



# General Plan Subcommittee Meeting #9

March 3, 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 Tonight

- » **Present additional information as requested by the GPS**
- » **Receive public comments**
- » **GPS discussion and input on Preferred Circulation and Land Use Scenario**

# Tonight's Agenda

## » Presentation

- Supplemental information

## » Public Comment

## » GPS Review and Input

- Circulation Alternatives
- Land Use Alternatives by Study Area (1 – 10)
- Closing Remarks

## » Next Steps

- Planning Commission on March 22nd
- City Council on April 18th

## » Adjourn





# What is the General Plan?

## GENERAL PLAN



### Elements

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

### Values



Diversity

Balance



Inclusivity

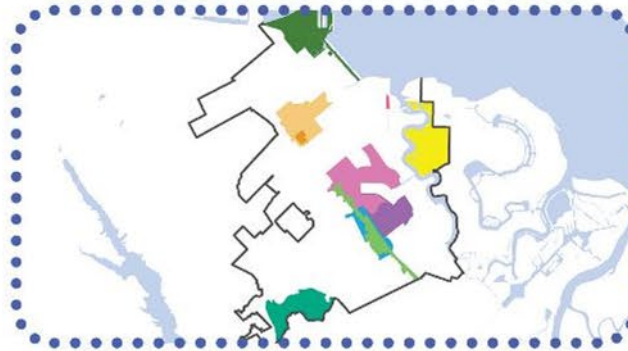
Prosperity

Resiliency

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



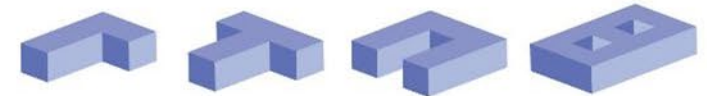
A Specific Plan is a customized plan that describes policies and regulations for specific geographic areas of the city.

## ZONING CODE

### Building Type



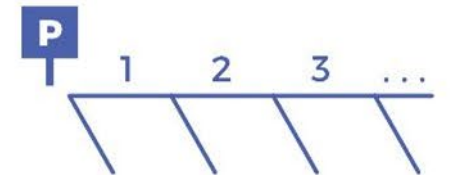
### Building Form



### 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.

To learn more about the General Plan Update, visit [www.StriveSanMateo.org](http://www.StriveSanMateo.org).



# 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:

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**Diversity**

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**Balance**

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**Inclusivity**

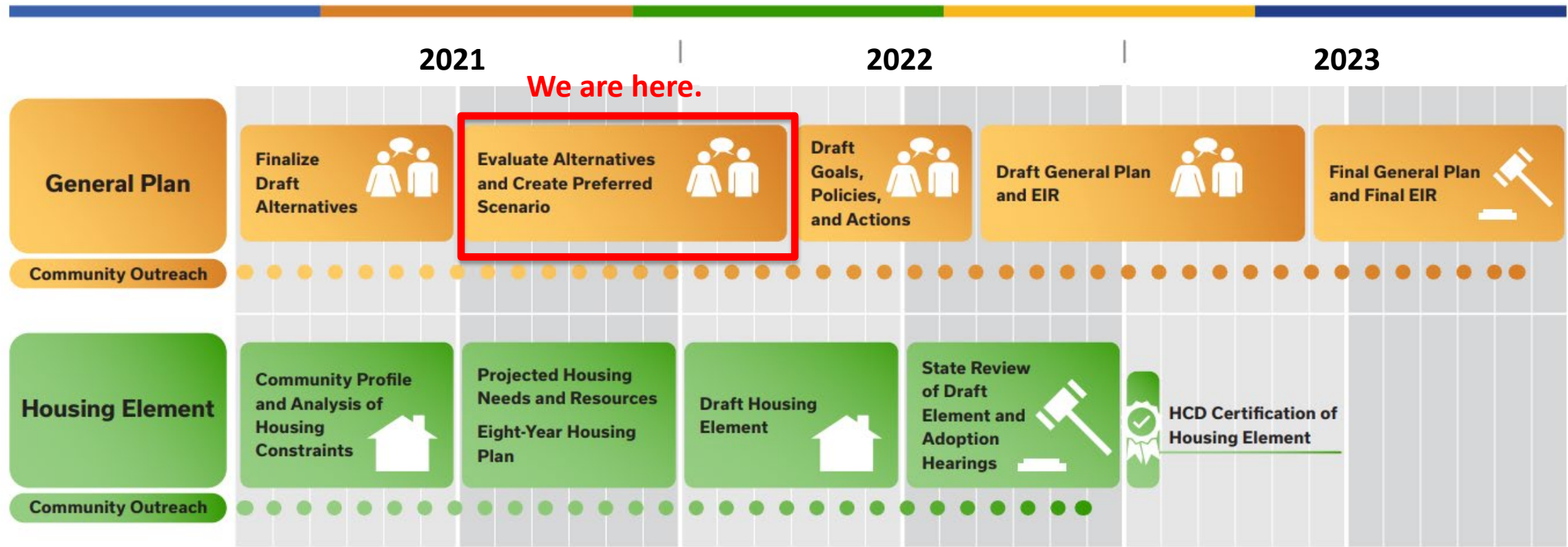
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**Prosperity**

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**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.

