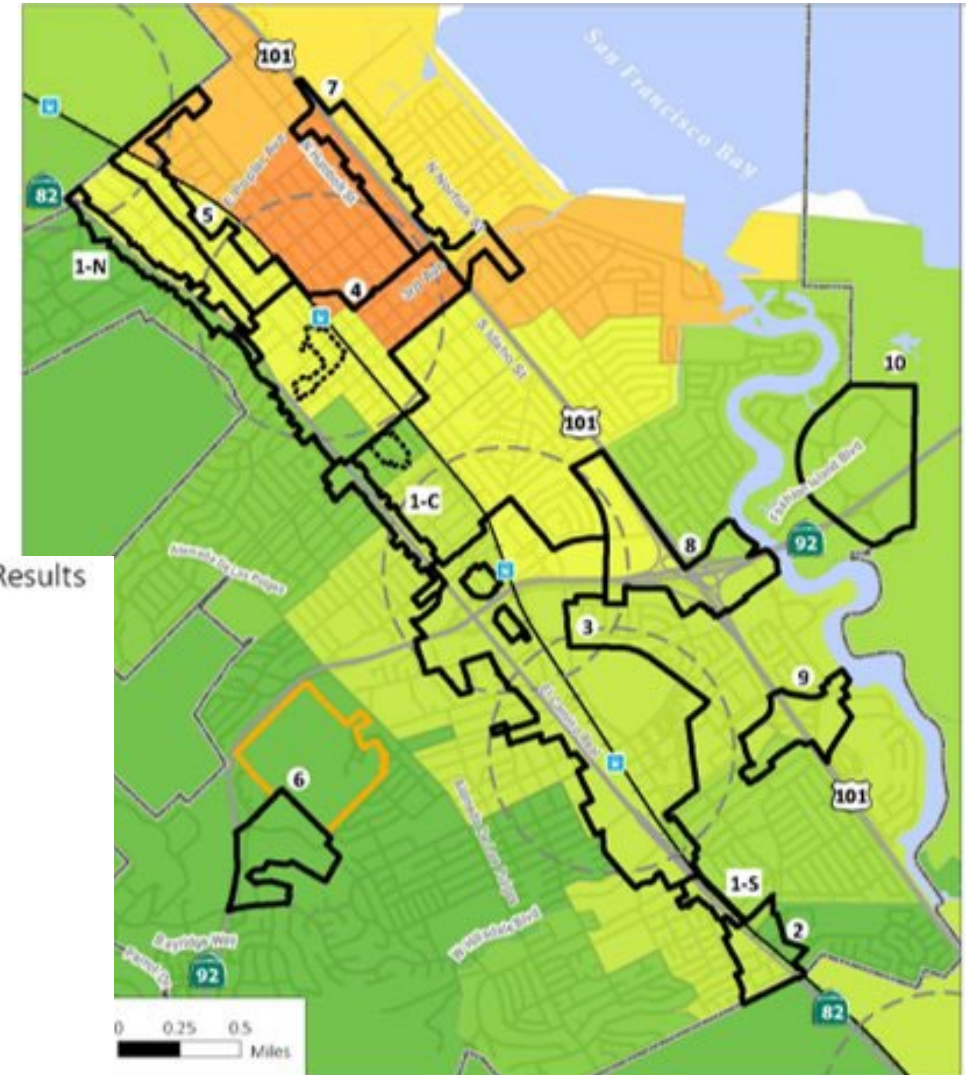
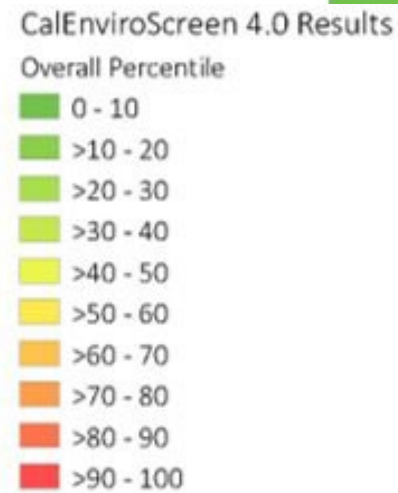
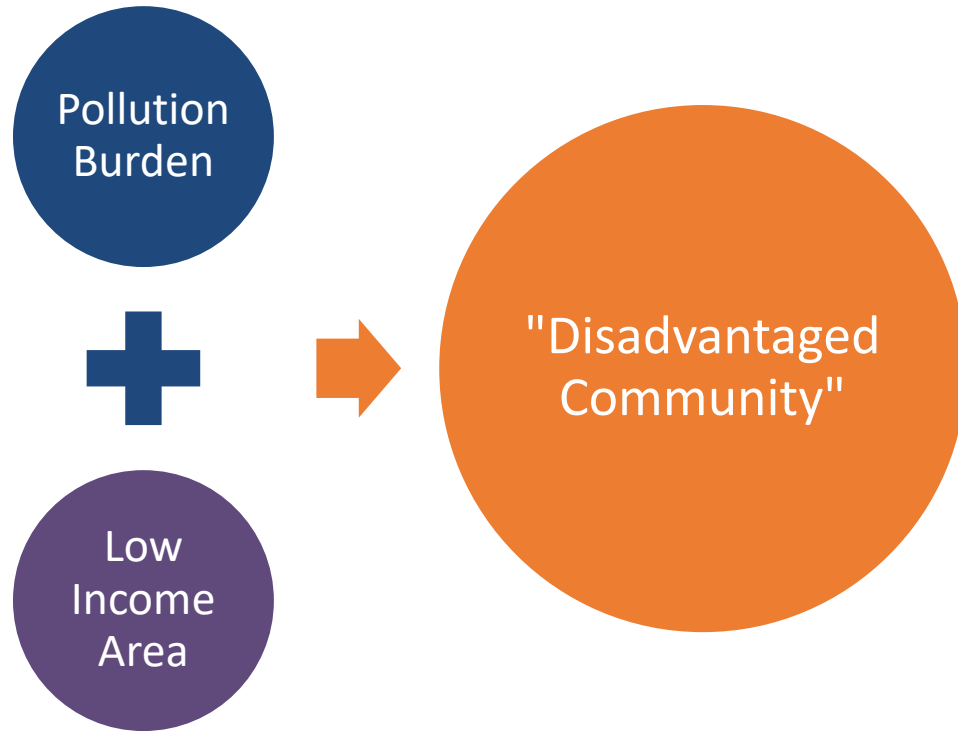
- » **City is in the process of preparing Objective Design Standards for multi-family projects**
 - Target for adoption is end of 2022
- » **Will replace adopted design guideline and specific plan design controls**
- » **Process will include community engagement**
- » **General Plan policies related to desired design and character will be aligned with adopted Objective Design Standards**
- » **Preparation of Objective Design Standards for single-family projects anticipated**



Relationship to Measure Y

- » **Measure Y is a ballot measure passed by the voters in November 2020**
- » **Retained the height and density limits from Measure P**
 - Sunset date of 2030
- » **Measure Y includes a height limit of up to 55 feet and a density limit up to 50 dwelling units per acre**
 - Height limit allows for exceptions in certain locations and under certain circumstances
 - State Density Bonus law allows projects to exceed both limits when affordable units are provided
- » **Alternatives B and C include some land use designations with building heights and densities that exceed the limits set by Measure Y**
- » **Any components within the updated General Plan that are inconsistent with Measure Y will require voter approval before they could take effect**

Environmental Justice (SB 1000)



Environmental Justice (SB 1000)

» In disadvantaged communities:

- Reduce pollution exposure and improve air quality
- Promote public facilities
- Promote food access
- Promote safe and sanitary homes
- Promote physical activity

» Engage the community in decision-making

» Prioritize improvements and programs that address needs in disadvantaged communities



<https://caleja.org/2017/09/sb-1000-toolkit-release/>

Environmental Justice (SB 1000) – Next Steps

- » Targeted outreach to residents of these communities to discuss policy solutions
- » Create goals, policies and actions for community review
- » Incorporate data, goals, and policies into Draft General Plan



Alternatives Evaluation Topics

Alternatives Evaluation Report

- 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



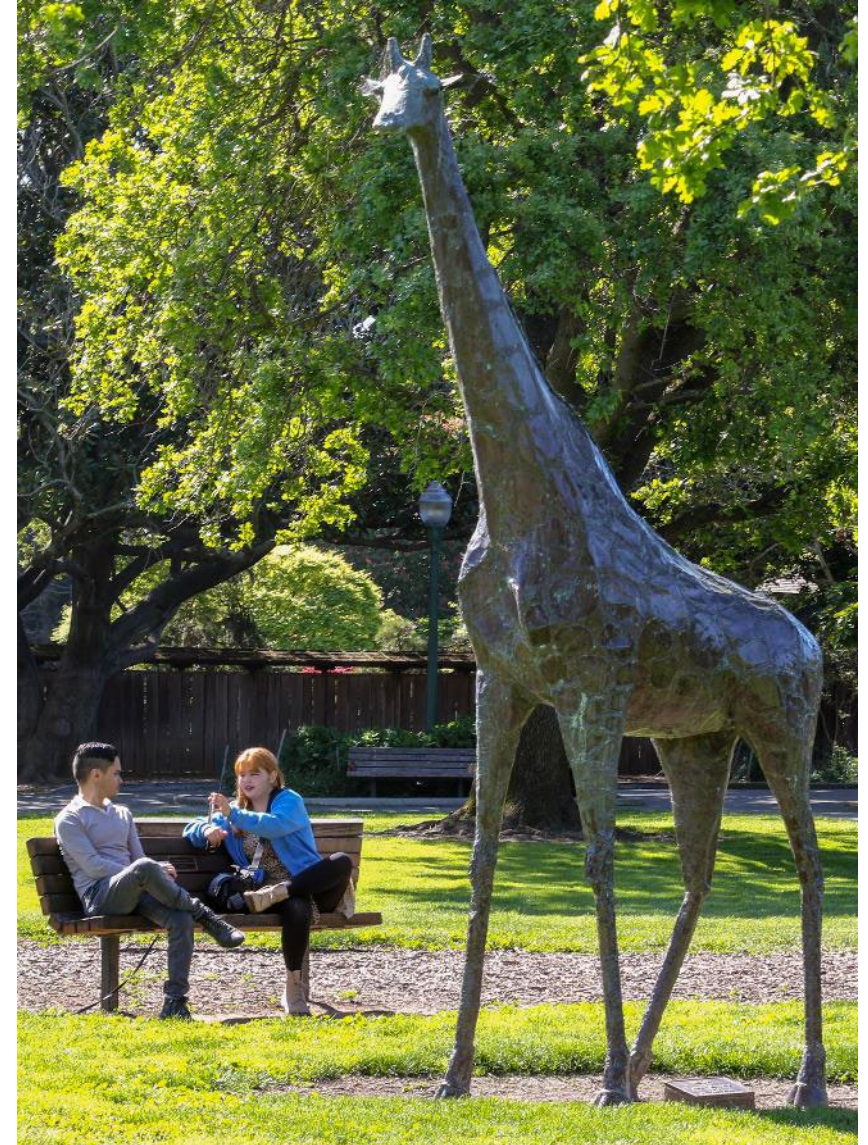
Other Tools to Effect Change

- » **General Plan policies and actions**
- » **Other City plans and regulations**
 - Zoning Code
 - Climate Action Plan
 - Parks and Infrastructure Master Plans
 - Capital Improvement Plan
- » **Other Agency Plans**
- » **Private development**



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**



Water Supply Planning

- » **Goals, Policies and Actions can further address water supply issues**
- » **Strategies could include increased conservation and decrease consumption**
 - Water efficiency
 - Studying use of recycled water
- » **City is not water purveyor, so coordination and partnership with Cal Water, where feasible, will be important**
 - Support Cal Water projects to address water supply deficiencies
 - Cannot address water supply independently
- » **Water supply fluctuates in wet and dry years**
- » **There is a certain amount of unknown, subsequent UWMPs will be a mechanism to regularly plan for growth and align supply with demand**

Land Use and Air Quality

- » **California Air Resources Board (CARB) 2005 Air Quality and Land Use Handbook recommended avoiding siting new sensitive uses, including residential, with 500 feet of a freeway or high-volume roadway (> 100,000 trips per day)**
- » **Additional considerations:**
 - Fleet mix and fuel standards have decreased emissions since 2005
 - Infill residential close to services, schools, jobs, and transit offers important health, climate, economic, and other benefits
 - Eliminating urban infill sites and pushing new homes farther out increases commutes, emissions, and pollution exposure
- » **2017 CARB Technical Advisory includes strategies to reduce air pollution exposure and its health effects**

CARB Strategies for Reducing Air Pollution



Strategies that reduce traffic emissions

1. Speed reduction mechanisms including roundabouts
2. Traffic signal management
3. Speed limit reductions on high-speed roadways (>55 mph)



Strategies that reduce the concentration of traffic pollution

4. Urban design that promotes air flow and reduces the concentration of pollution along street corridors
5. Solid barriers such as sound walls
6. Vegetation that reduces the concentration of pollution

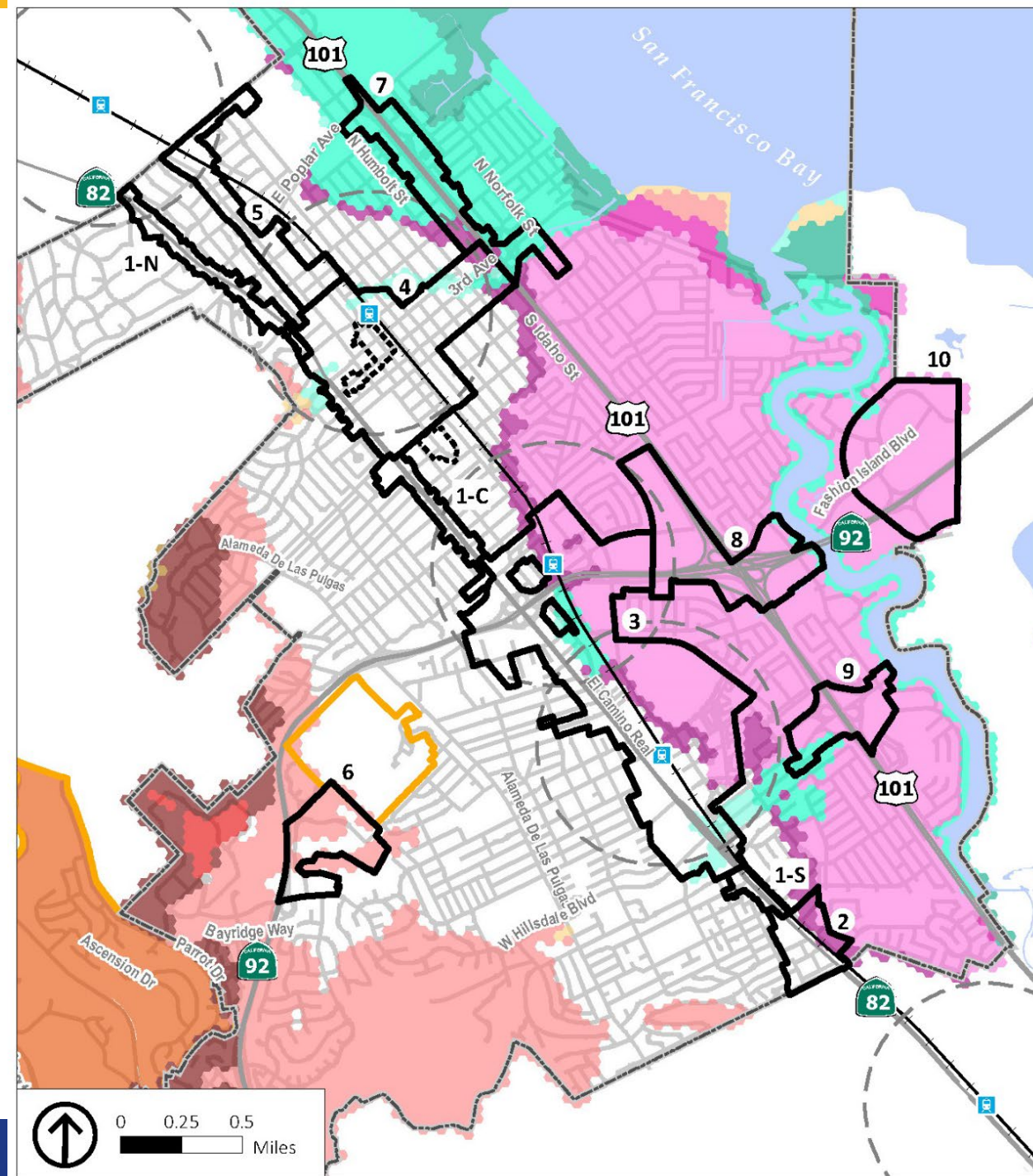


Strategies that remove pollution from indoor air

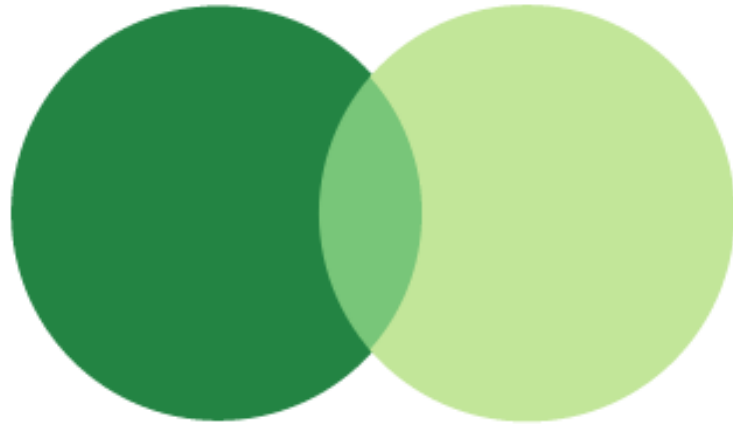
7. Indoor high efficiency filtration that removes pollution from the air