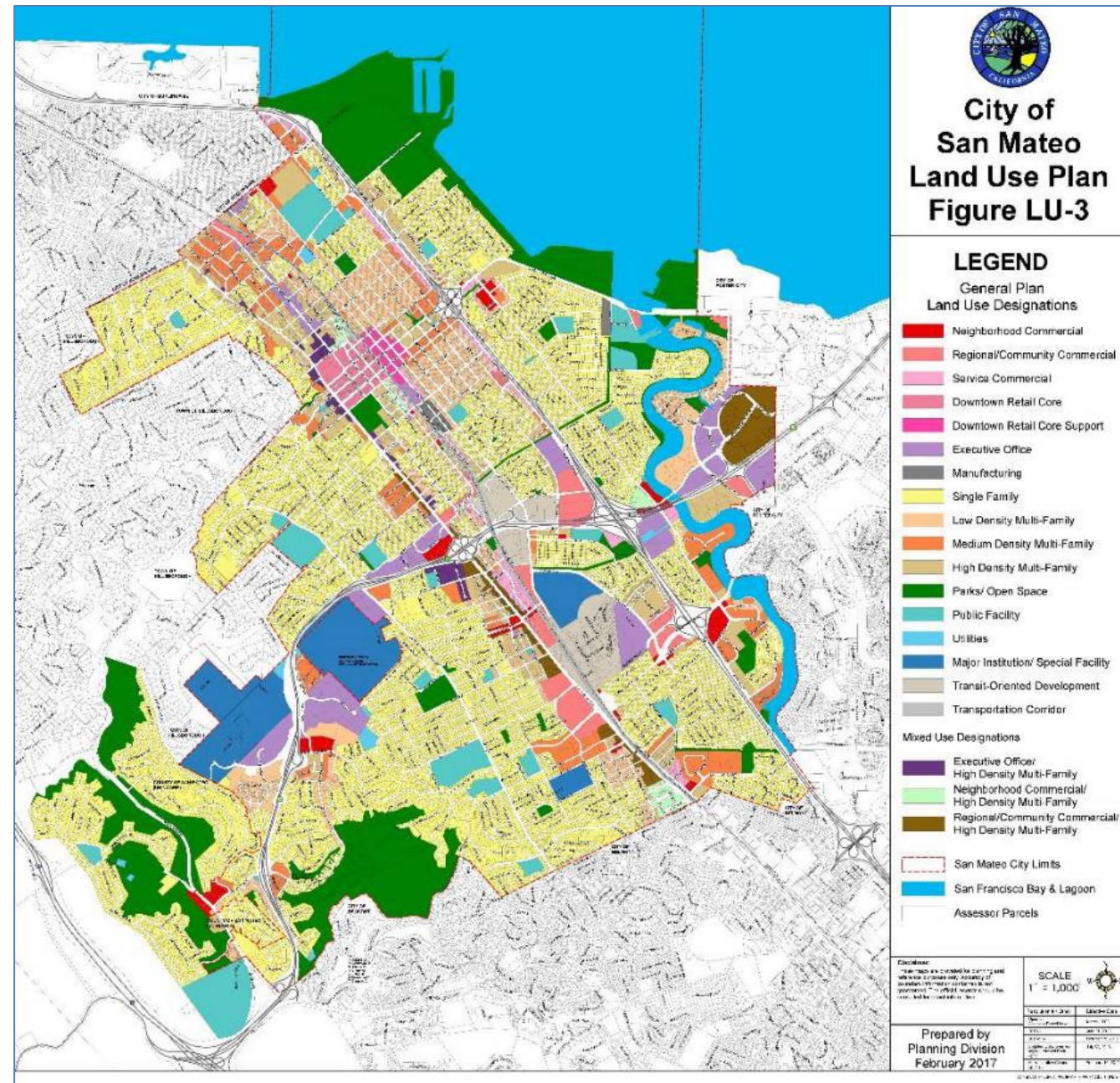
# Alternatives Process



# General Plan Land Use Map

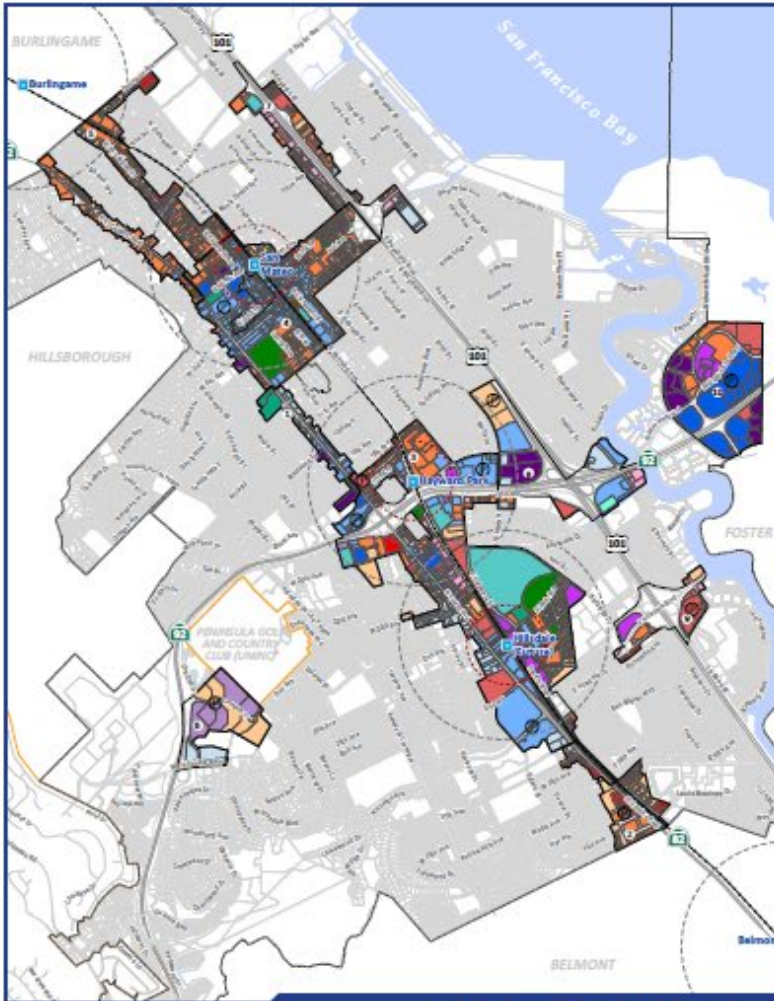
Map and designations determine:

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





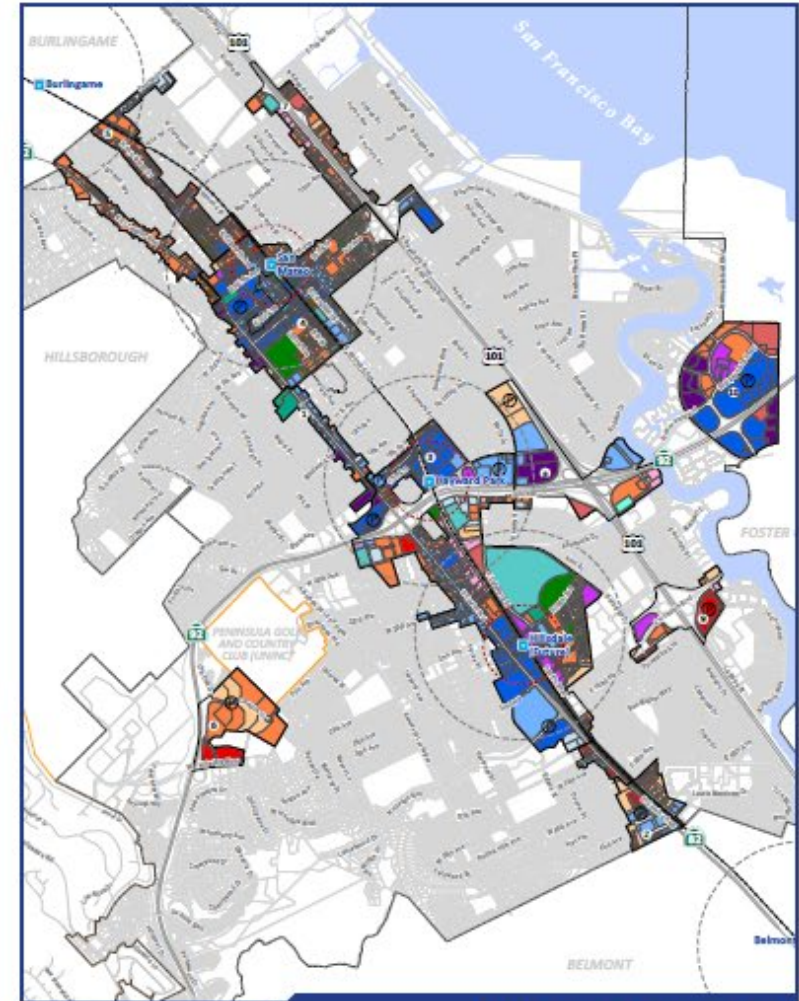
# Draft Land Use Alternatives



Alternative A



Alternative B



Alternative C

# Draft Land Use Alternatives

	<b>Existing (2019)</b>	<b>Alternative A (Net New)</b>	<b>Alternative B (Net New)</b>	<b>Alternative C (Net New)</b>
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

# Land Use Alternatives Online Model

» Available online at [www.StriveSanMateo.org](http://www.StriveSanMateo.org)



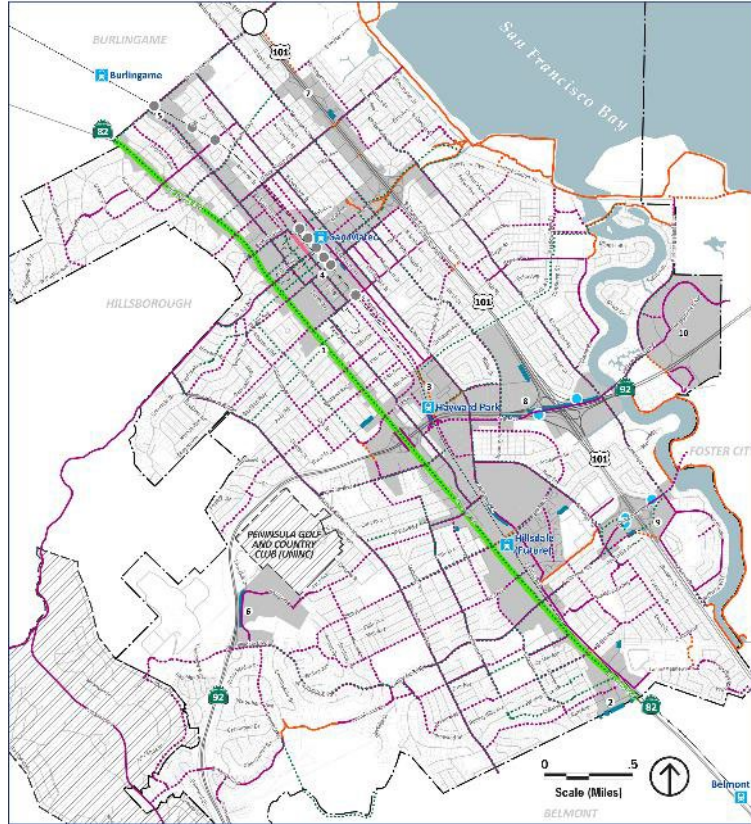
# Relationship to the Housing Element

- » **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).**

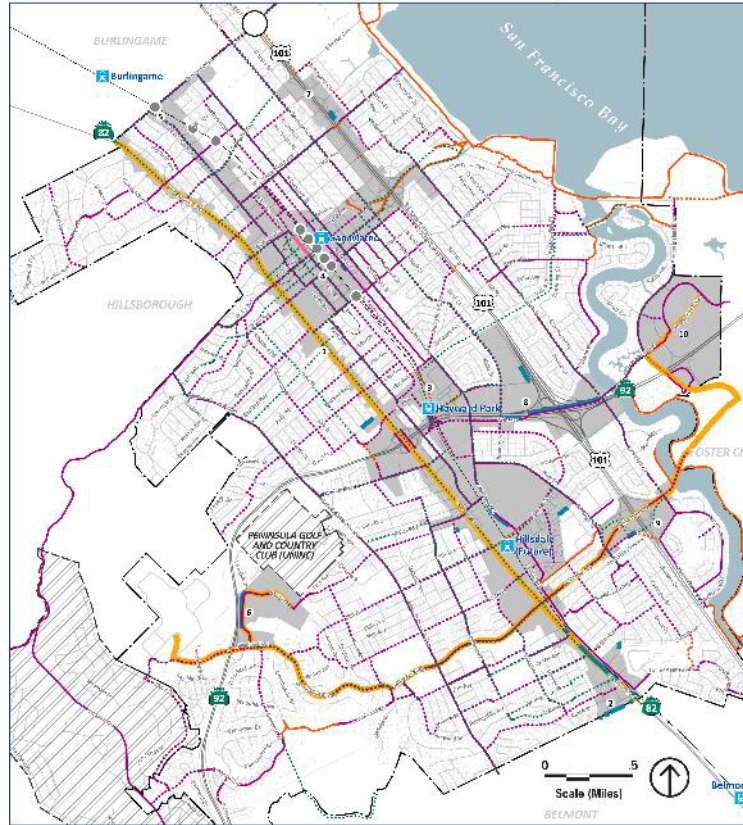


# Draft Circulation Alternatives

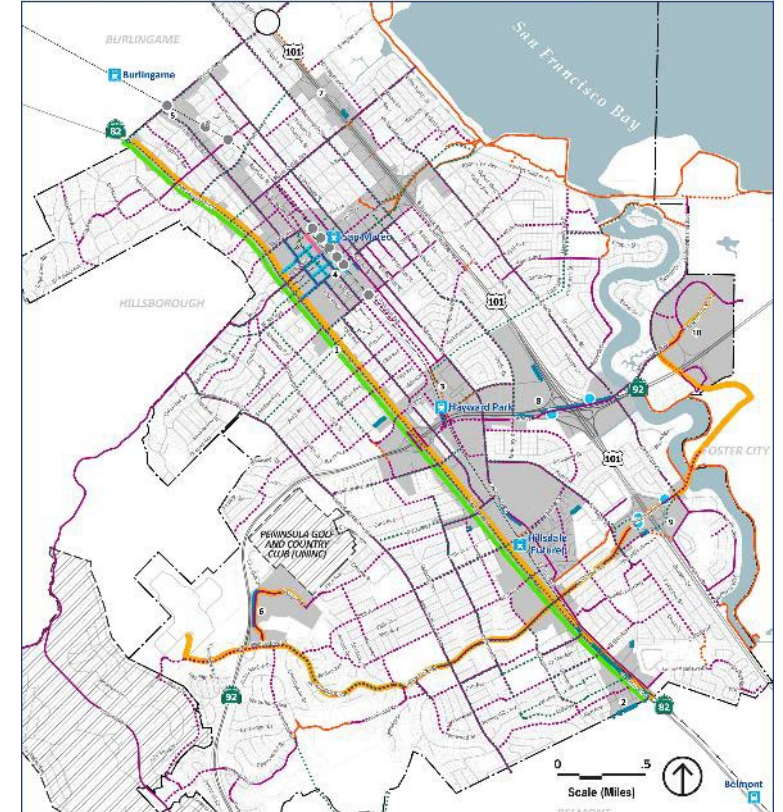
**Alternative A: Prioritizing a Walkable City**