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

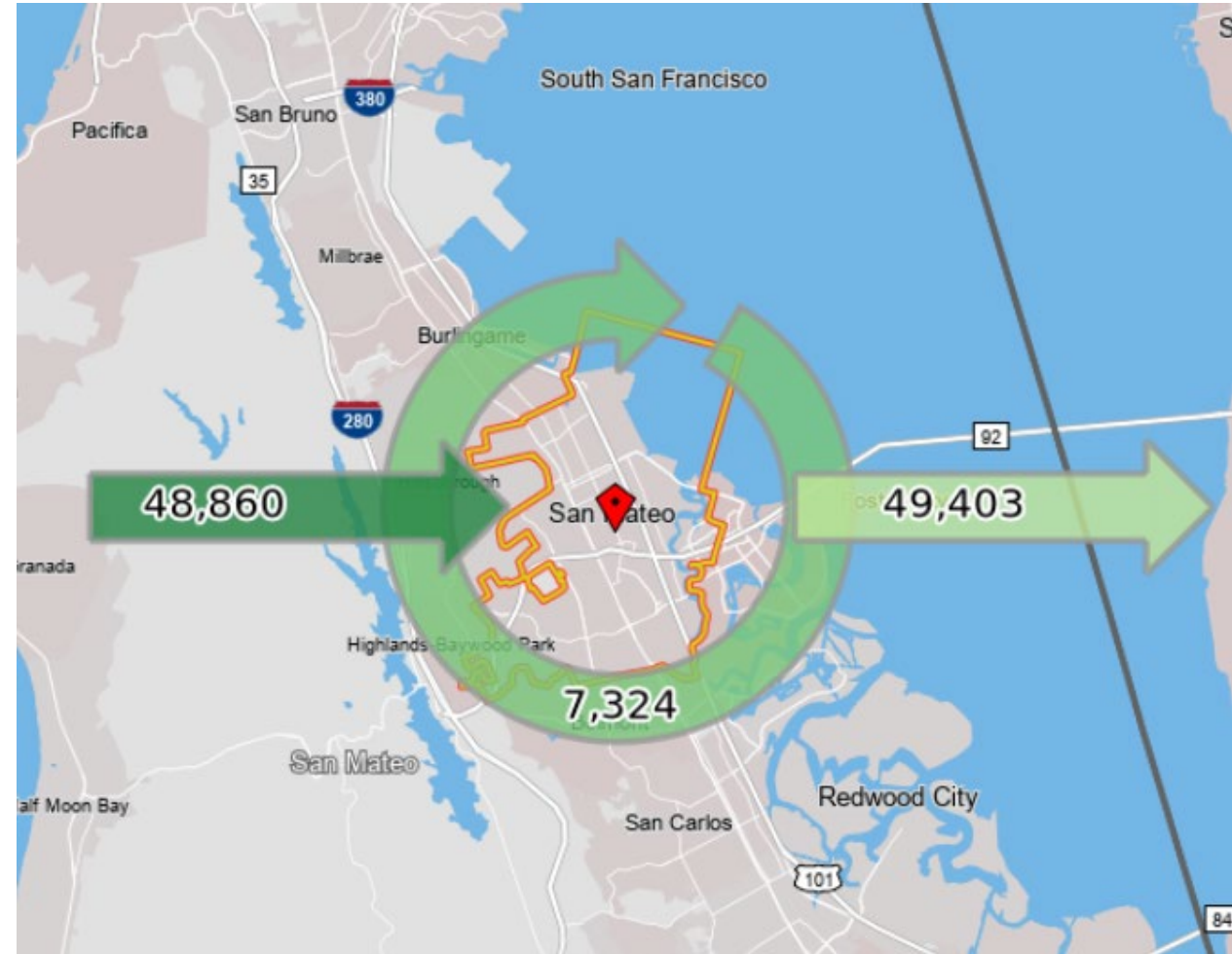


Jobs-Housing Balance – Where People Live and Work



-  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

Jobs-Housing Match (2019)

Importing Workers

Construction

Retail Trade

Finance and Insurance

Professional, Scientific, and
Technical Services

Exporting Workers

Manufacturing

Transportation and Warehousing

Public Administration

- » **All other categories showed a relative balance in the number of employed residents vs. number of workers in San Mateo**

Jobs-Housing Match (2019)

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (2019).

	Employed Residents in San Mateo		Jobs in San Mateo		Difference
	Count	Share	Count	Share	
Agriculture, Forestry, Fishing and Hunting	272	0.5%	0	0.0%	-272
Mining, Quarrying, and Oil and Gas Extraction	15	0.0%	2	0.0%	-13
Utilities	274	0.5%	206	0.3%	-68
Construction	2,379	4.1%	4,151	6.8%	1,772
Manufacturing	3,390	5.9%	457	0.7%	-2,933
Wholesale Trade	1,670	2.9%	1,138	1.9%	-532
Retail Trade	4,354	7.6%	6,005	9.8%	1,651
Transportation and Warehousing	2,207	3.8%	704	1.2%	-1,503
Information	4,952	8.6%	4,332	7.1%	-620
Finance and Insurance	2,550	4.4%	7,020	11.5%	4,470
Real Estate and Rental and Leasing	1,002	1.7%	1,065	1.7%	63
Professional, Scientific, and Technical Services	8,598	15.0%	10,820	17.7%	2,222
Management of Companies and Enterprises	1,171	2.0%	849	1.4%	-322
Administration & Support, Waste Management	3,123	5.4%	4,052	6.6%	929
Educational Services	4,308	7.5%	3,955	6.5%	-353
Health Care and Social Assistance	7,100	12.4%	7,144	11.7%	44
Arts, Entertainment, and Recreation	1,094	1.9%	1,257	2.1%	163
Accommodation and Food Services	5,130	8.9%	5,224	8.6%	94
Other Services (excluding Public Administration)	2,148	3.7%	2,251	3.7%	103
Public Administration	1,628	2.8%	344	0.6%	-1,284
TOTAL	57,635	100%	60,976	100%	3,611

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



Online Exercise Results

- » **404 Total Responses**
- » **Circulation Alternative responses:**
 - 178 online survey respondents prefer Circulation Alternative C.
 - 159 online survey respondents prefer Circulation Alternative A.
 - 51 online survey respondents prefer Circulation Alternative B.
- » **Land Use Alternative responses:**
 - 121 online survey respondents prefer Land Use Alternative A.
 - 64 online survey respondents prefer Land Use Alternative C.
 - 43 online survey respondents prefer Land Use Alternative B.
- » **Percentages of respondents who identified as homeowners, over 50, and white are higher than percentages in San Mateo population as a whole**

Community Opinion Survey

- » Too little housing is available that is affordable to middle-income and low-income families
- » Important planning factors: adequate water supply, preserving open space and creating new parks, minimizing vehicle trips and traffic congestion, creating pedestrian-friendly areas, and minimizing pollution and greenhouse gas emissions
- » Least important planning factors: keeping building heights low and minimizing the number of new units added to single-family neighborhoods
- » Support for buildings up to 8 or 12 stories to reserve more land for parks, recreation areas, and community amenities and minimize change to existing neighborhoods

Property Owner Input

- » **Requests submitted for:**
- Preferred land use designations
 - Allowed uses

Study Area	Property Owner	Location	Request
3	Bohannon Development Company	Hillsdale Shopping Center	Combination of Mixed-Use High and Mixed-Use Medium
4	Harvest Properties	Eight Downtown properties	Mixed Use High
8	PS Business Parks	1670, 1700 & 1720 S. Amphlett Boulevard	Mixed Use Medium
8	Crossroads Property	1825, 1855 & 1875 S. Grant Street	Allow R&D as part of Office High
8	Windy Hill & Property Owner	1885 S. Norfolk St	Residential Med or Mixed-Use Med
Outside (near 6)	Parkview Terrace	1501-1555 Hillsdale Blvd	Residential Medium



GPS Input on Preferred Scenario

Preferred Circulation Scenario

- » **Four GPS members preferred Circulation Alternative C**
- » **Two GPS members supported Circulation Alternative A**
 - Focus on existing planned pedestrian and bicycle improvements
 - Incorporate superblock concept from Circulation Alternative C
- » **One GPS member favored Circulation Alternative B**
 - Transit improvements that support local workforce
 - Incorporate superblock concept from Circulation Alternative C

Preferred Land Use Scenario

» General comments:

- Need for objective design standards to create beautiful spaces
- Allow a mix of uses for future flexibility
- Consider potential air quality impacts to residential uses along highways

Study Area	Alt A	Alt B	Alt C	Other
1N		6		1 – B & A
1C		3	1	3 – B & C
1S	1	5		1 – B & C
2		1	6	
3		2	5	
4			4	2- B&C, 1 – A & C
5		1	3	3 – B & C
6	1	2	4	
7		1		1 – C &A, 5 – mix
8	3		3	1 - mix
9		2	4	1 – C & B
10	n/a	n/a	n/a	

Next Steps

» Council Direction

- Monday, April 18, 2022 at 7:00 pm

» Council Confirmation of General Plan Land Use Map

- June/July 2022



www.StriveSanMateo.org



Public Comment

Planning Commission Discussion

Circulation Alternatives

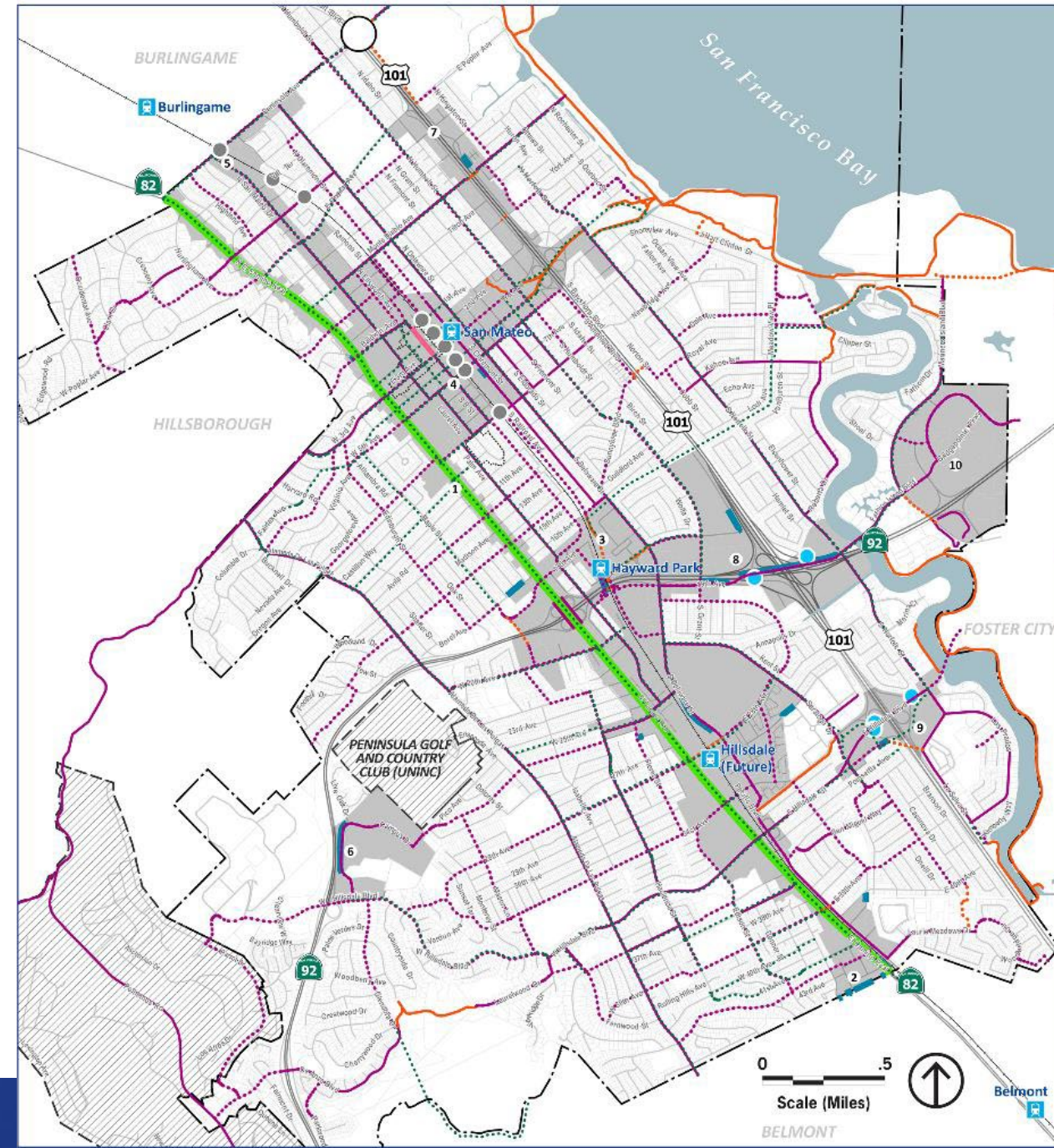
Planning Commission Discussion - Circulation

- **What ideas from any of the circulation alternatives should be part of the adopted General Plan?**
- **Given the limited space in any given public street right-of-way, how should the General Plan prioritize these different improvements?**
- **Recommendation can be in the form of feedback or a motion if consensus is reached**

Circulation Alternative A

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

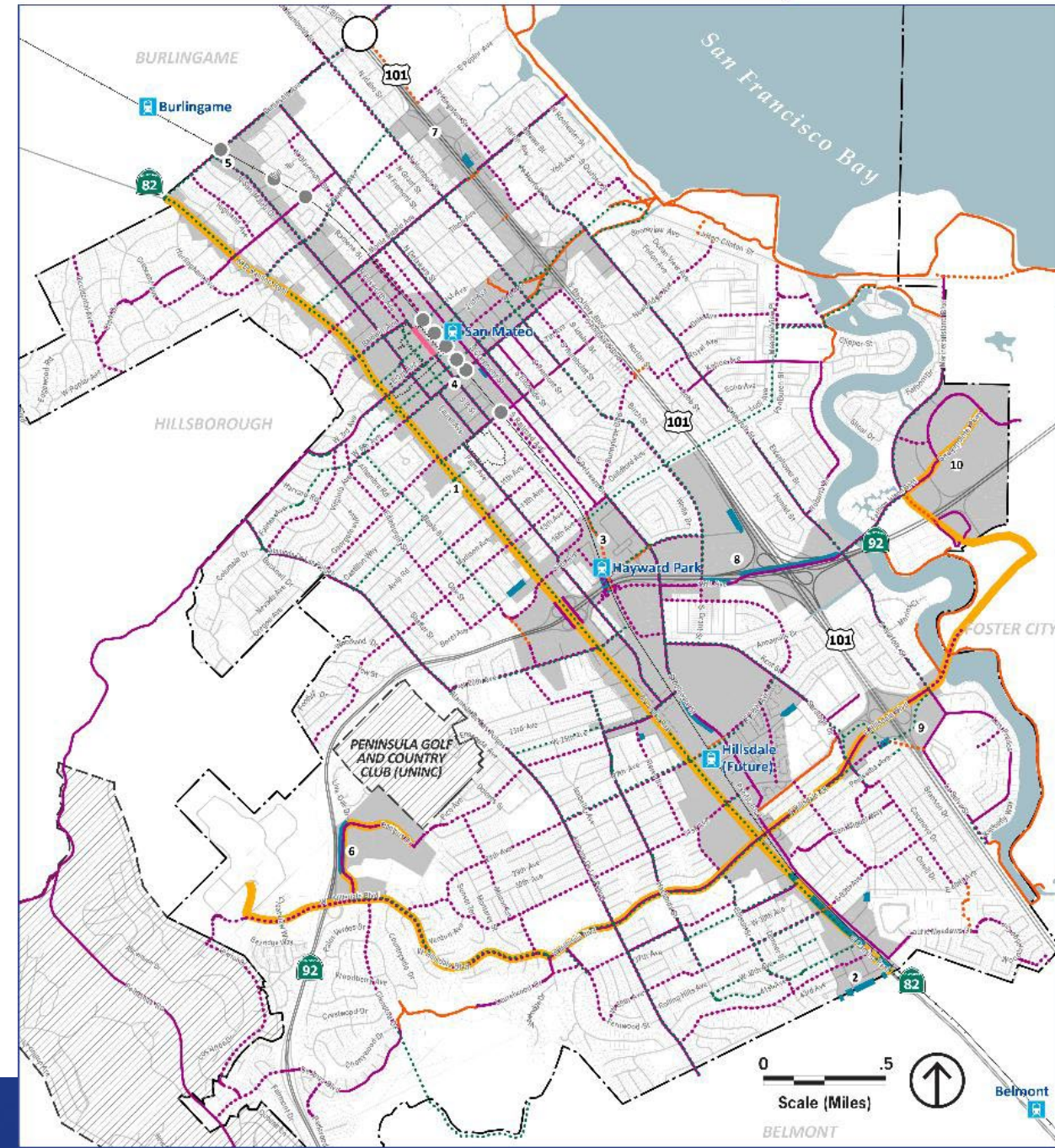
Alternative A: Prioritizing a Walkable City