**Alternative B: Prioritizing Regional Connections**



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

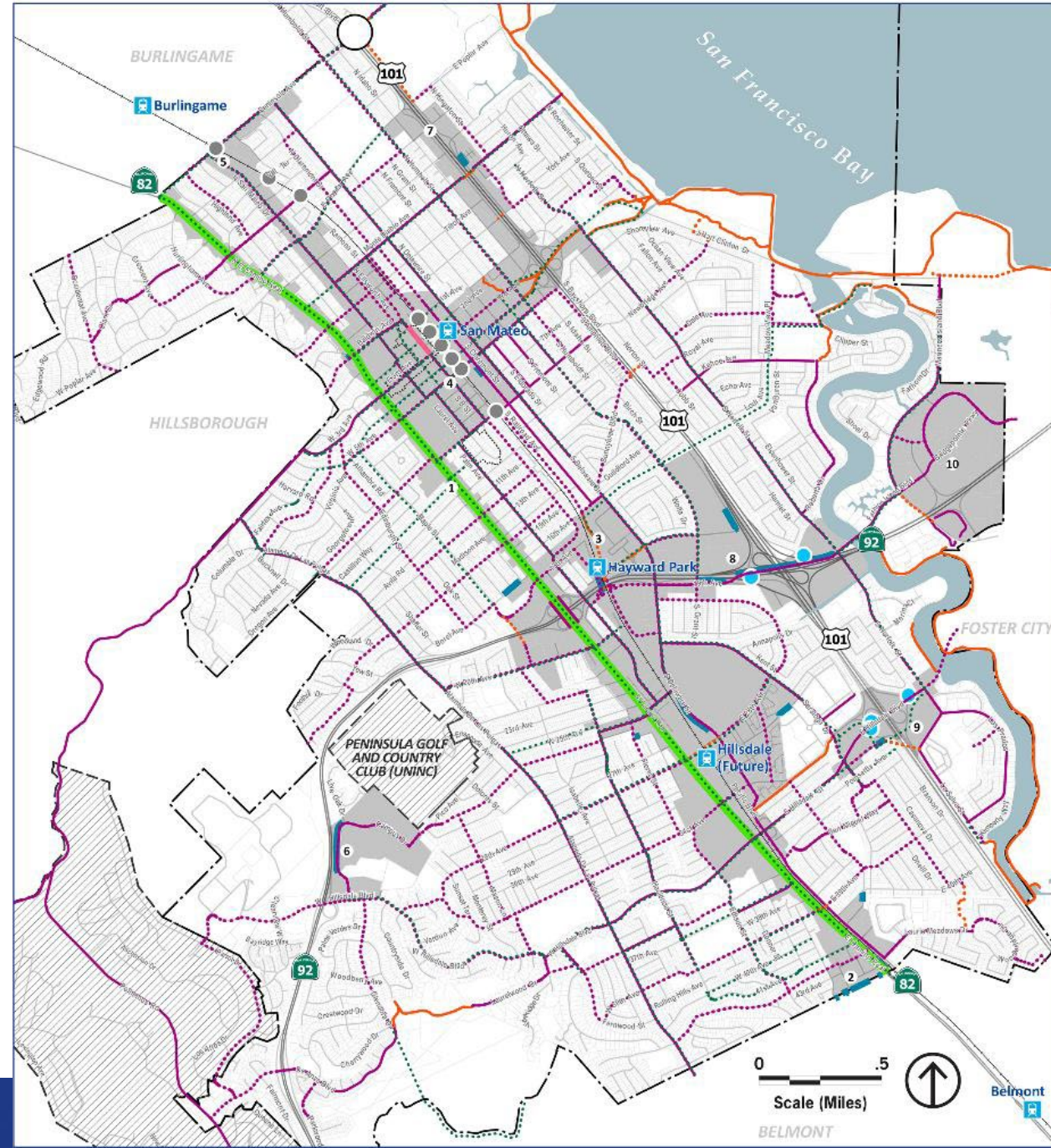




# Circulation Alternative A

- » 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

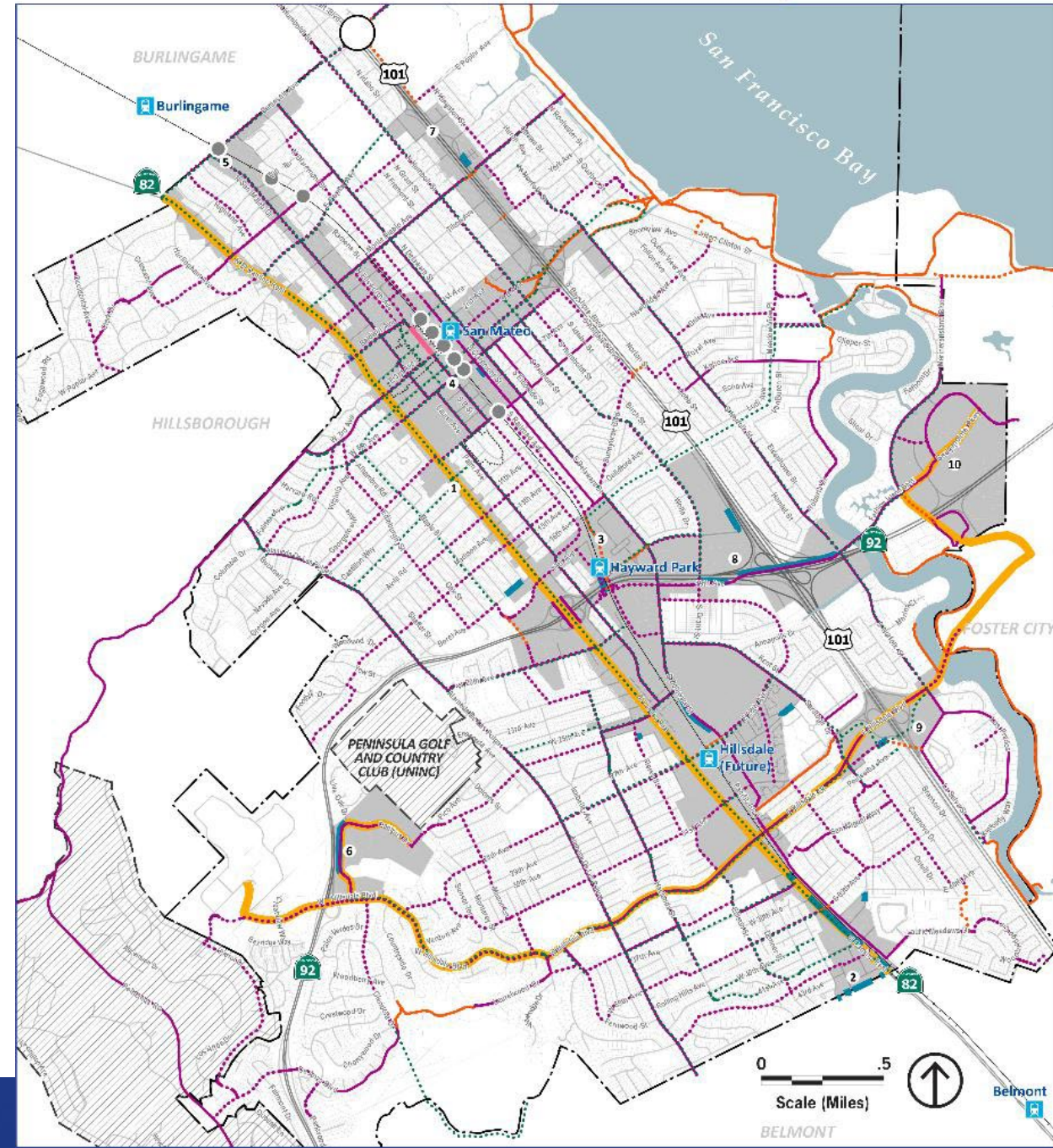




# Circulation Alternative B

- » 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

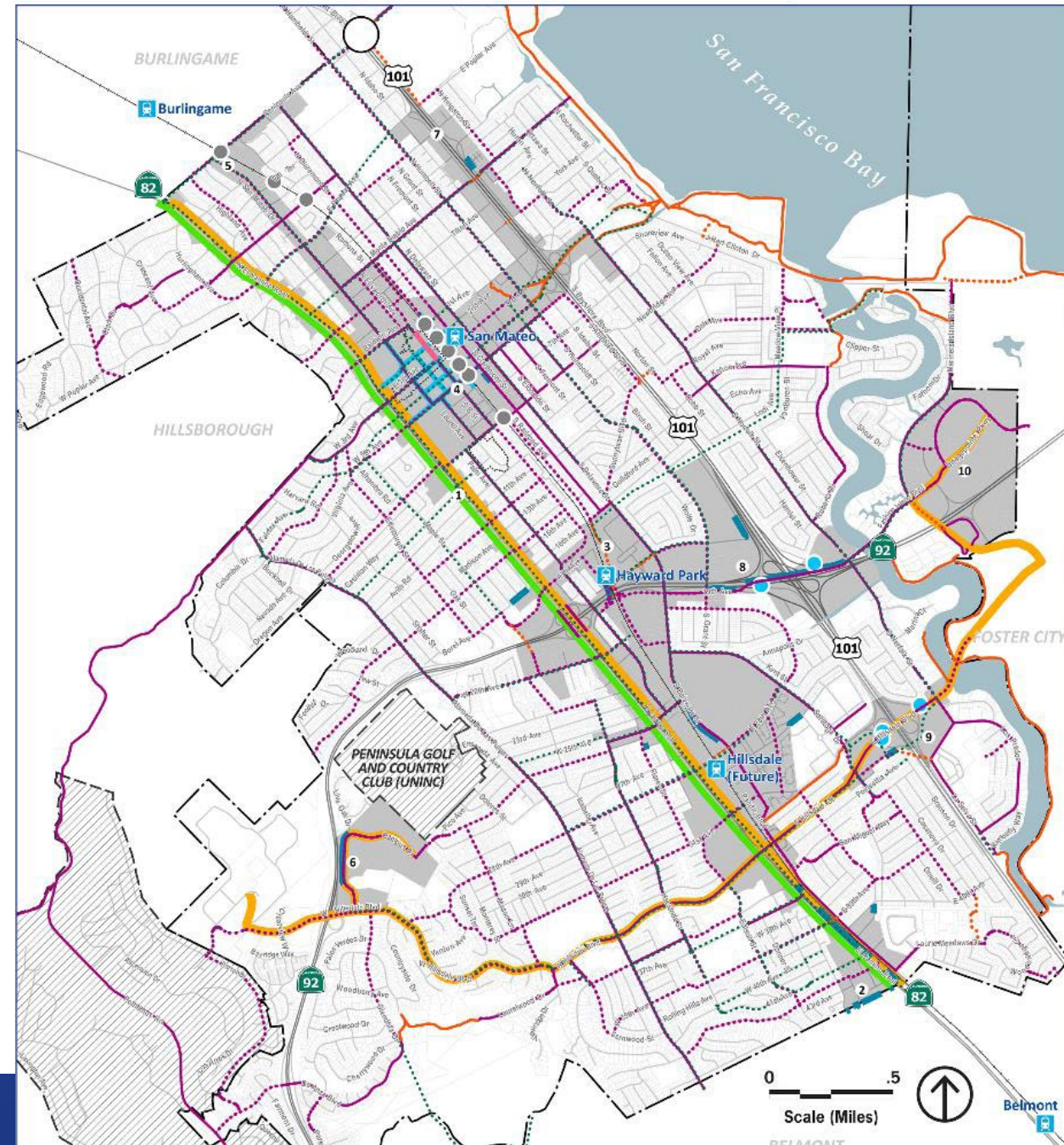




# Circulation Alternative C

- » 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**



# Alternatives Evaluation Topics



# Alternatives Evaluation Report

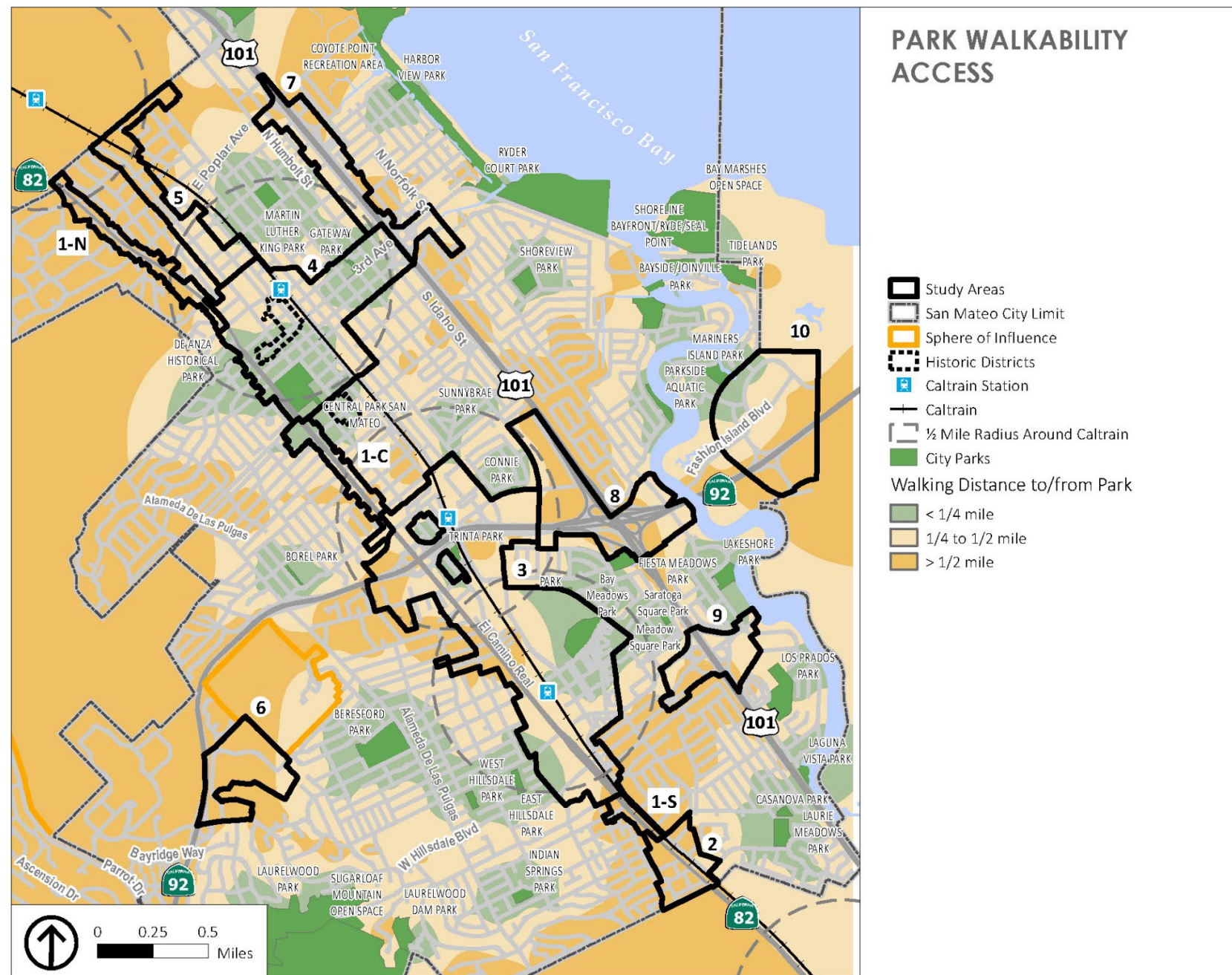
- Urban Form
  - Height and Density
  - Ability to Meet Future RHNA
  - Jobs-Housing Balance
  - Historic Resources
- Traffic and Multimodal Network
- Community Services
- Utilities
- Environmental Sustainability
  - Sea Level Rise
  - Flooding
  - Wildfire Risk
- Equity and Public Health
- Fiscal Sustainability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