Circulation Alternative B

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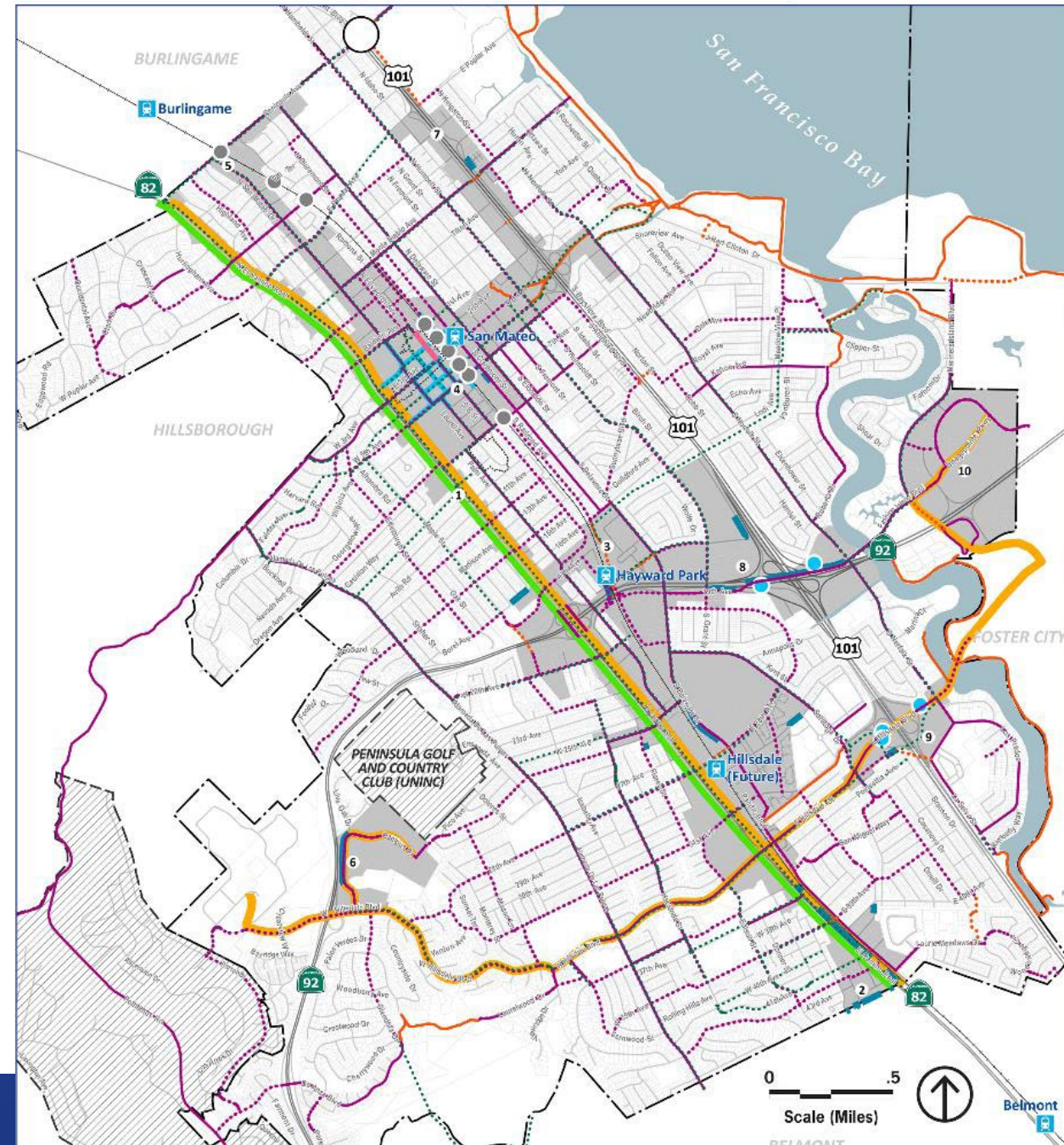
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Circulation Alternative C

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

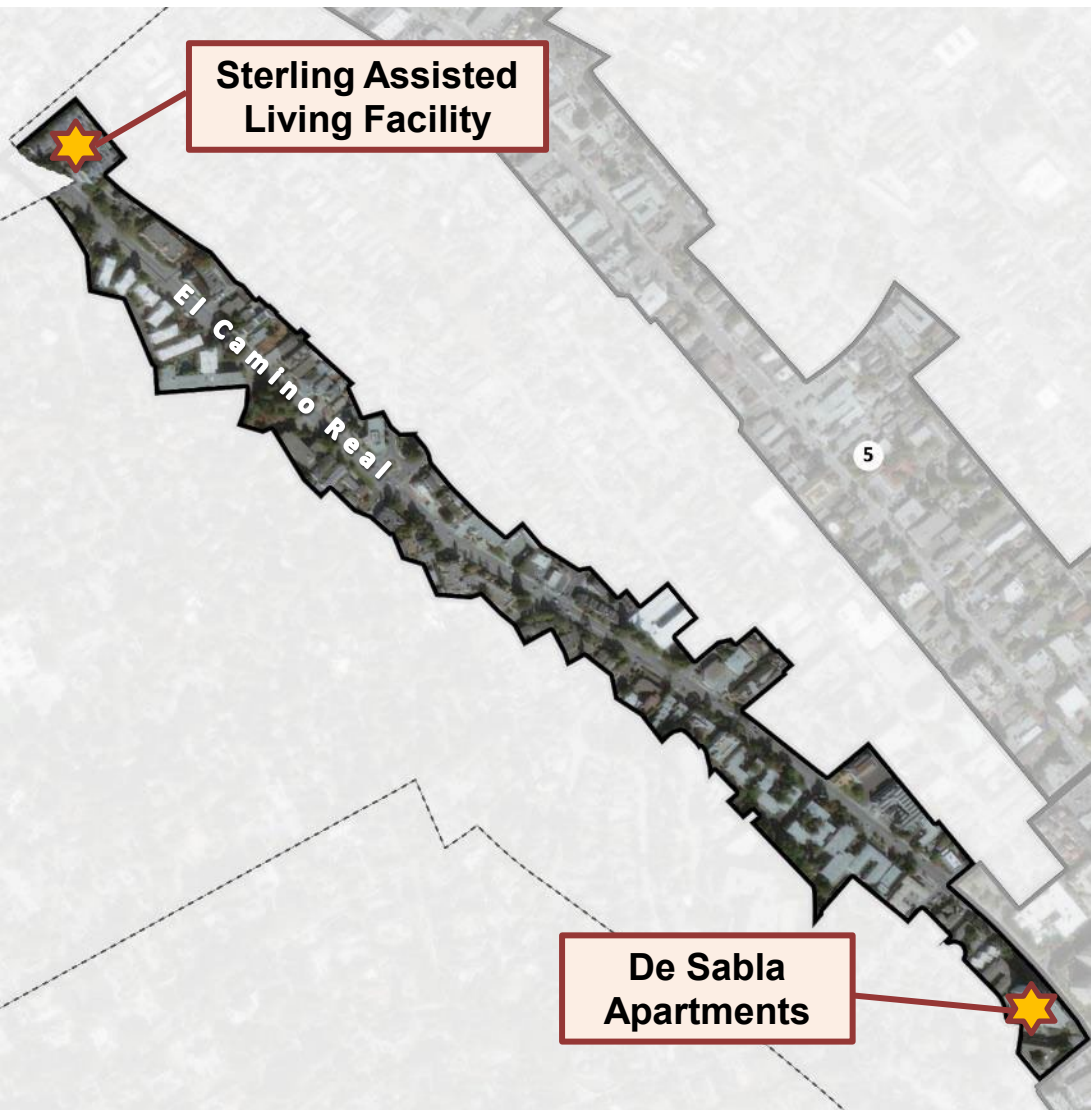


Land Use Alternatives

Planning Commission Discussion – Land Use

- **What ideas from any of the land use alternatives should be part of the adopted General Plan?**
- **Understanding the Preferred Land Use Scenario should plan for the next two and a half (2.5) housing cycles (RHNA) over the next 20 years, which could be 15,000 to 20,000 new units, how and where should those new housing units be accommodated?**
- **Recommendation can be in the form of feedback or a motion if consensus is reached**

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

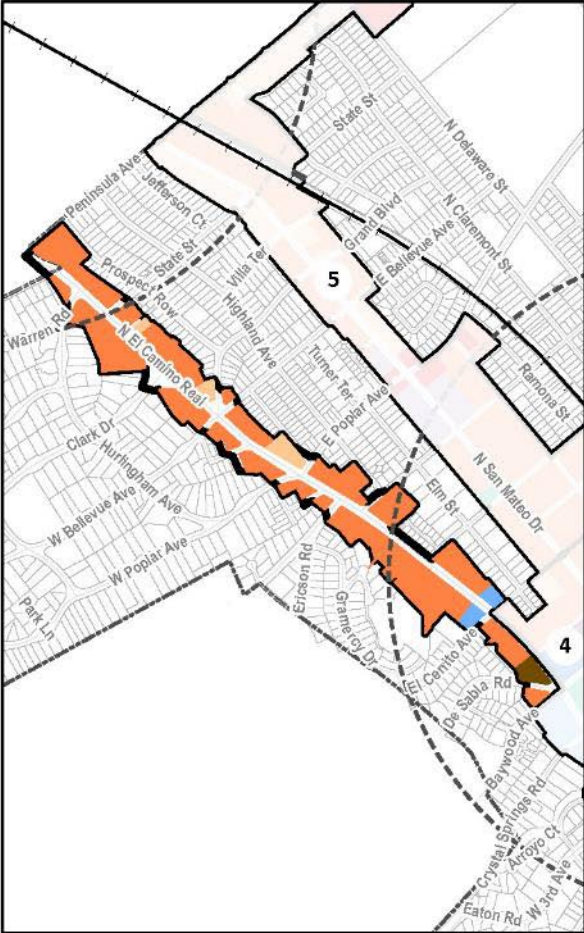
- Adds more homes than Alternative A.
- Adds more jobs than Alternative B.
- Majority of parcels would be Residential Medium. A few parcels would be Mixed-Use High.

	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

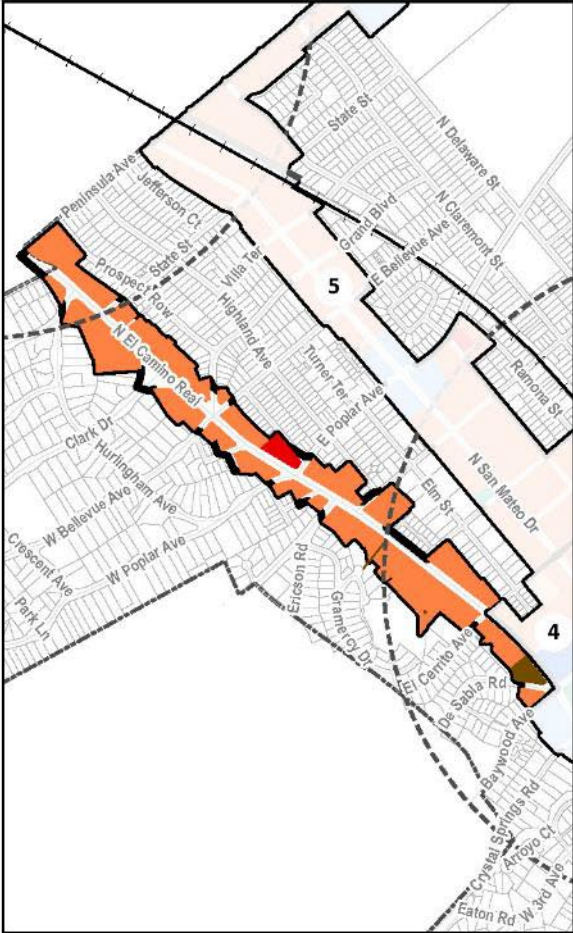
**The above totals are for the entire Study Area 1, which includes El Camino Real North, Central and South.*

Study Area 1 –El Camino Real North

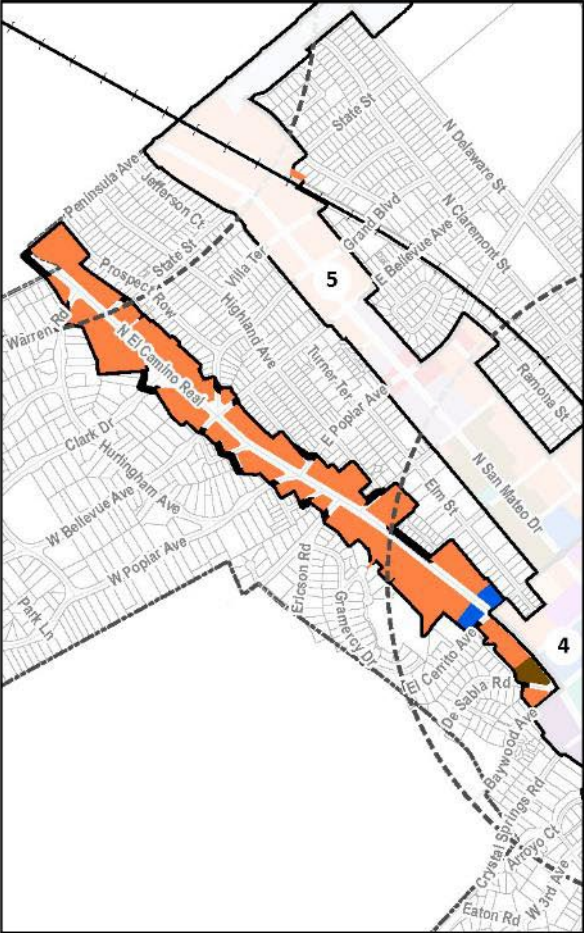
Alternative A



Alternative B



Alternative C



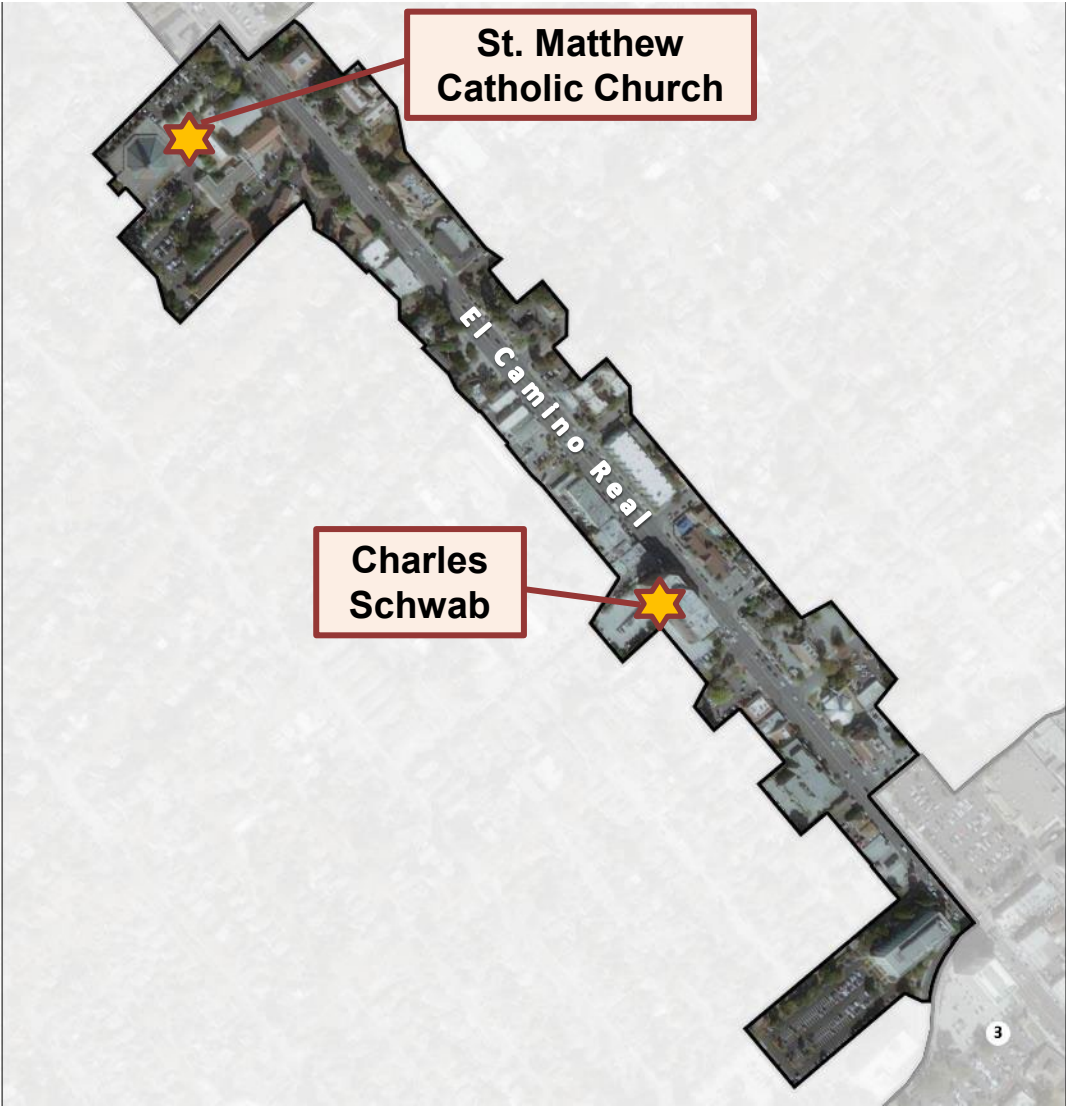
- Study Areas
 San Mateo City Limit
 Sphere of Influence
 Historic Districts
 Privately Owned Public Open Space
 Caltrain Station
 Caltrain

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 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

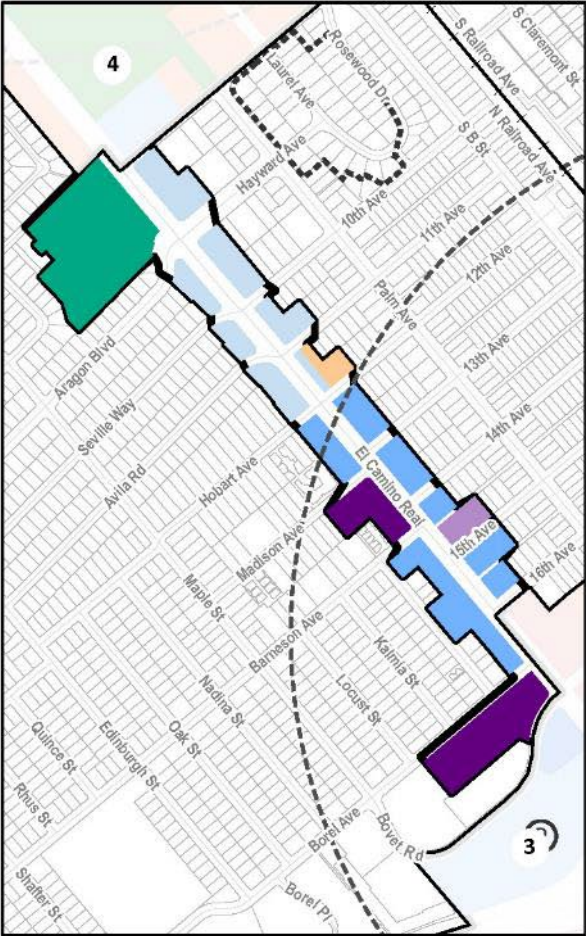
- Adds more homes than Alternative A.
- Adds more jobs than Alternative B.
- Most properties would be Mixed-Use Medium.

	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
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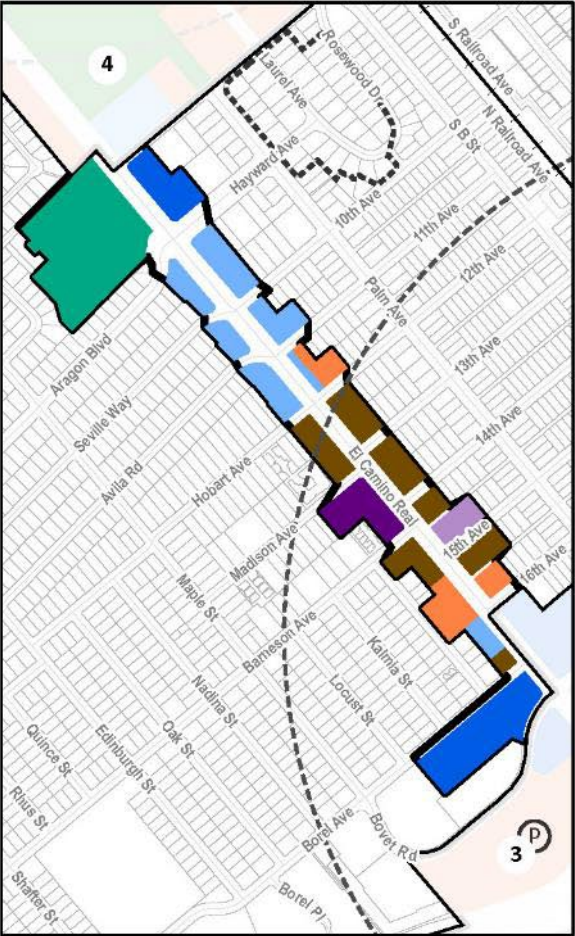
**The above totals are for the entire Study Area 1, which includes El Camino Real North, Central and South.*

Study Area 1- El Camino Real Central

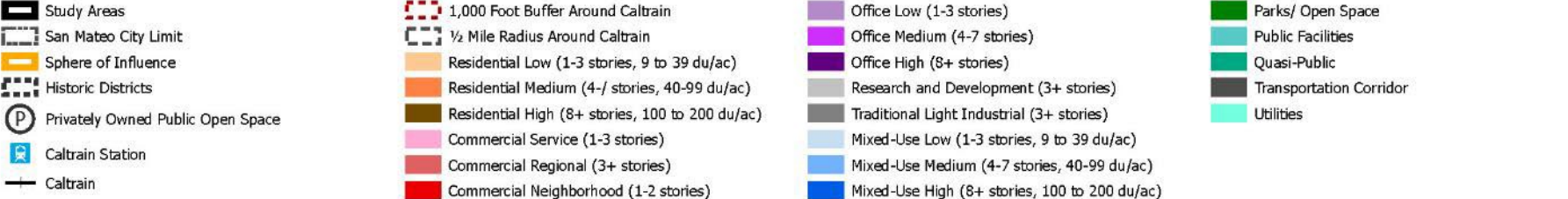
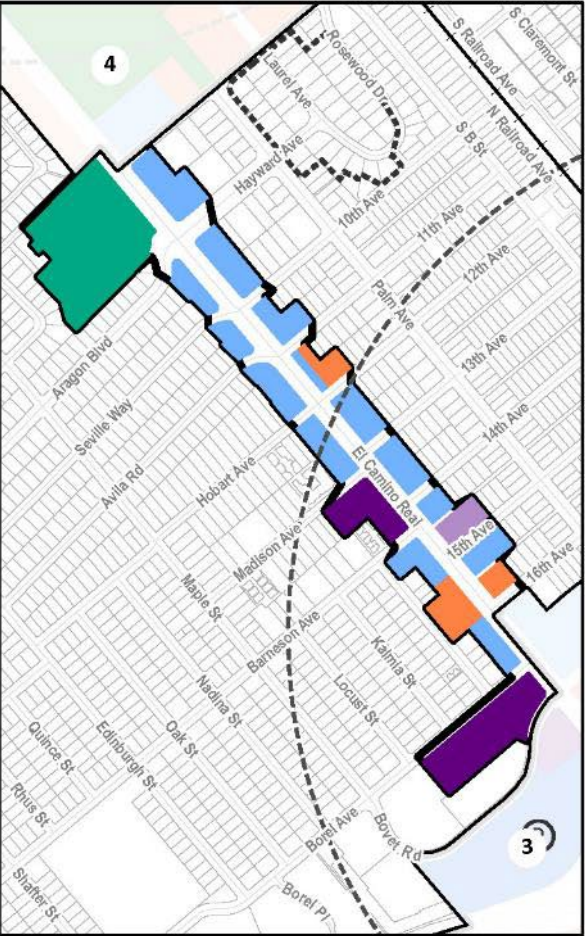
Alternative A



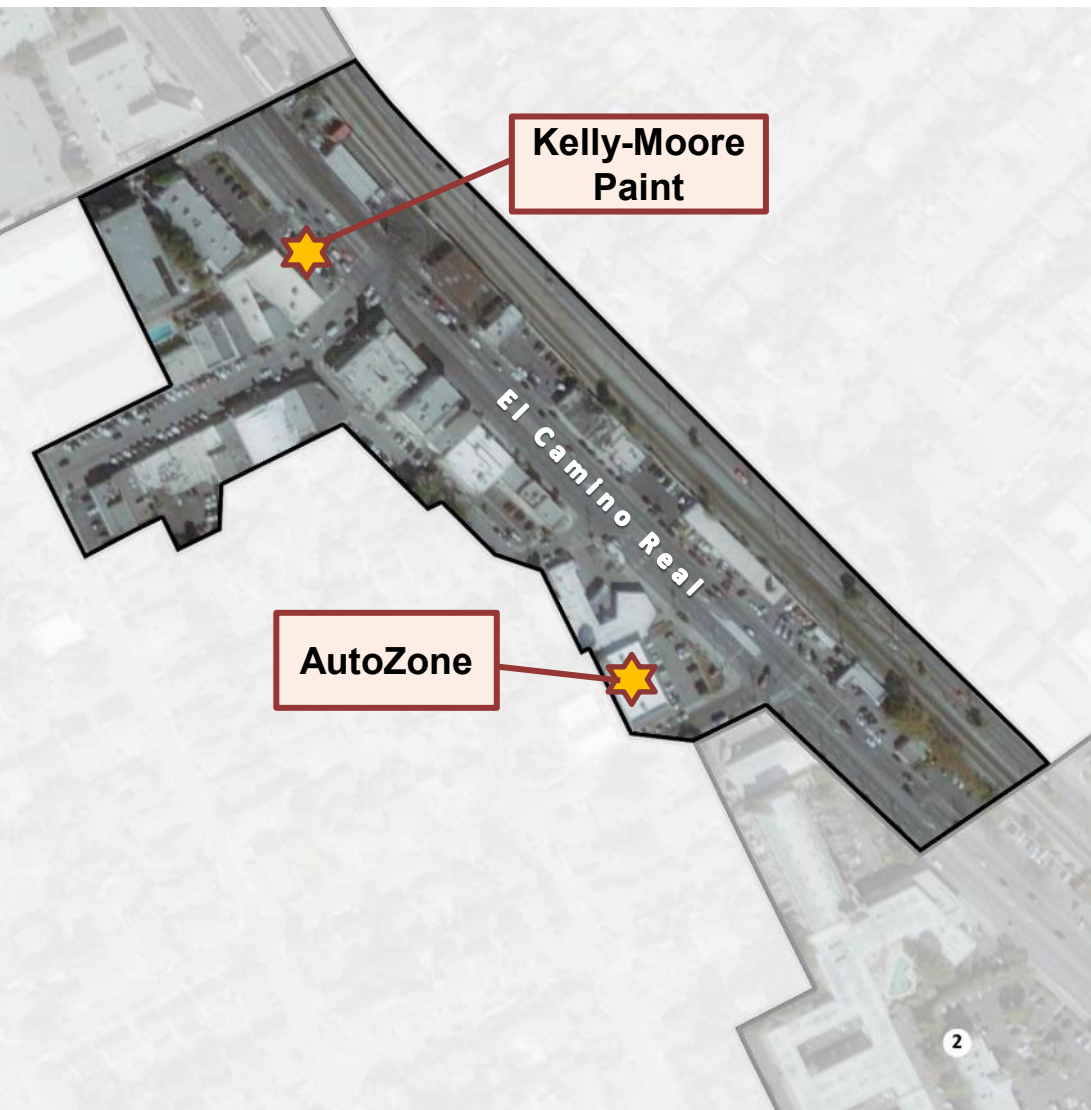
Alternative B



Alternative C



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

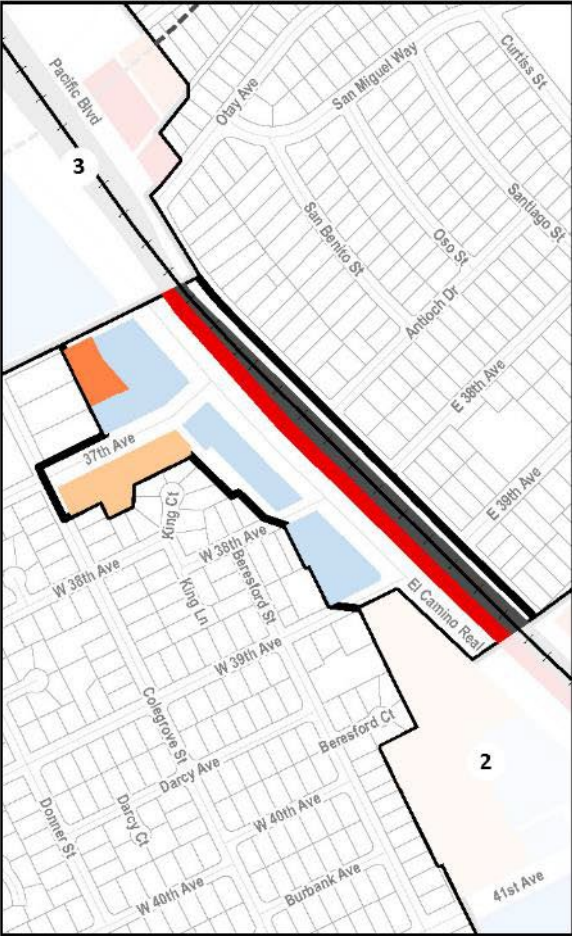
**The above totals are for the entire Study Area 1, which includes El Camino Real North, Central and South.*

Study Area 1- El Camino Real South

Alternative A



Alternative B

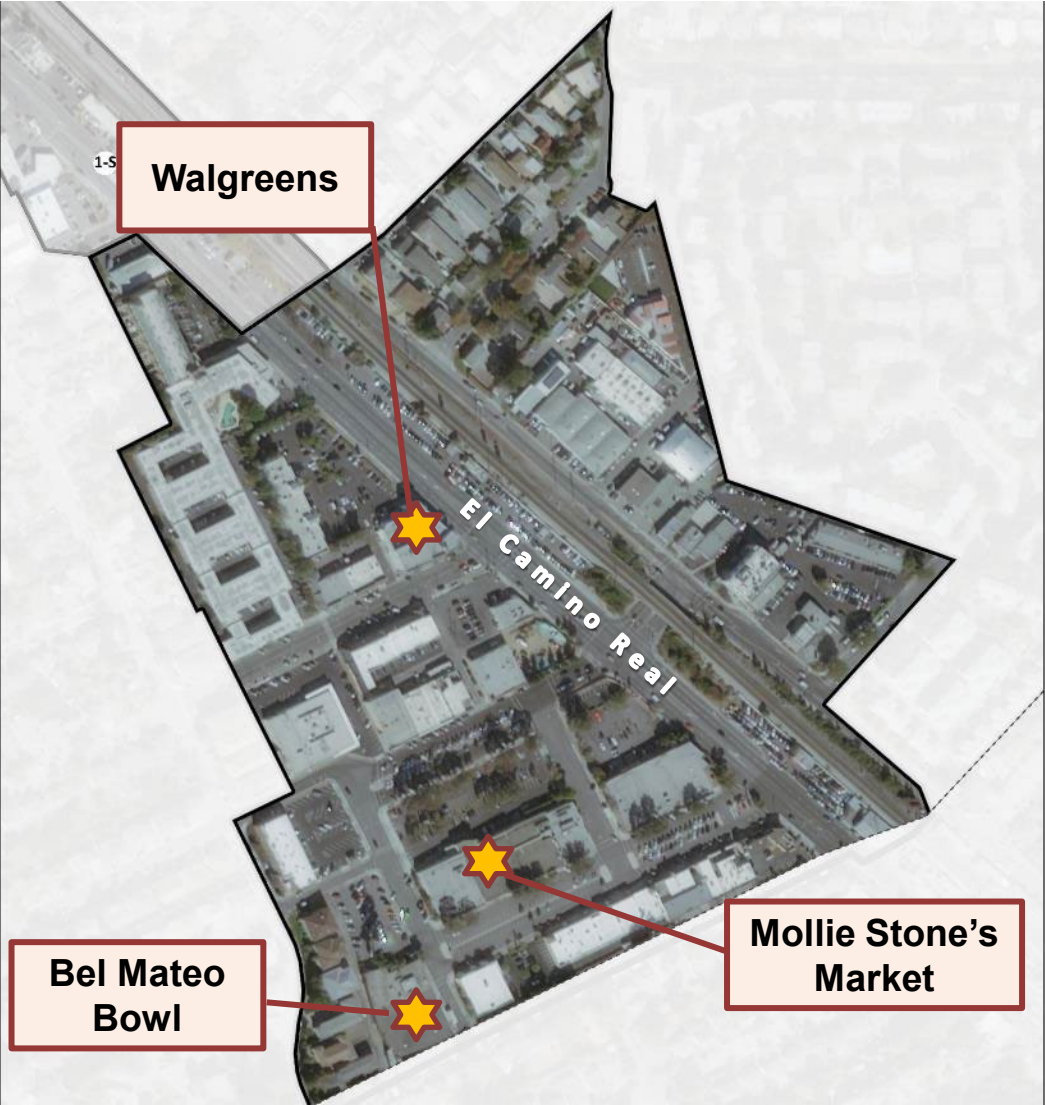


Alternative C



- | | | | |
|-----------------------------------|---|---|-------------------------|
| Study Areas | 1,000 Foot Buffer Around Caltrain | Office Low (1-3 stories) | Parks/ Open Space |
| San Mateo City Limit | 1/2 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 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.

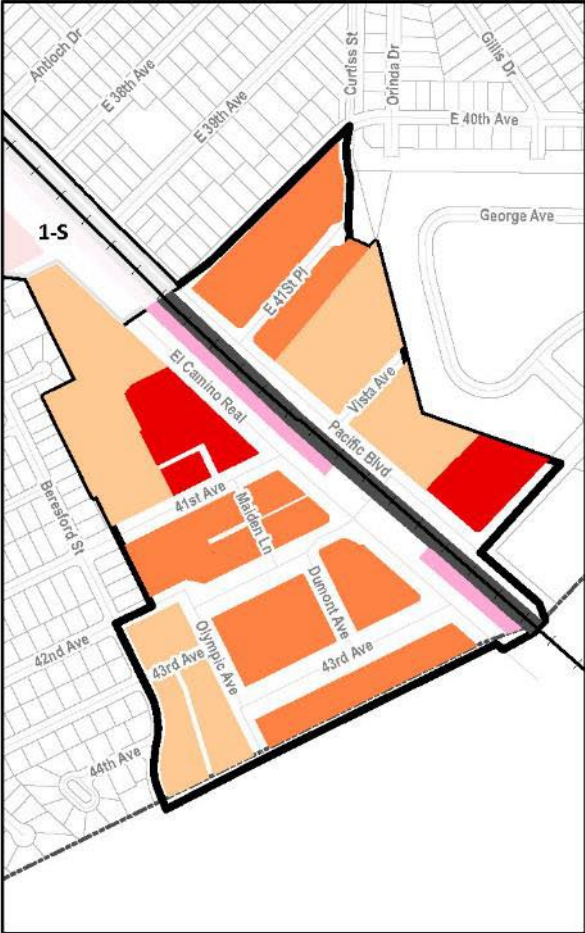
Alternative C

- 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.