# Park Walkability



# School Capacity

	Alt. A (Net New)	Alt. B (Net New)	Alt. C (Net New)	Capacity
<b>Net New Homes</b>	11,810	16,070	21,080	- -
<b>SMFCSD New Students</b> (0.04 students per home)	472	643	843	1,943
<b>SMUHSD New Students</b> (0.04 students per home)	472	643	843	809



# Water Supply

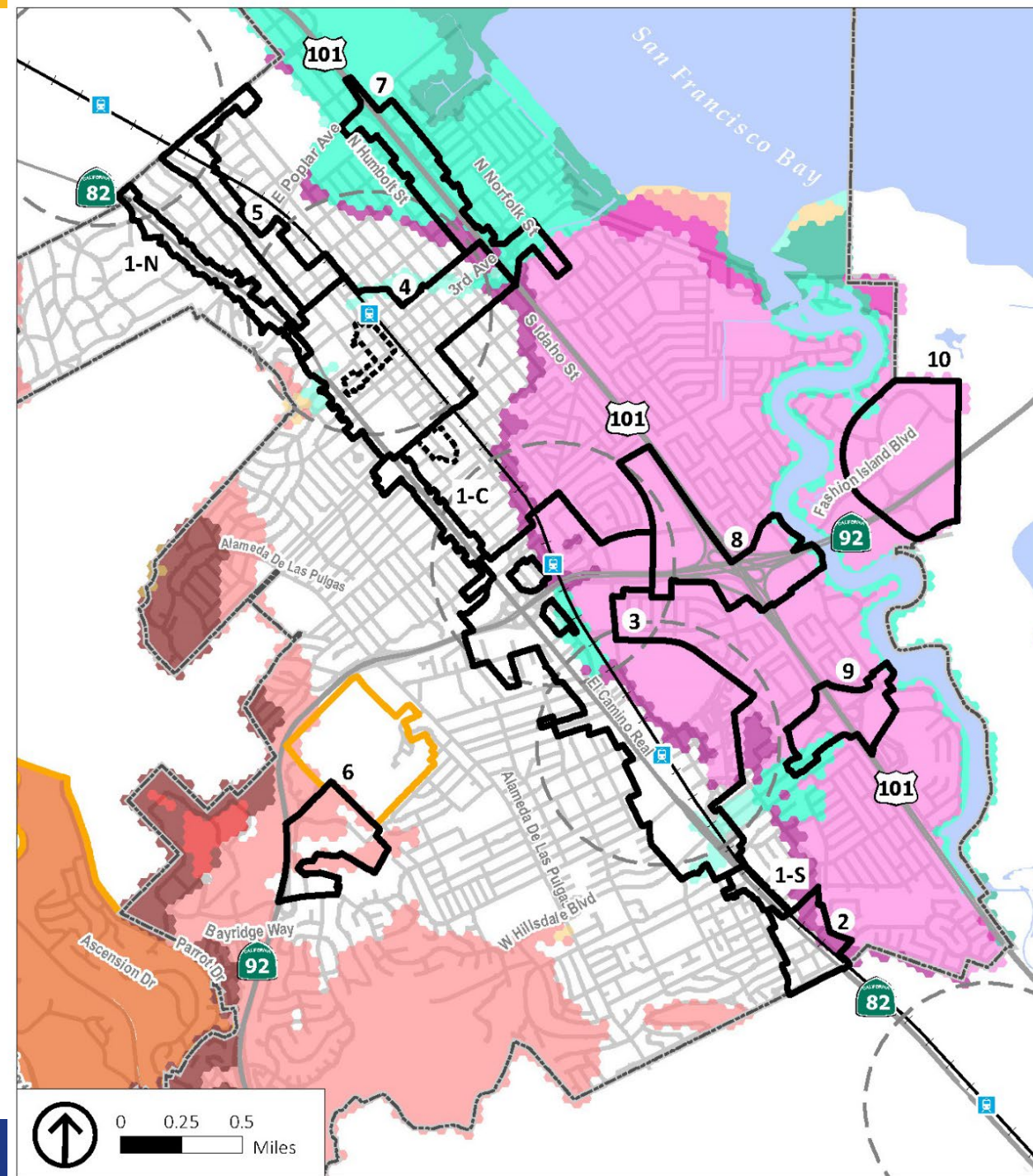
Population Projection Source	2040 Population Increase From 2020
2020 Cal Water UWMP (Entire Service Area*)	+10,316
Alternative A	+24,577
Alternative B	+35,338
Alternative C	+48,586

# Water Supply Planning

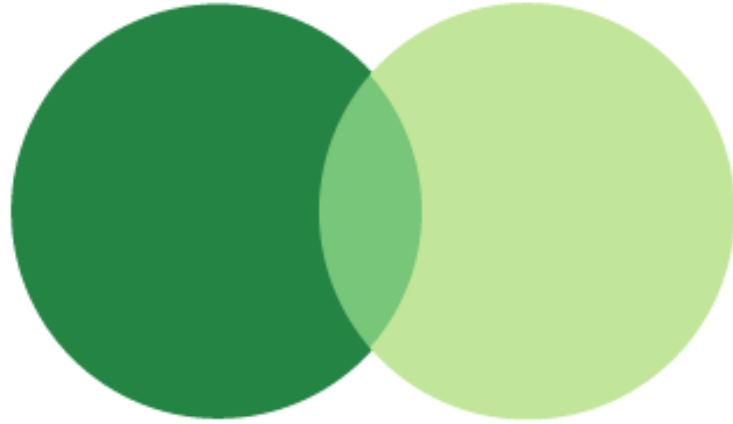
- » **Goals, Policies and Actions can further address water supply issues**
- » **Strategies could include increased conservation and decrease consumption**
  - Water efficiency
  - Studying use of recycled water
- » **City is not water purveyor, so coordination and partnership with Cal Water, where 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**




# 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

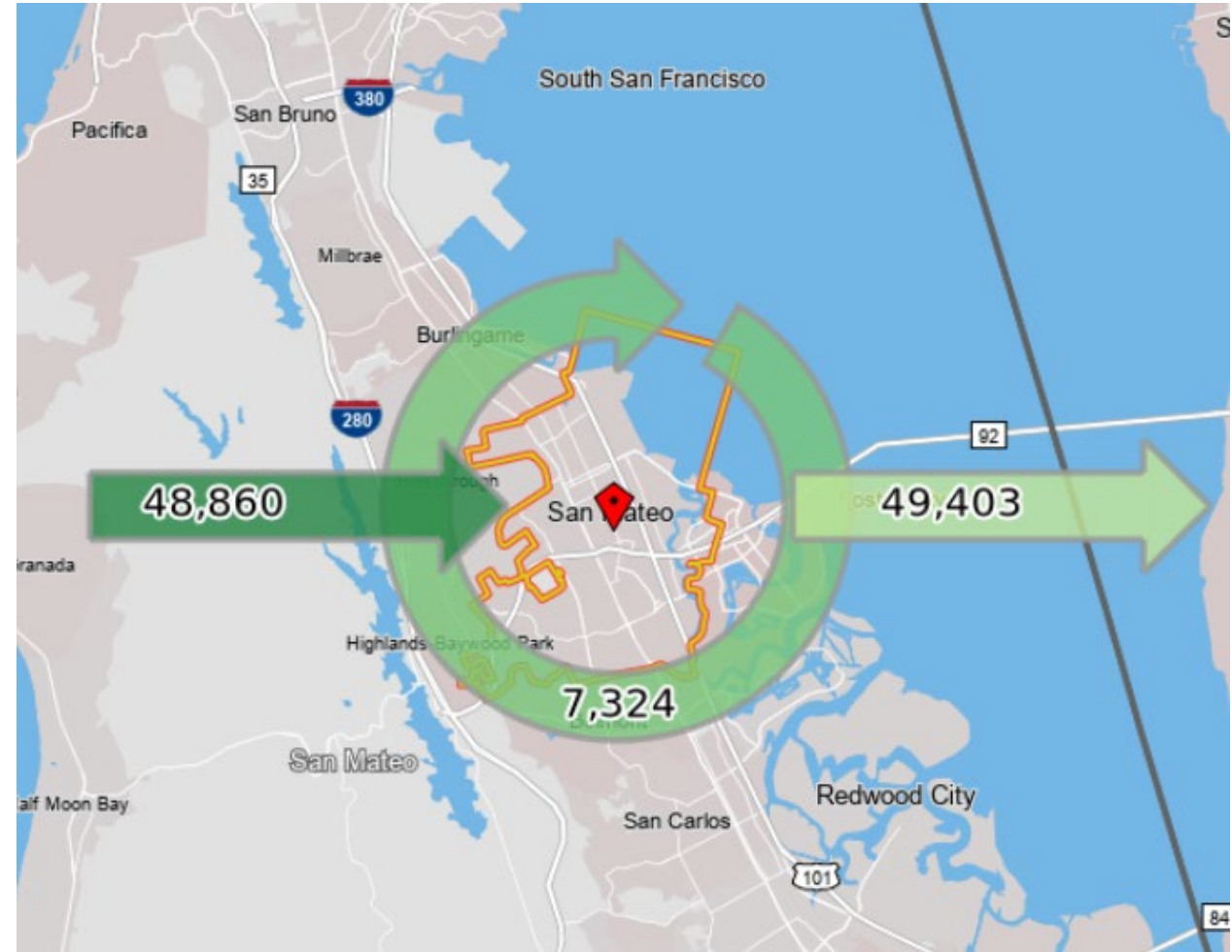


# Jobs-Housing Balance – Where People Live and Work



-  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**

# Fiscal Sustainability

	Alternative A	Alternative B	Alternative C
Total Revenues	\$32,900,000	\$40,270,000	\$48,560,000
Total Expenditures	\$24,780,000	\$33,130,000	\$43,380,000
<b>Net Annual Fiscal Impact</b>	<b>\$8,120,000</b>	<b>\$7,140,000</b>	<b>\$5,180,000</b>



# 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**



# 2040 Average Speeds

Scenario	Average Speed (MPH)				
	Daily	AM Peak Hour		PM Peak Hour	
2019	34.1	23.3		23.1	
2040 Existing GP	27.1	13.0		11.2	
LU Alternative A	26.4	10.8	-2.2	10.4	-0.8
Alternative B	25.8	10.2	-2.8	10.1	-1.1
Alternative C	25.9	10.3	-2.7	10.0	-1.2

# Mode Shift

- » **All alternatives would be expected to increase transit, biking, and walking over existing conditions or over the existing General Plan.**
- » **Bicycle and pedestrian outcomes among the three circulation alternatives are similar because they all include Bicycle Master Plan and Pedestrian Master Plan.**
- » **Circulation Alternatives B and C increase transit coverage.**
- » **Land Use Alternative C places the highest numbers of new residents near frequent transit service.**

# Community Input on Preferred Scenario



# Preferred Land Use Scenario Input

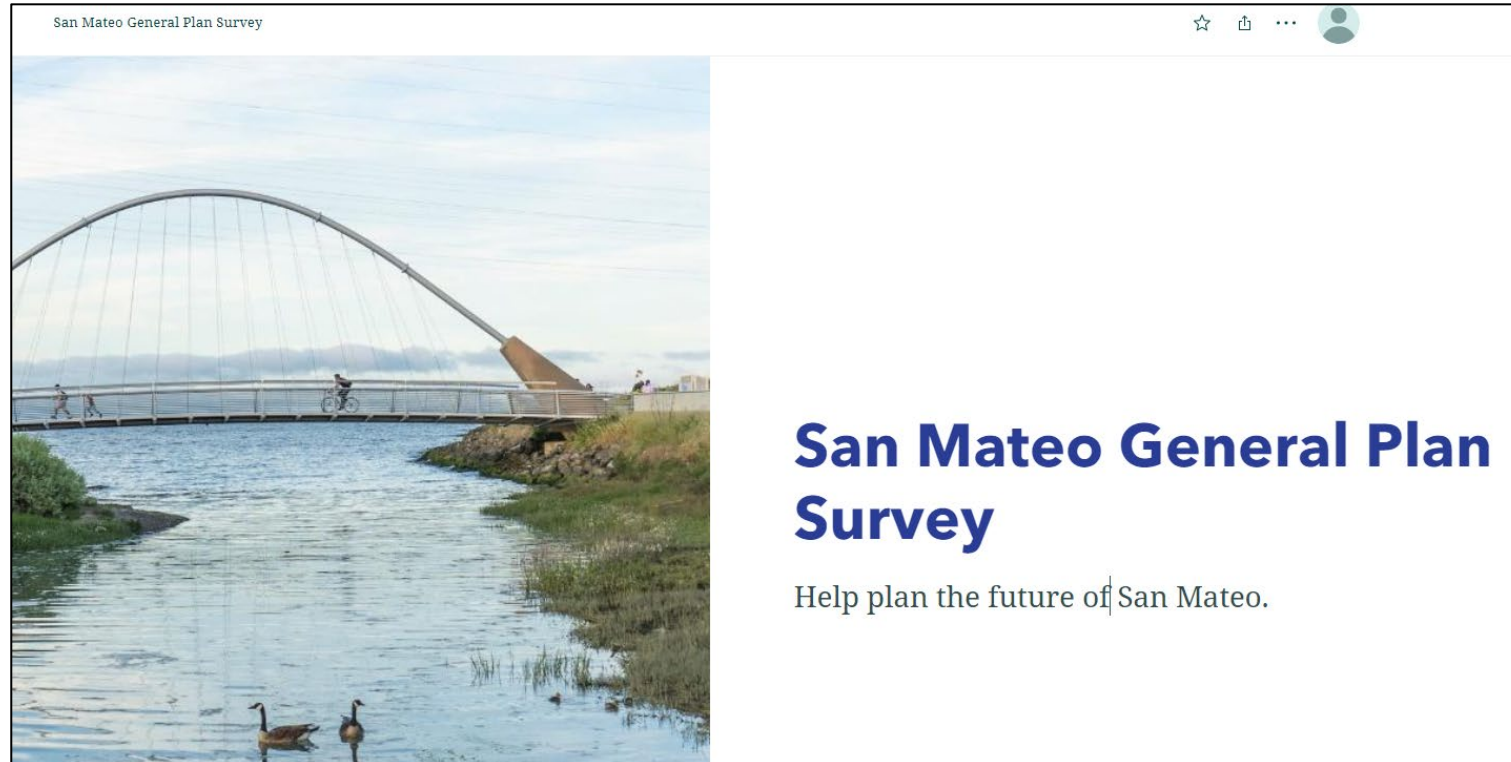
- » Focus on adding jobs and housing near transit
- » Increase housing diversity throughout city, not just around transit
- » Increase housing densities
- » Balance new housing and preservation
- » Keep the height limits as-is
- » Increase affordable housing options
- » Redevelop shopping centers
- »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



# Online Survey

Open until March 7, 2022

[www.StriveSanmateo.org](http://www.StriveSanmateo.org)



# Next Steps

# Next Steps

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



# Public Comment



[www.StriveSanMateo.org](http://www.StriveSanMateo.org)



# GPS Discussion

# GPS Discussion

- **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?**
- **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 should those new housing units be accommodated?**