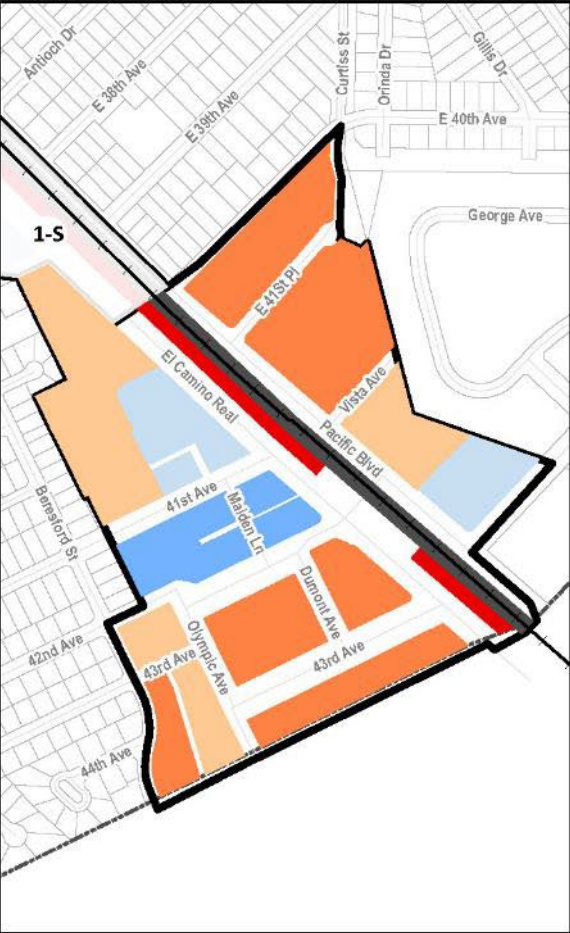
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+500	+700	+600
Population	+1,295	+1,813	+1,554
Jobs	-70	-200	-100

Study Area 2 – Bel Mateo/Mollie Stone Area

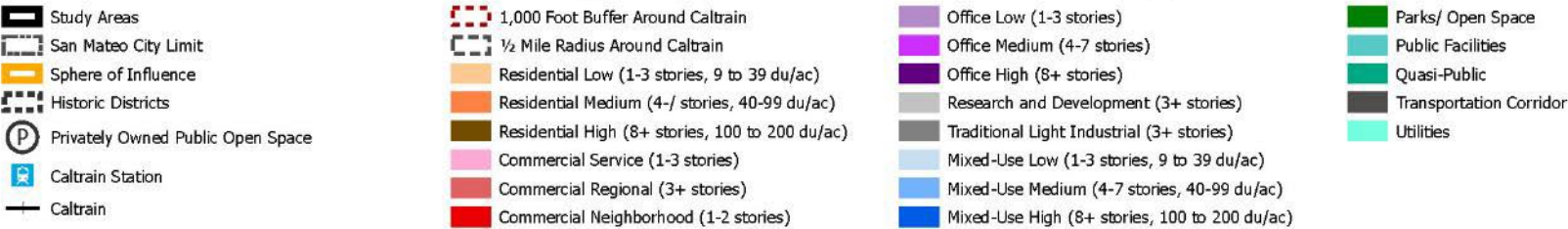
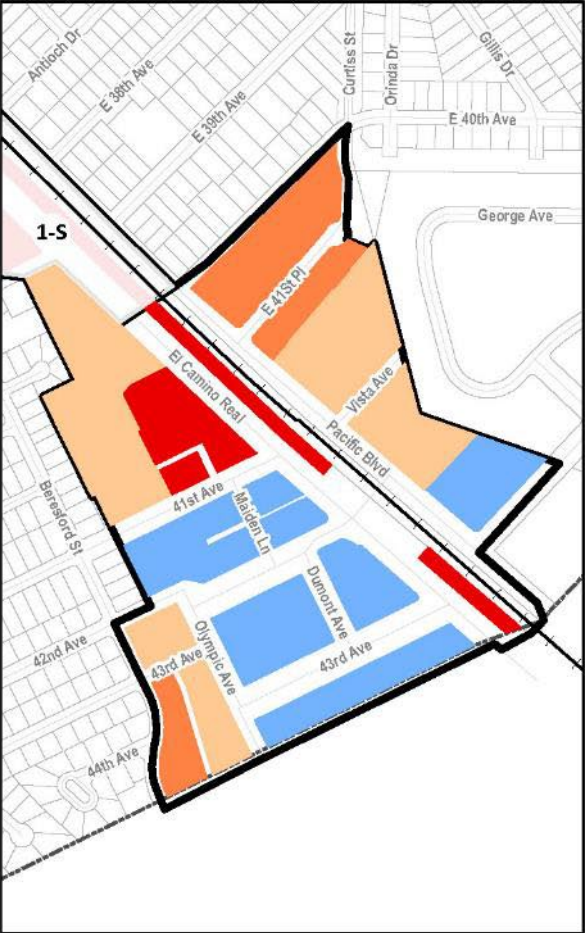
Alternative A



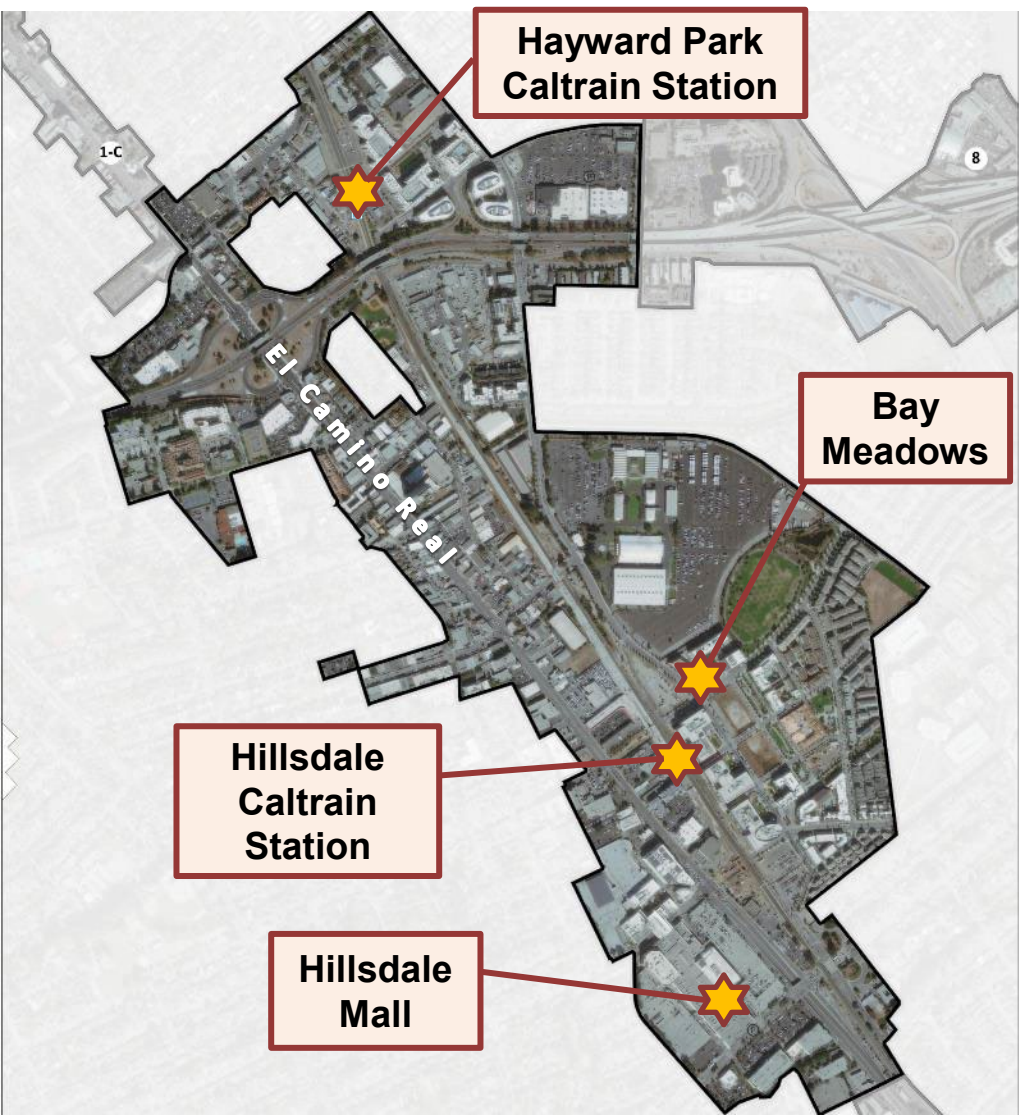
Alternative B



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.

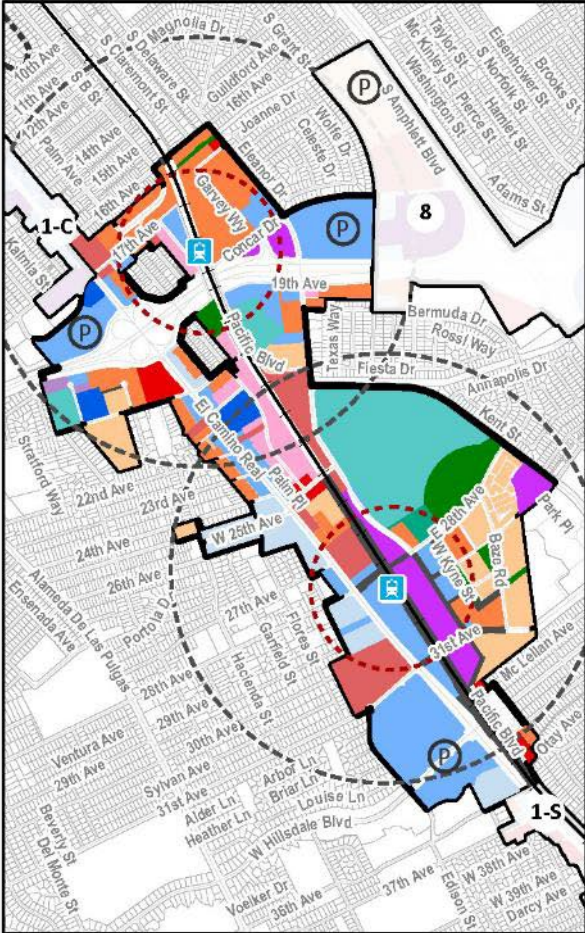
Alternative C

- 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.

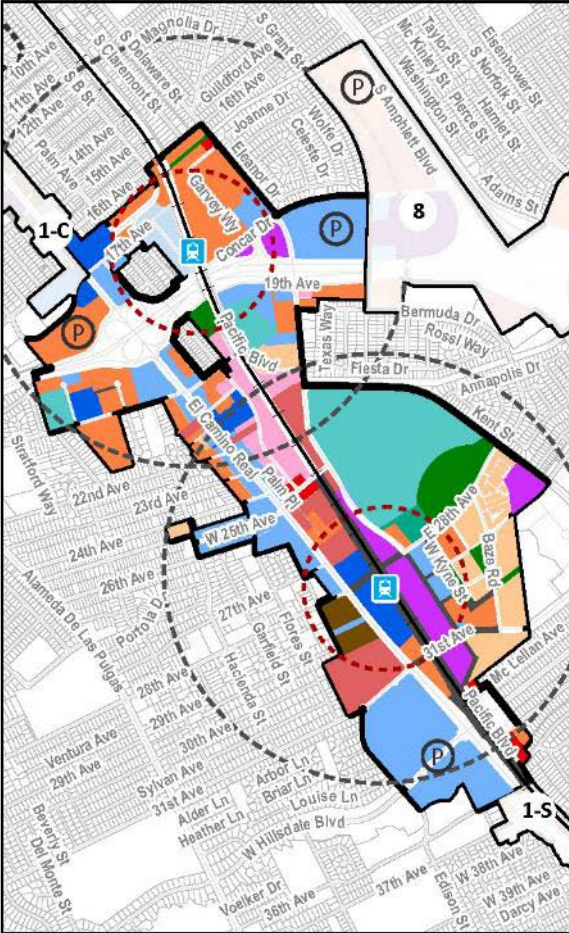
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+5,000	+5,160	+7,210
Population	+12,950	+13,364	+18,674
Jobs	+2,010	+2,460	+3,200

Study Area 3 – Rail Corridor Area

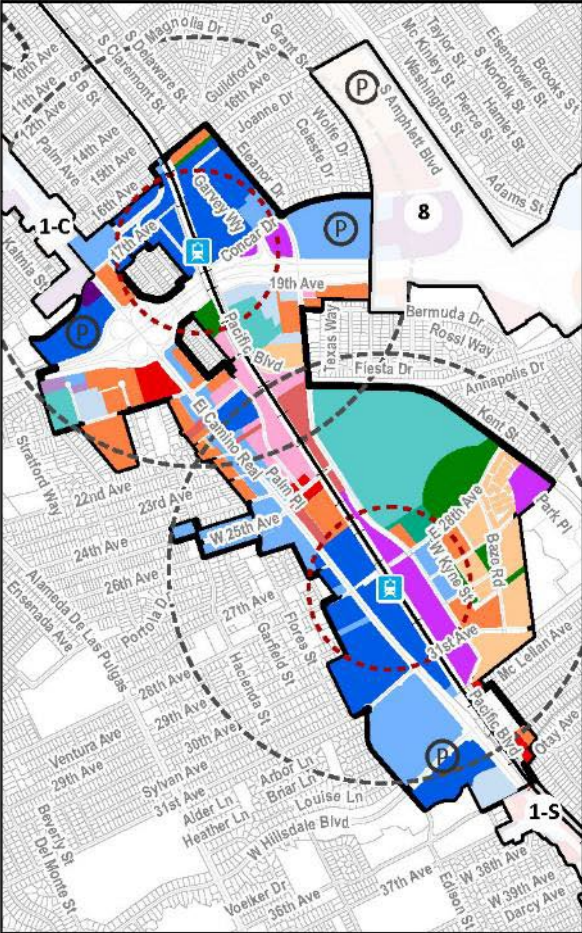
Alternative A



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.

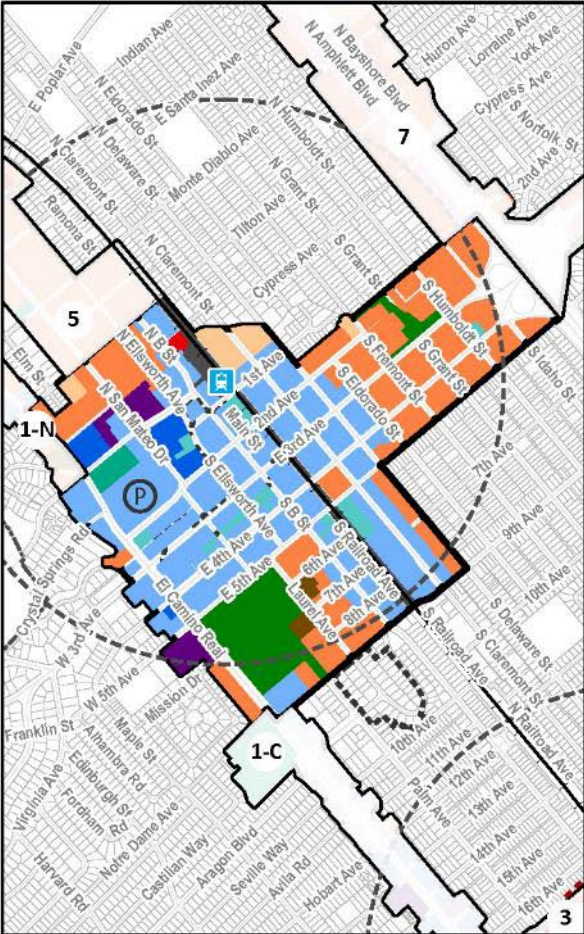
Alternative C

- 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.