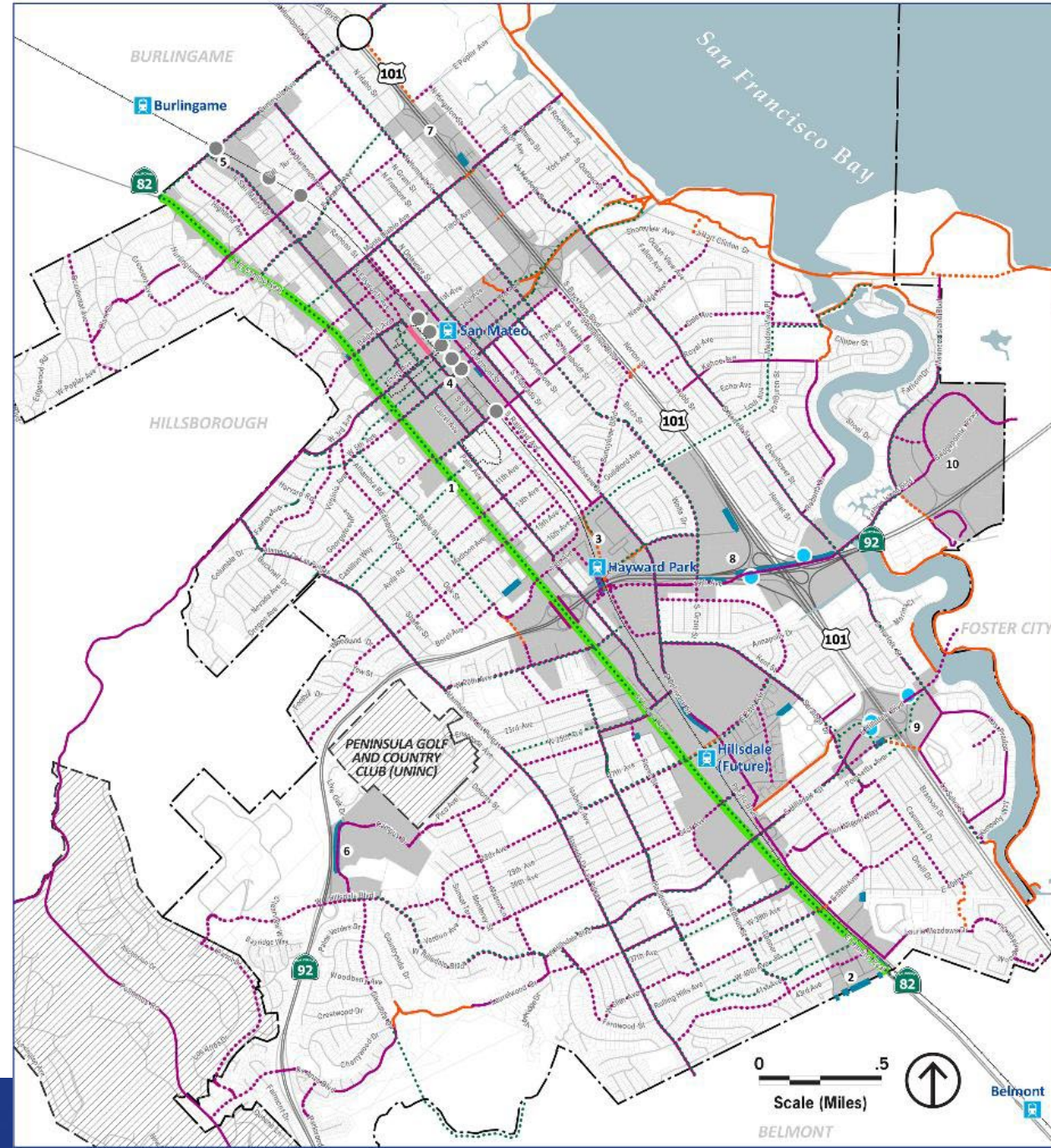


# Circulation Alternatives

# Circulation Alternative A

- » Pedestrian corridors
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## Alternative A: Prioritizing a Walkable City