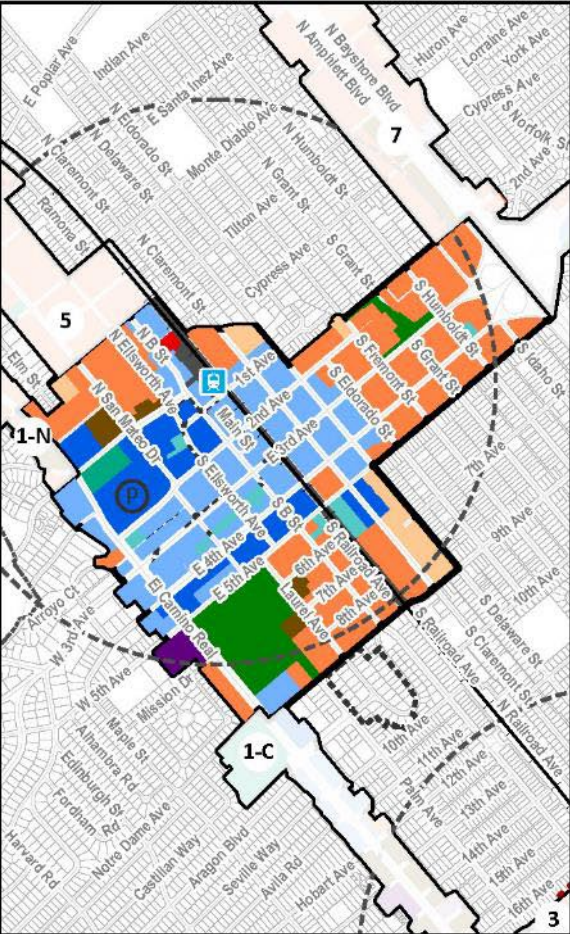
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+1,000	+2,000	+5,150
Population	+2,590	+5,180	+13,339
Jobs	+820	+370	+1,530

Study Area 4 - Downtown

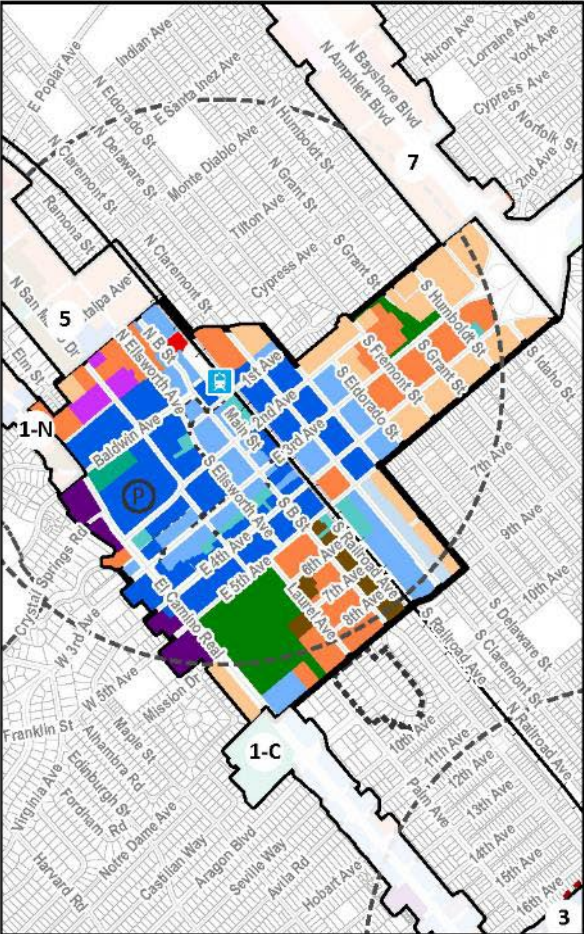
Alternative A



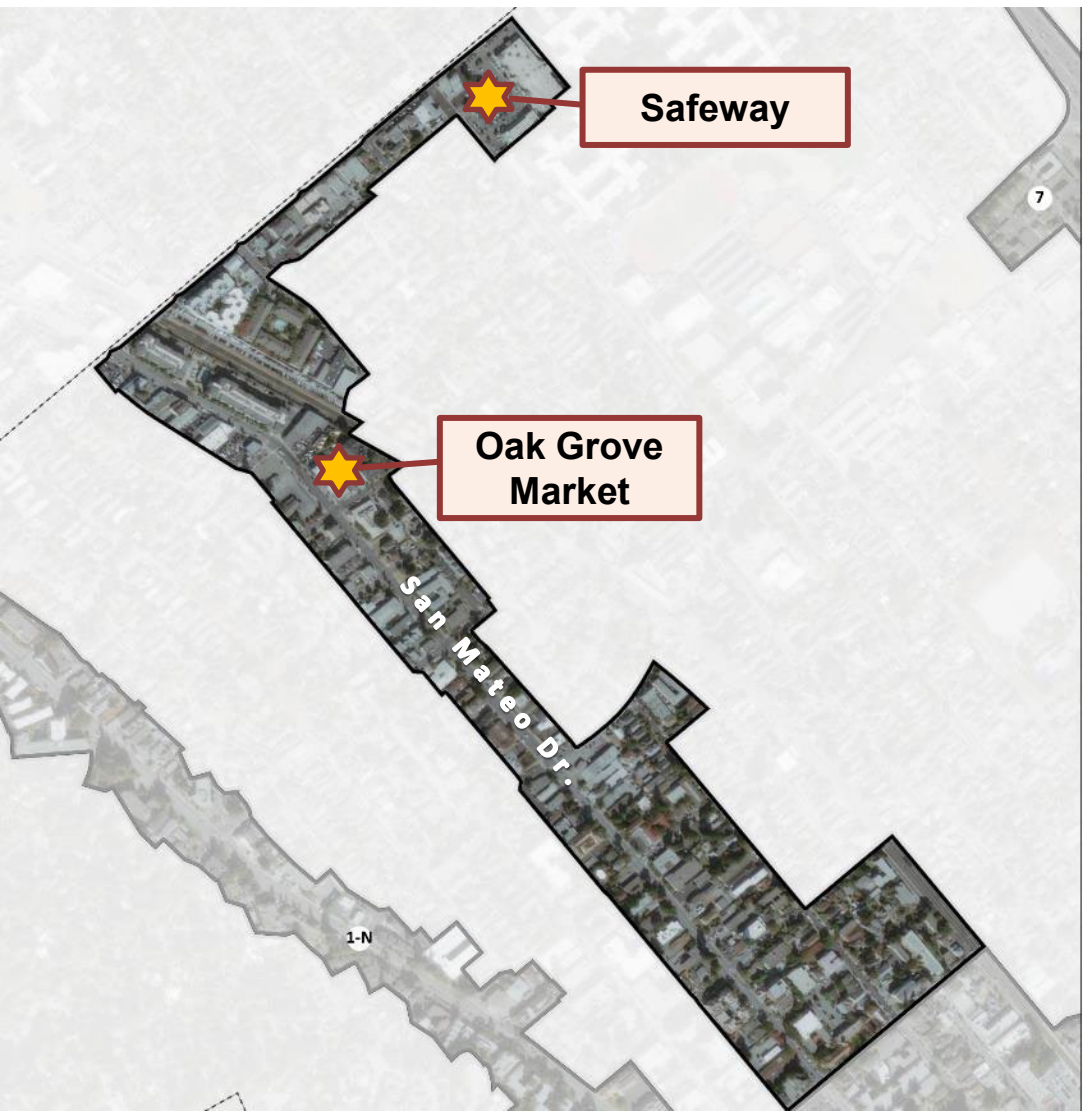
Alternative B



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.

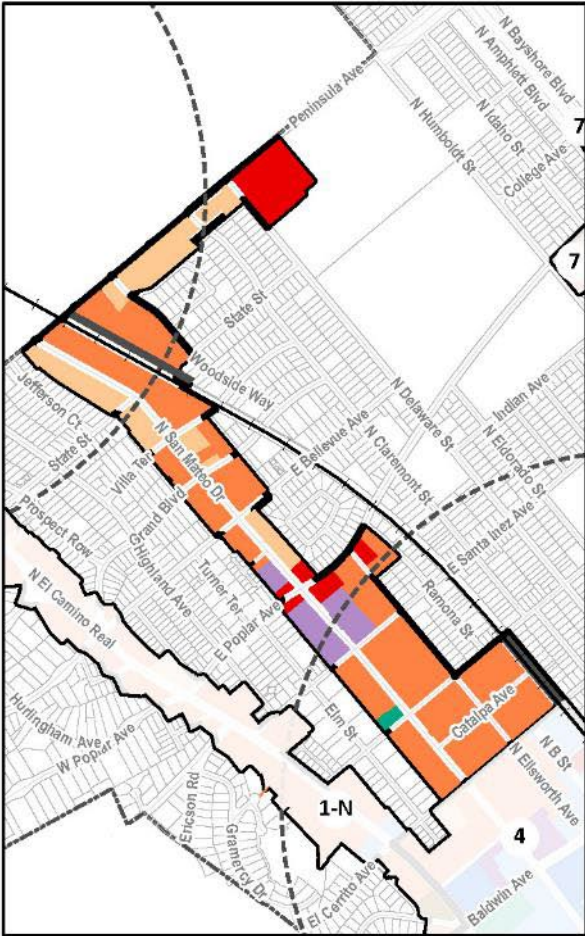
Alternative C

- 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.

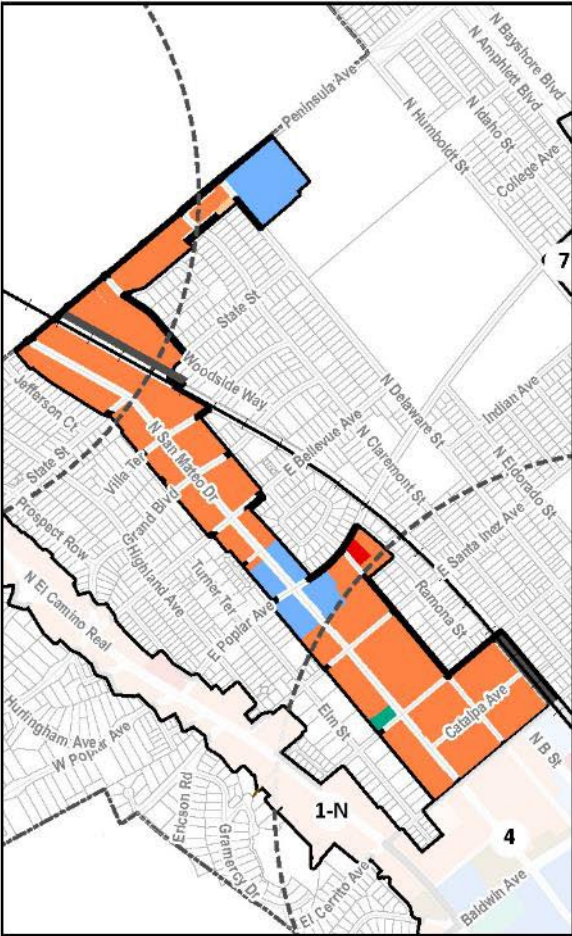
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+90	+200	+300
Population	+233	+518	+777
Jobs	+40	+90	+40

Study Area 5 – Peninsula Avenue Area

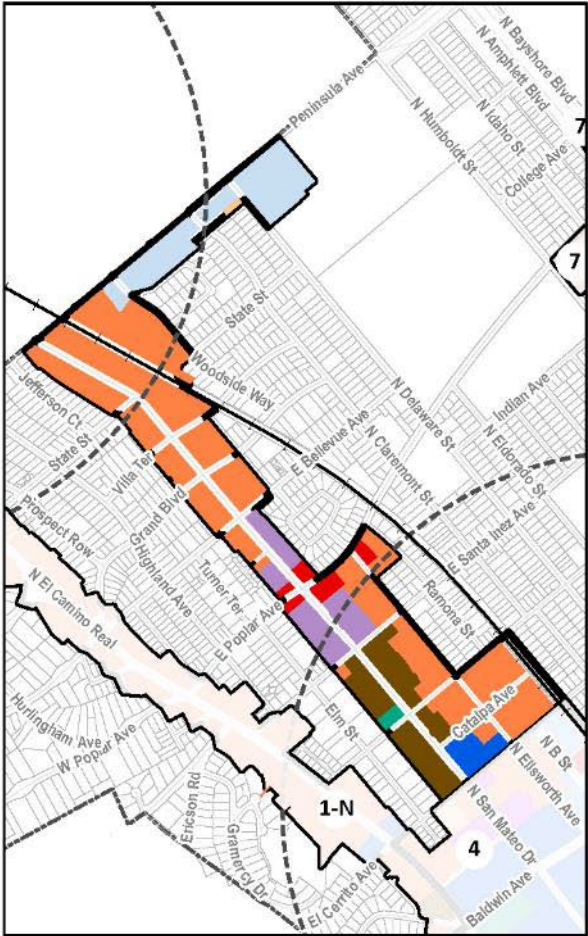
Alternative A



Alternative B



Alternative C



- Study 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 6 – Campus Drive Area



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.

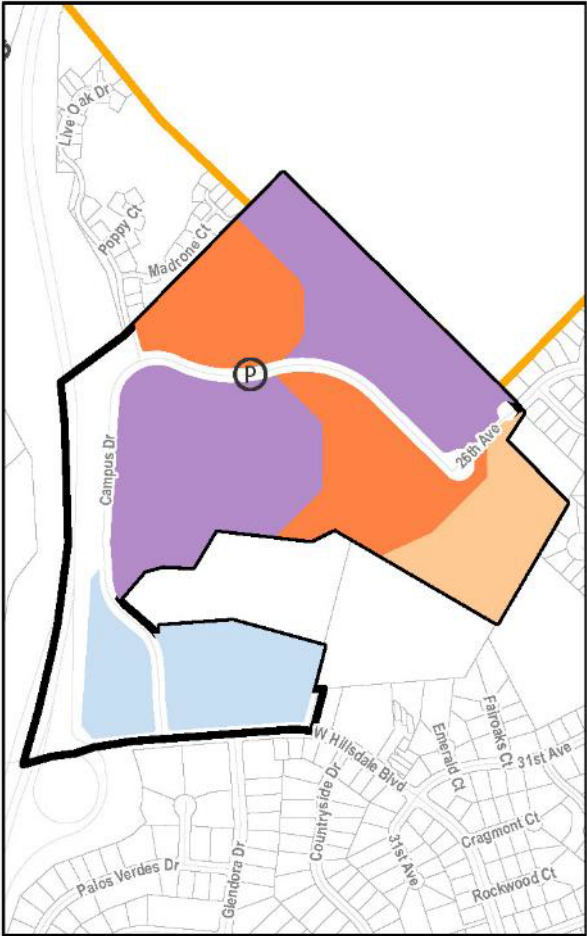
Alternative C

- 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.

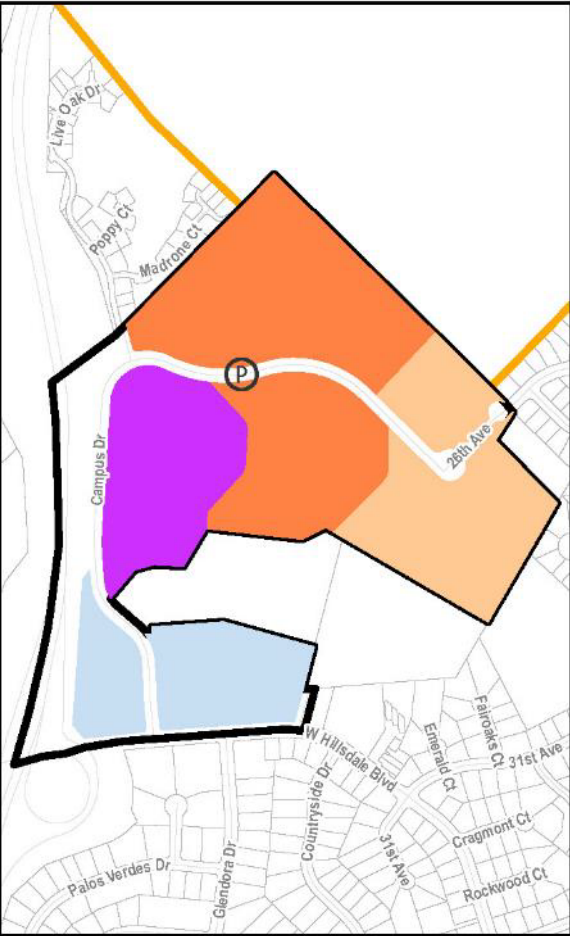
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+320	+500	+700
Population	+829	+1,295	+1,813
Jobs	+880	+1,240	0

Study Area 6 – Campus Drive Area

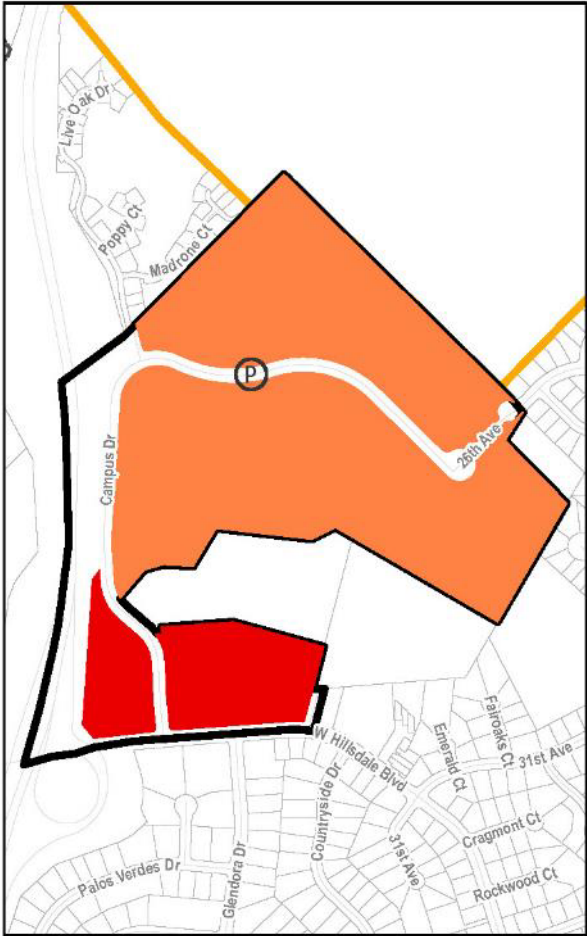
Alternative A



Alternative B



Alternative C



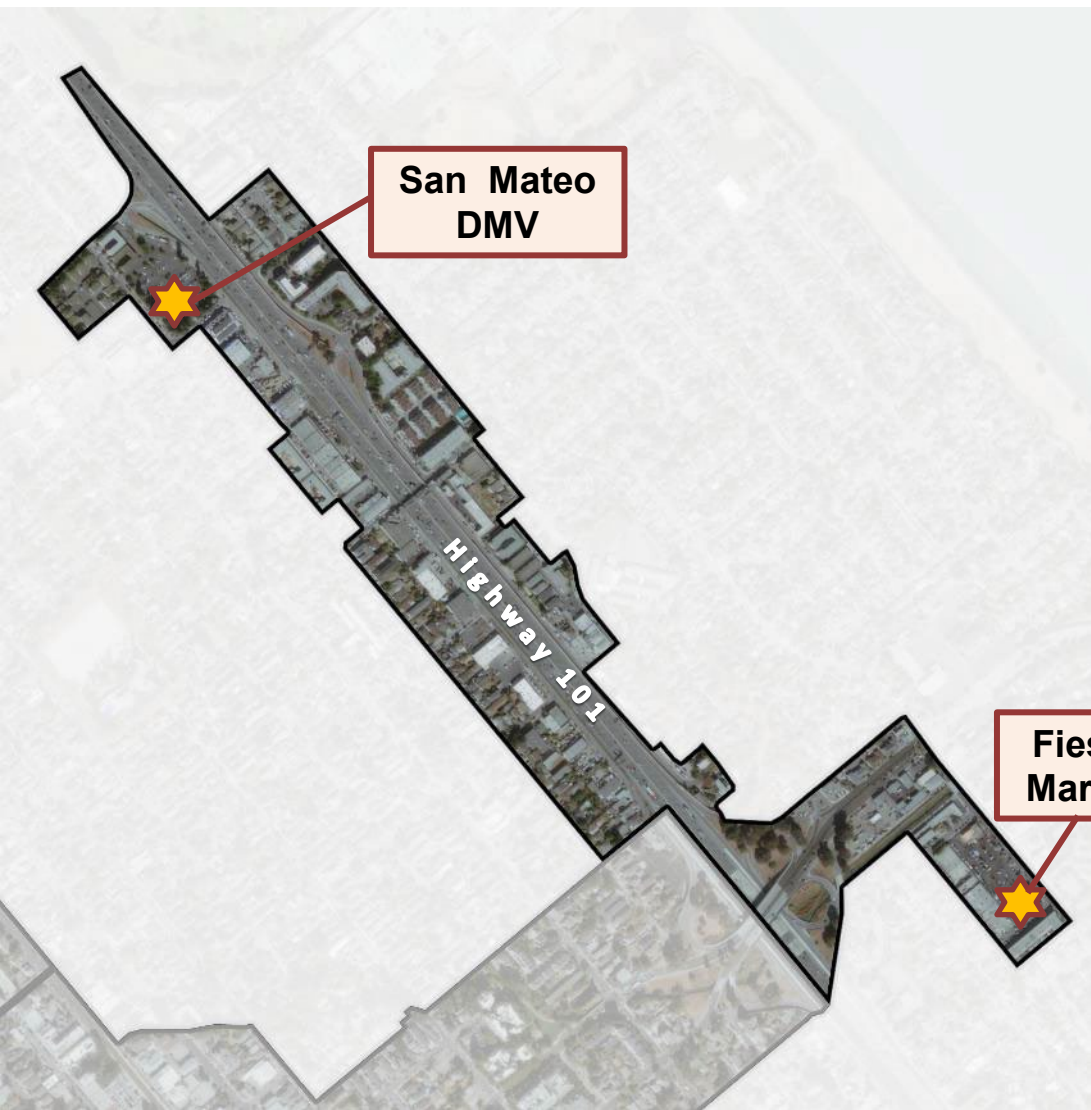
- Study Areas
 San Mateo City Limit
 Sphere of Influence
 Historic Districts
 Privately Owned Public Open Space
 Caltrain Station
 Caltrain

1,000 Foot Buffer Around Caltrain
 1/2 Mile Radius Around Caltrain
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 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 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.

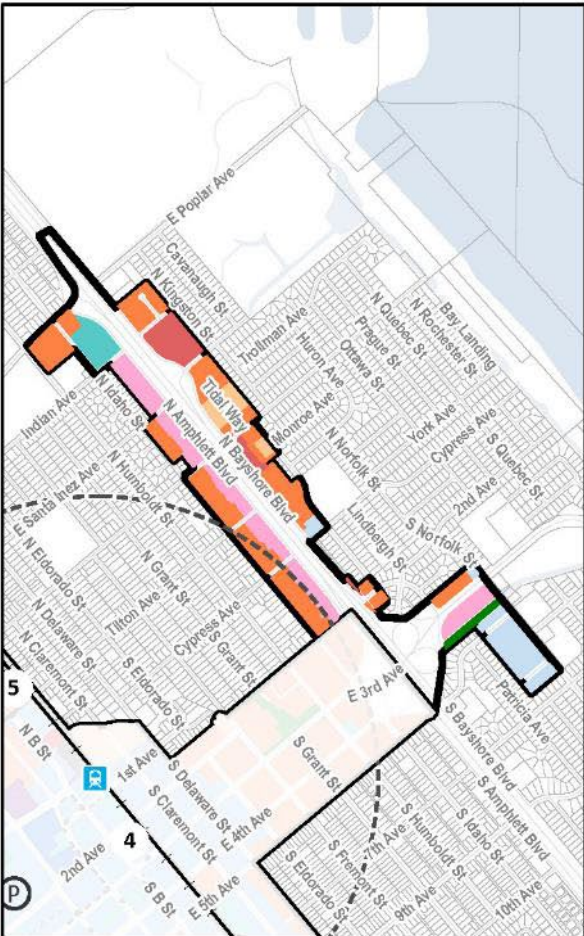
Alternative C

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

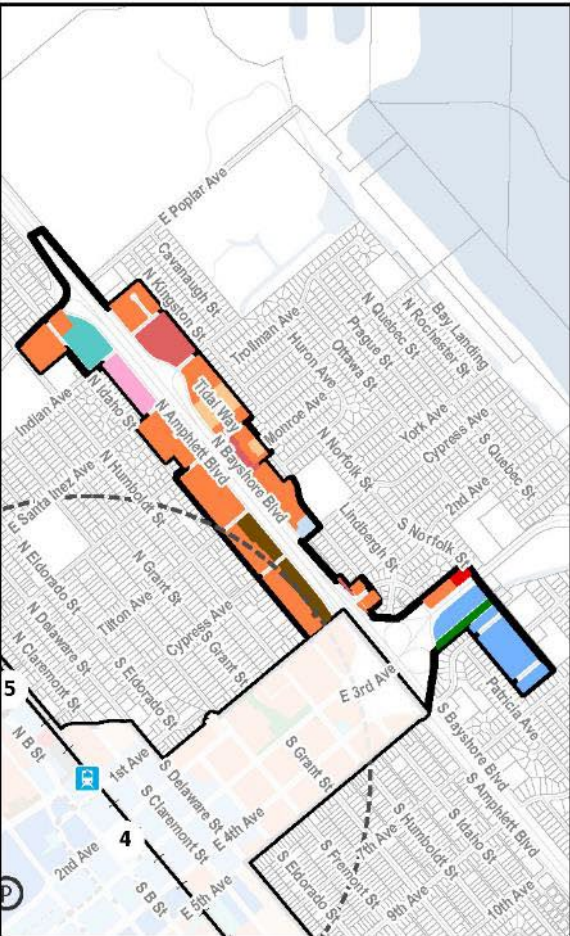
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+100	+390	+1,140
Population	+259	+1,010	+2,953
Jobs	-190	-270	-230

Study Area 7 – North Shoreview and Shoreview Area

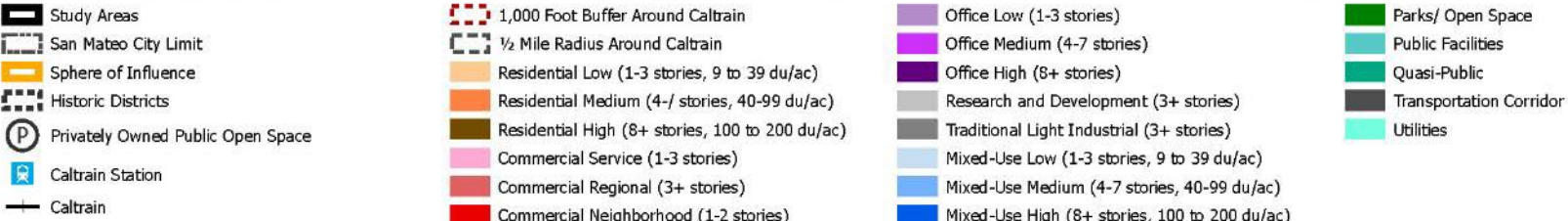
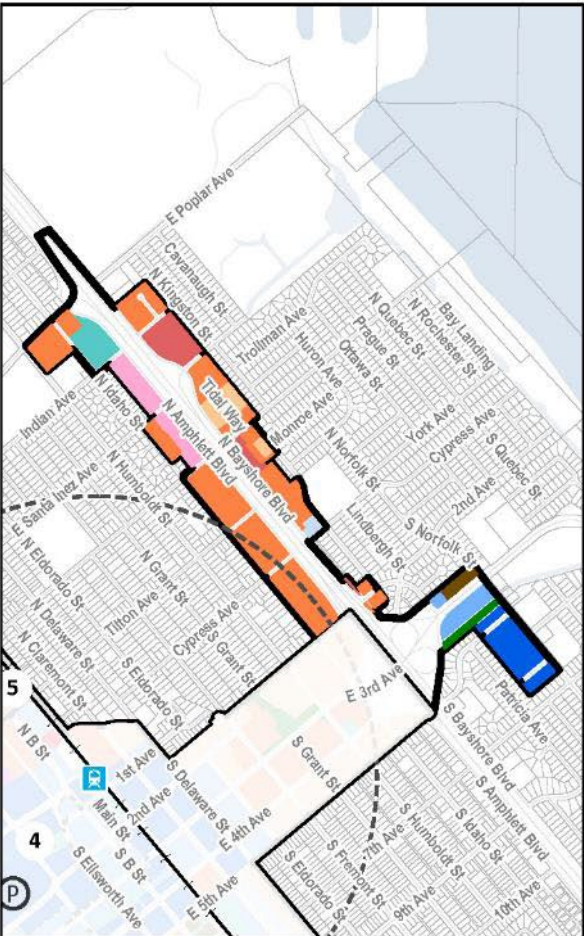
Alternative A



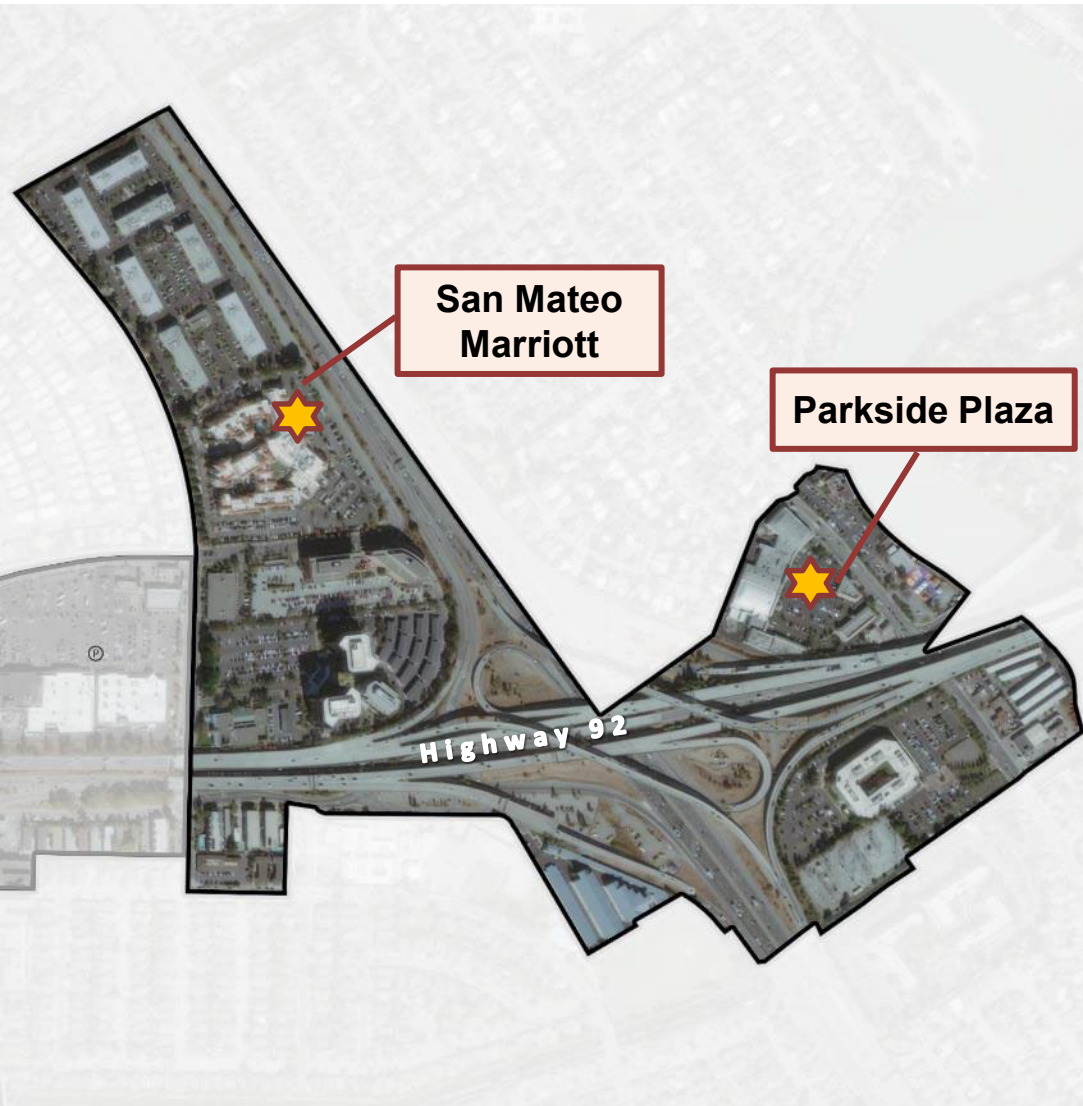
Alternative B



Alternative C



Study 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.

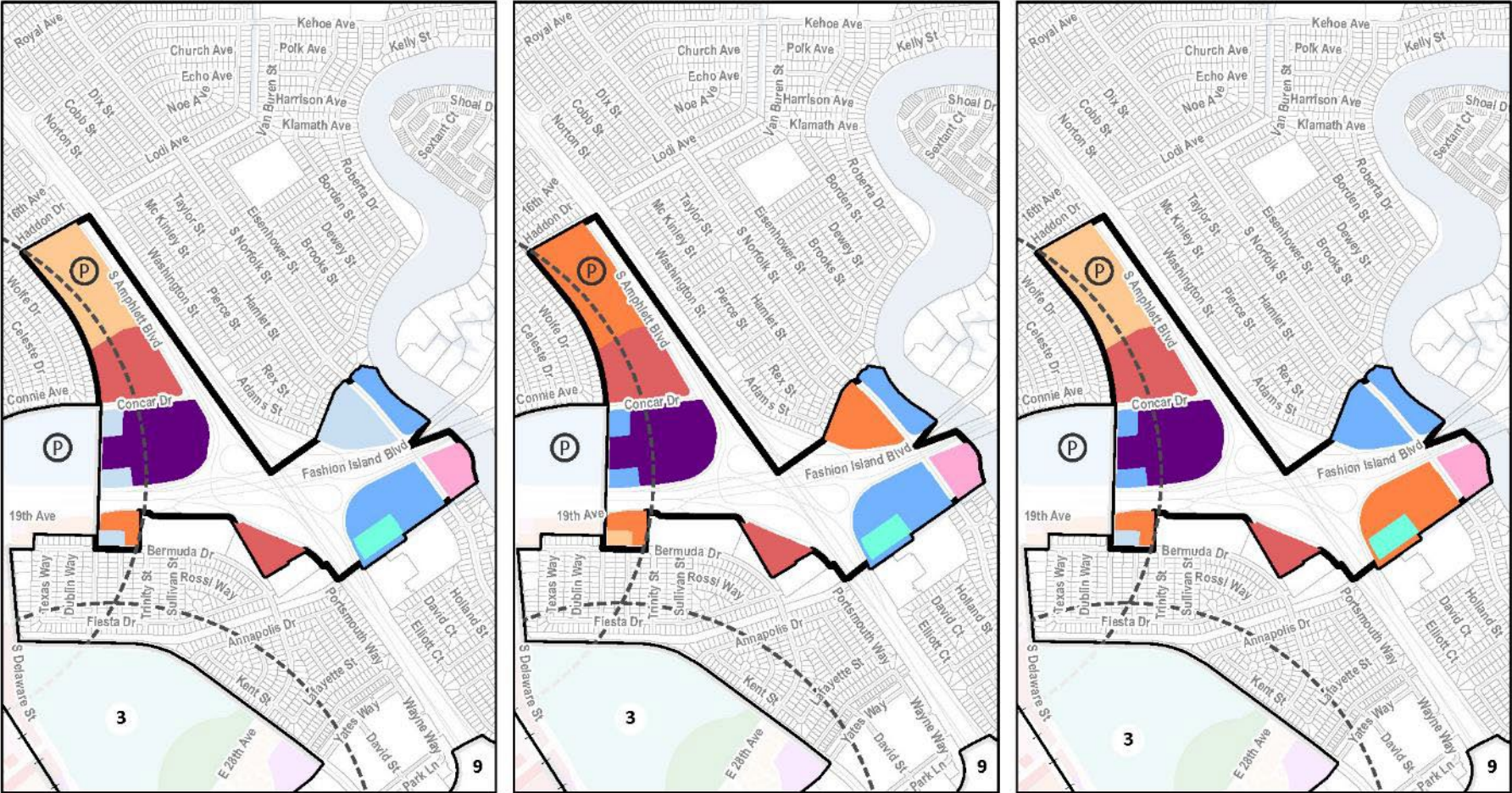
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+1,200	+2,000	+1,710
Population	+3,108	+5,180	+4,429
Jobs	+3,250	+2,330	+2,310

Study Area 8 – Parkside Plaza Area

Alternative A

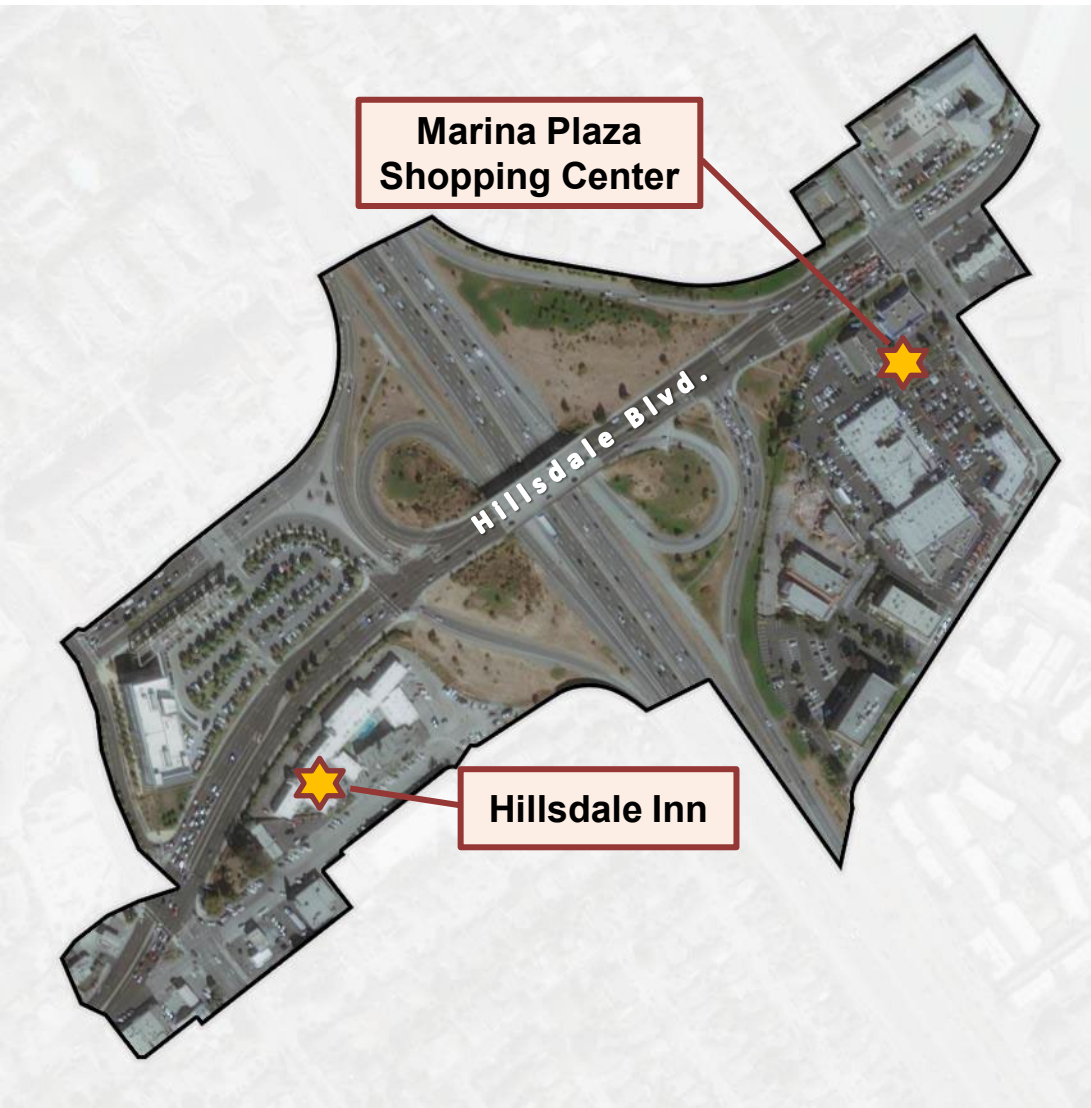
Alternative B

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.

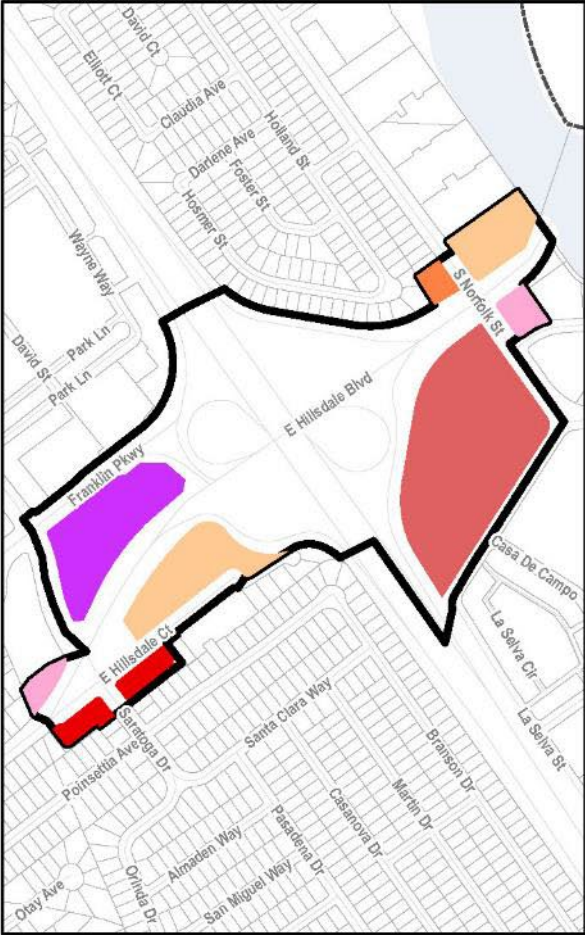
Alternative C

- 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.

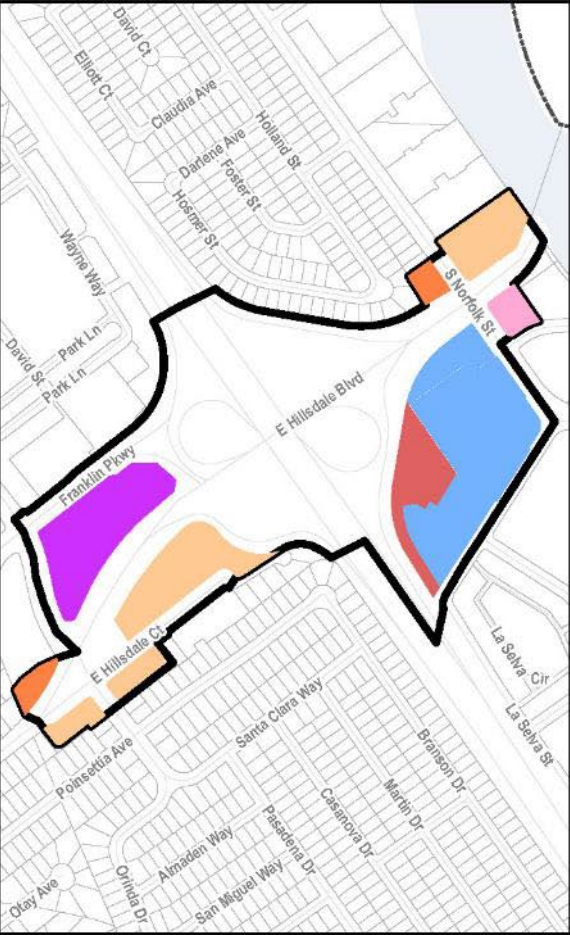
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+160	+350	+200
Population	+414	+907	+518
Jobs	+600	+590	+520

Study Area 9 – Hillsdale/Norfolk Area

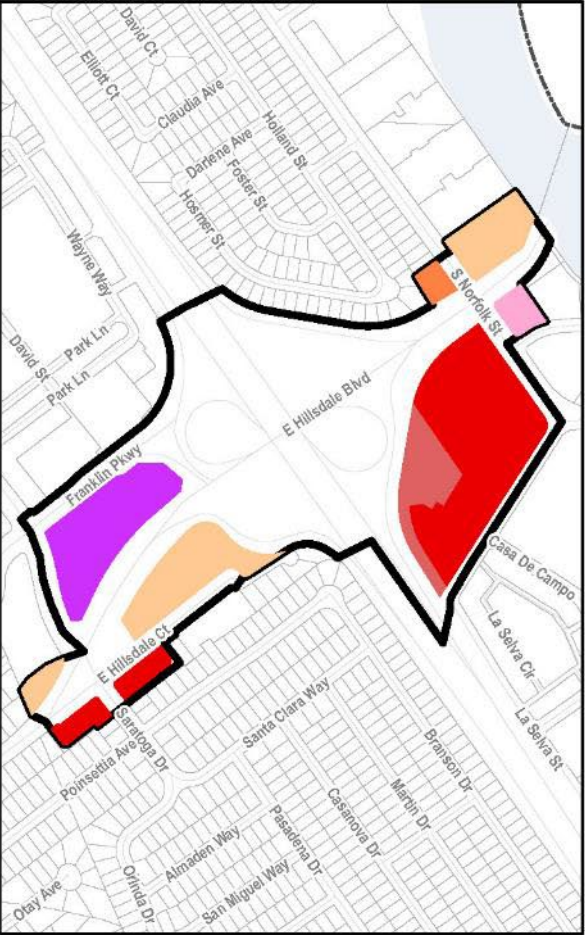
Alternative A



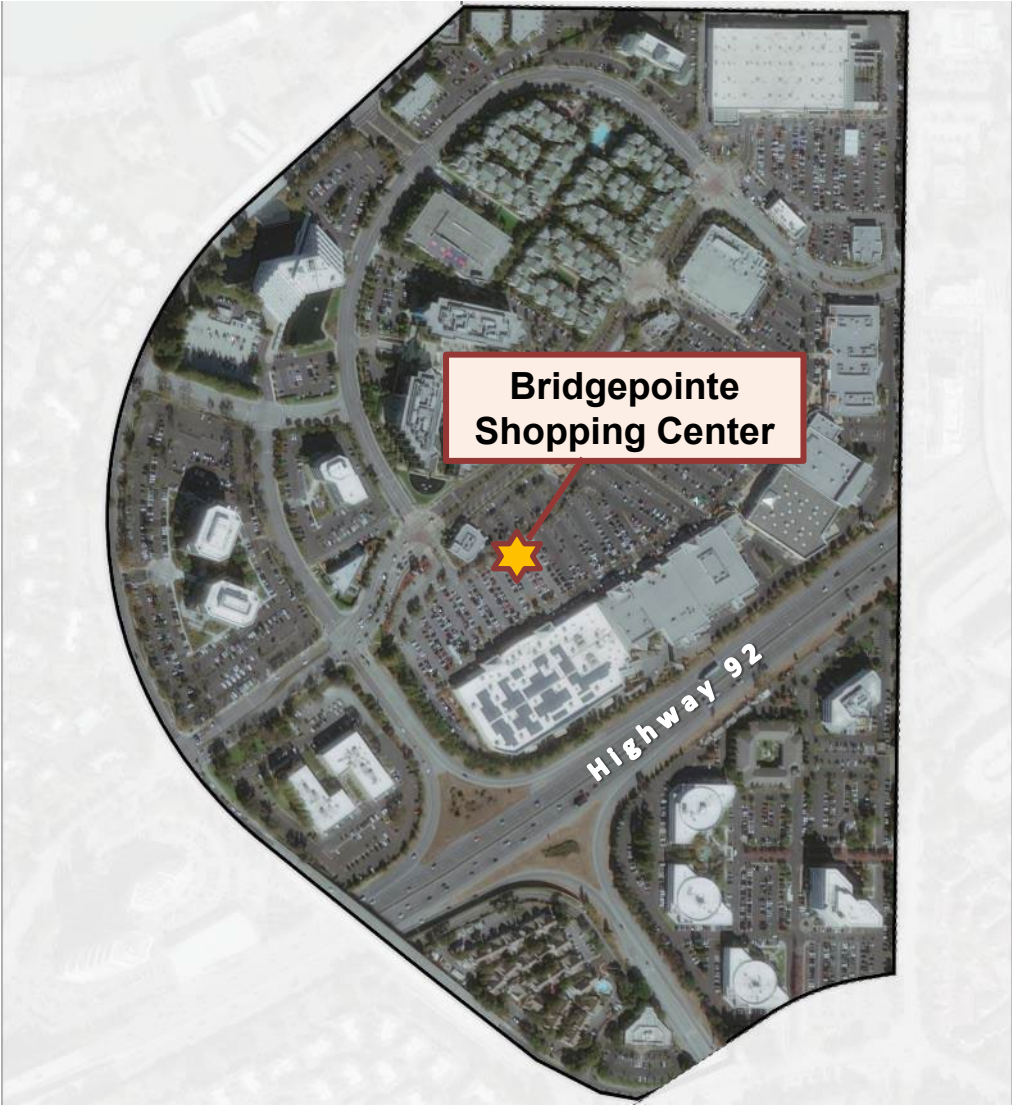
Alternative B



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.

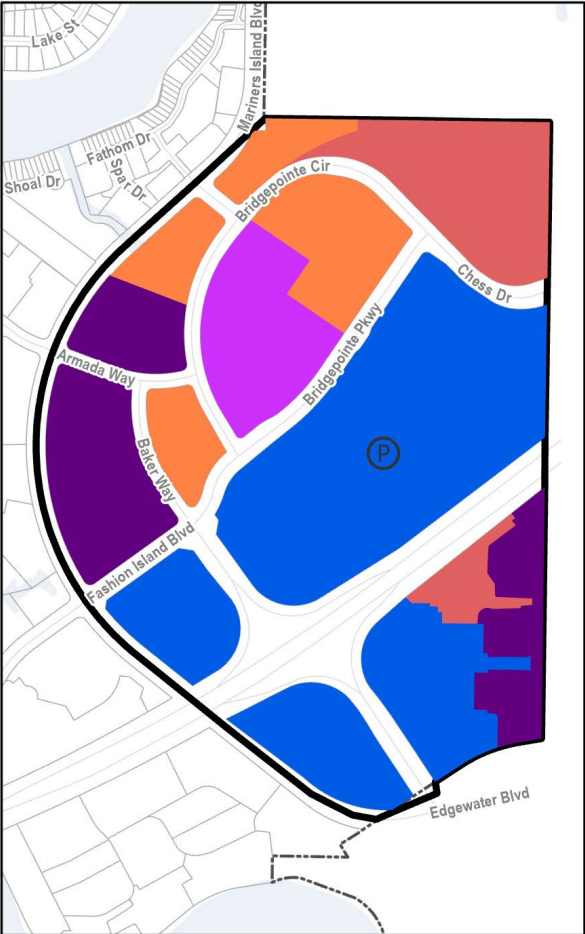
Alternative C

- 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.

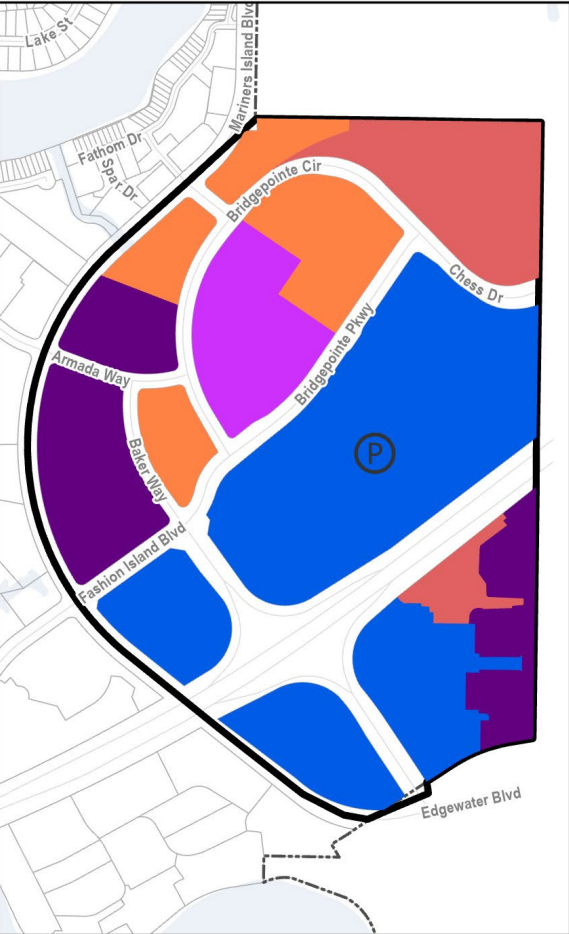
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+1,900 (same for all three alternatives)		
Population	+4,921 (same for all three alternatives)		
Jobs	+6,870	+8,500	+6,840

Study Area 10 - Bridgepointe

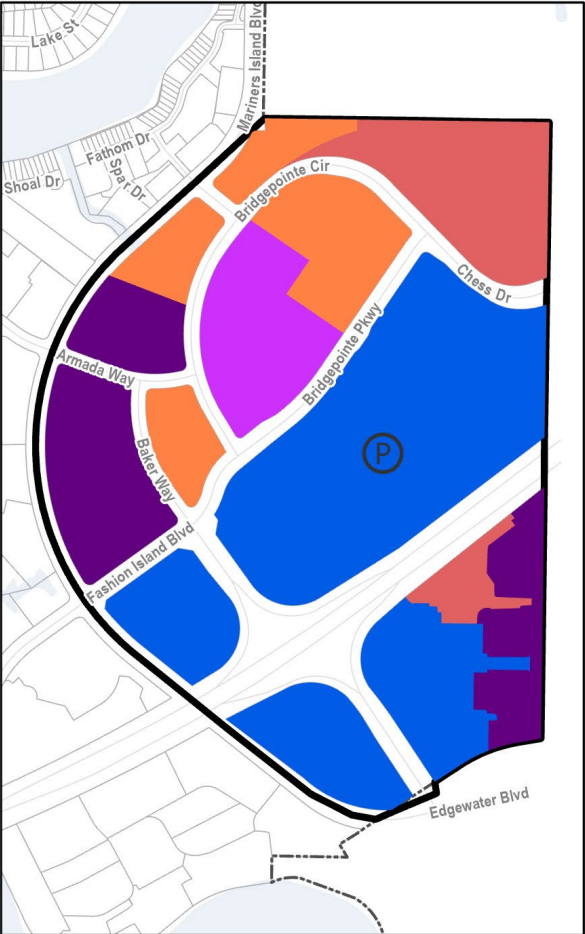
Alternative A*



Alternative B*



Alternative C*



*Note: Study Area 10 includes the same land use designations for all alternatives.