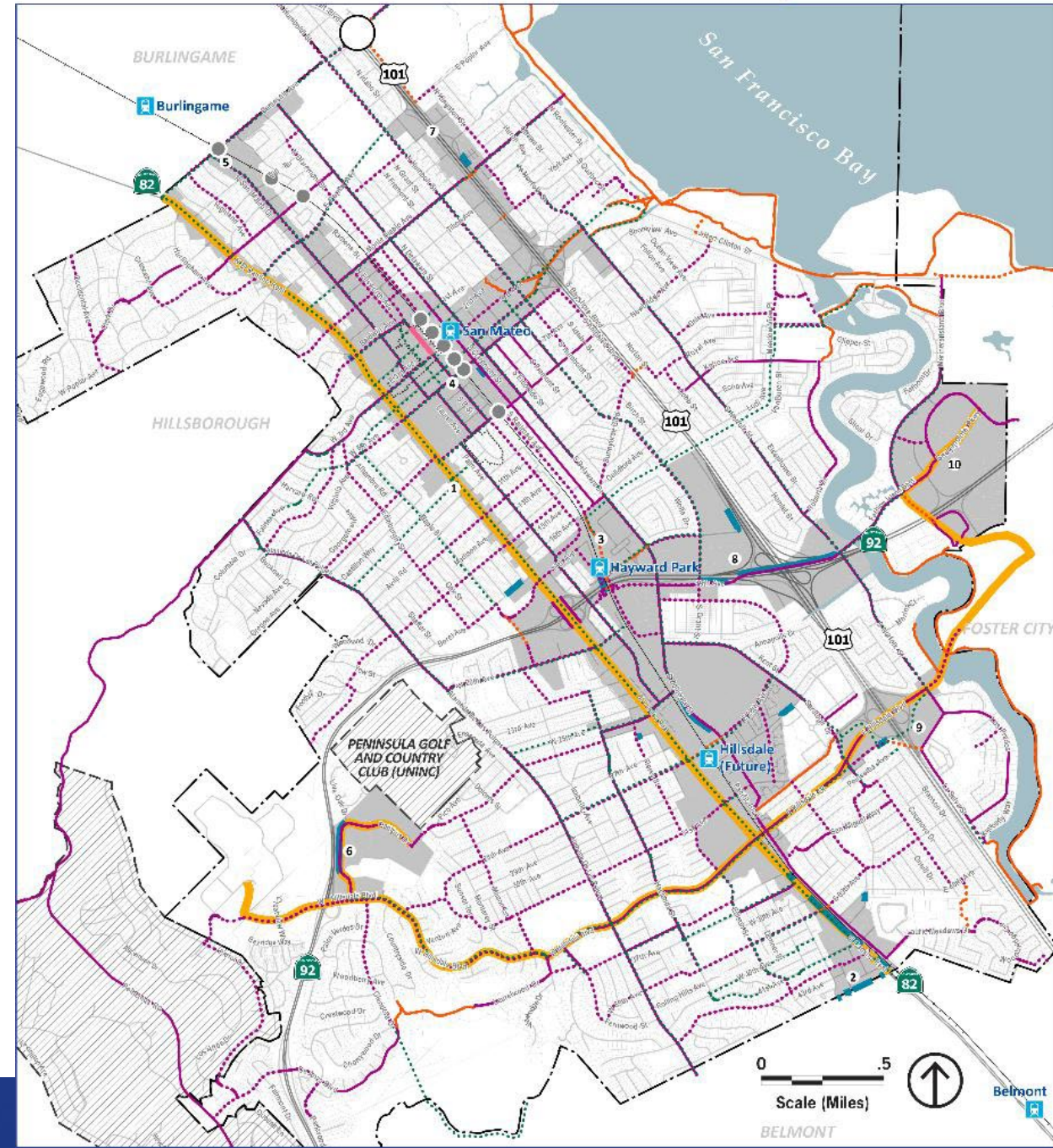




# Circulation Alternative B

- » 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

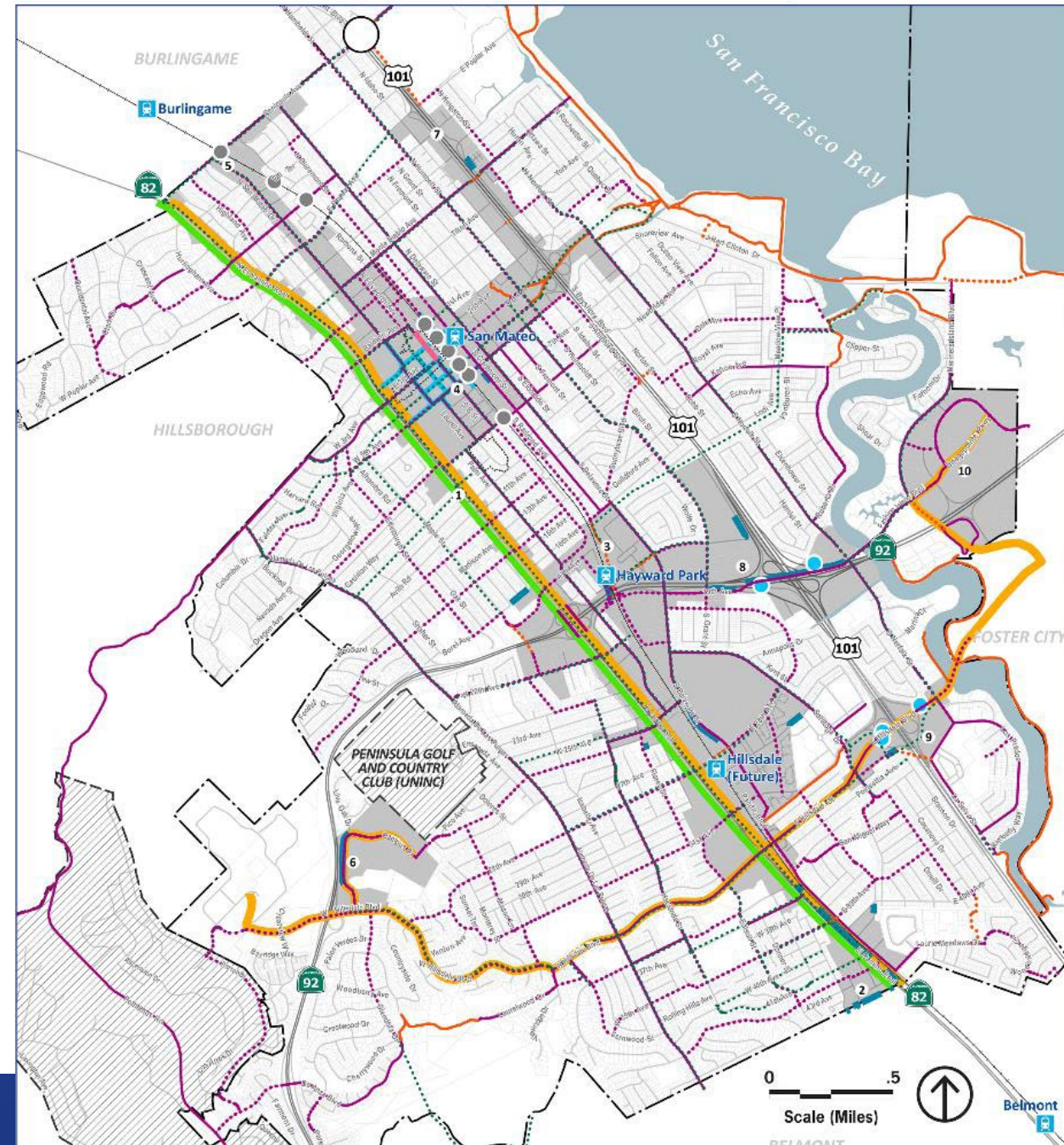




# Circulation Alternative C

- » Combines local and regional improvements in Alternatives A & B
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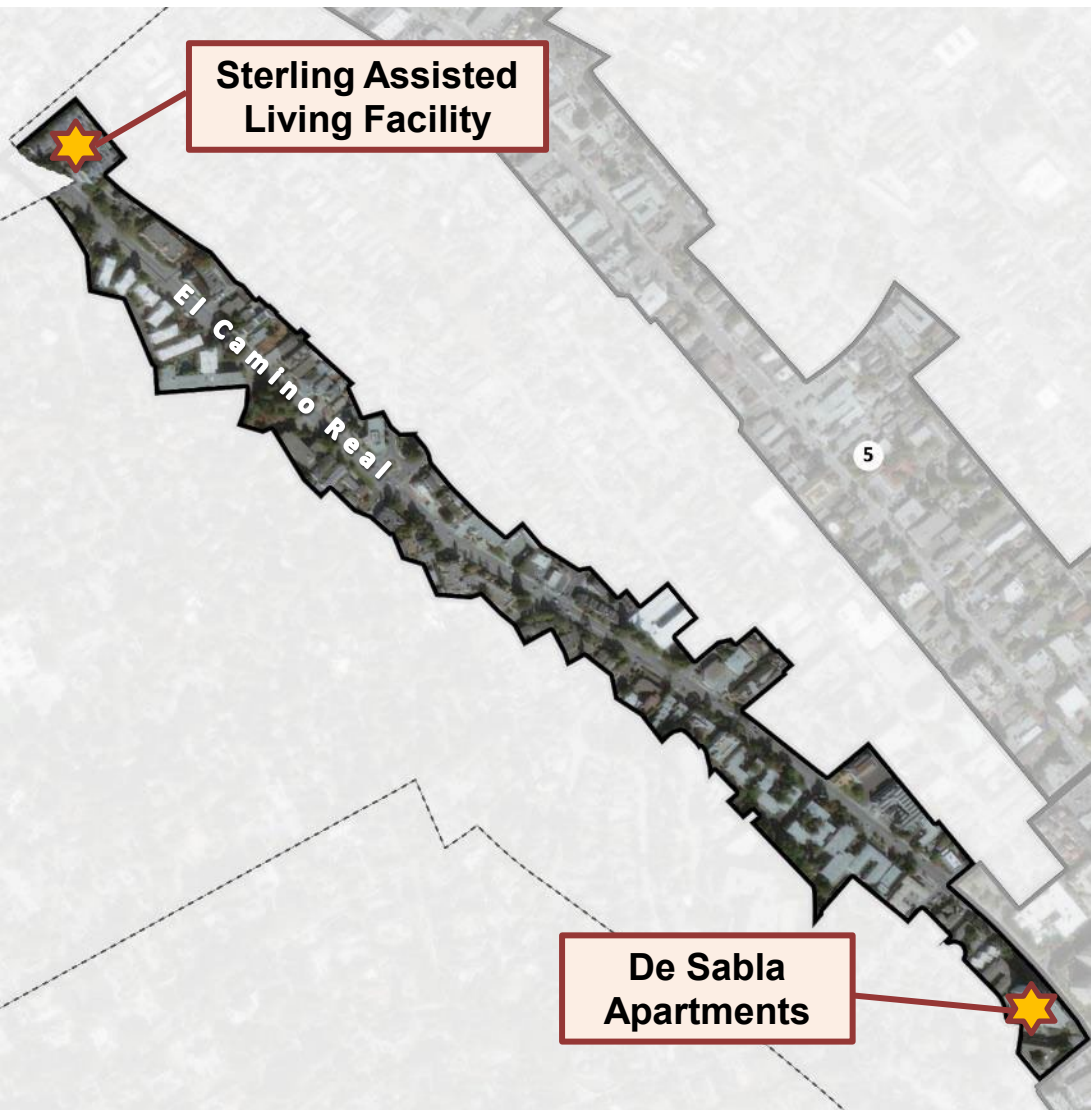
## Alternative C: Supporting Walking, Regional Connections and Emerging Mobility Solutions





# Land Use Alternatives

# 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

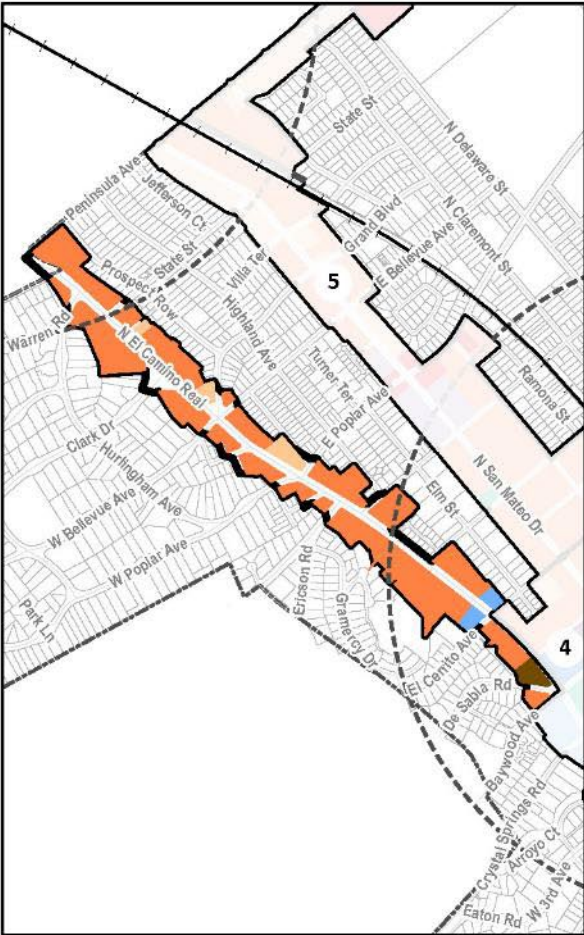
- Adds more homes than Alternative A.
- Adds more jobs than Alternative B.
- Majority of parcels would be Residential Medium. A few parcels would be Mixed-Use High.

	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

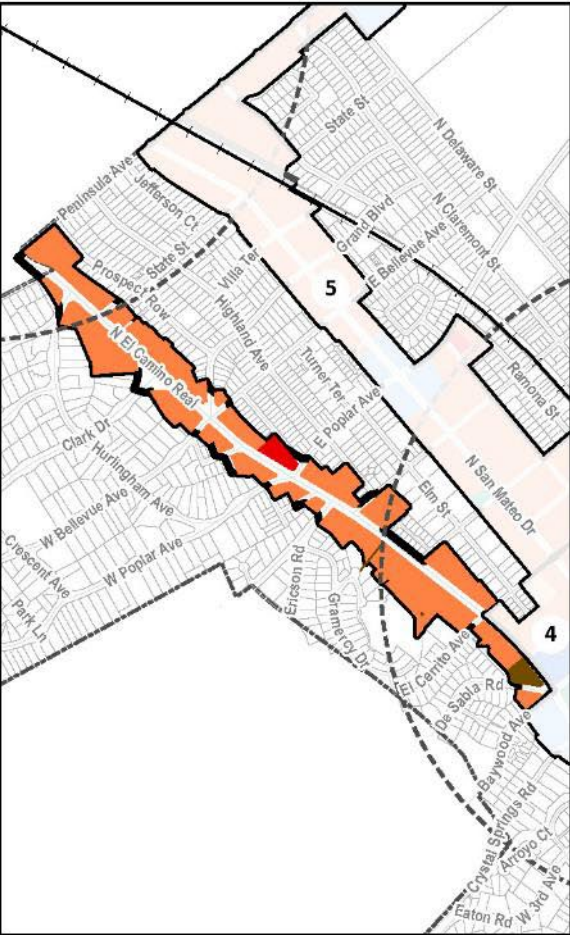
*\*The above totals are for the entire Study Area 1, which includes El Camino Real North, Central and South.*

# Study Area 1 –El Camino Real North

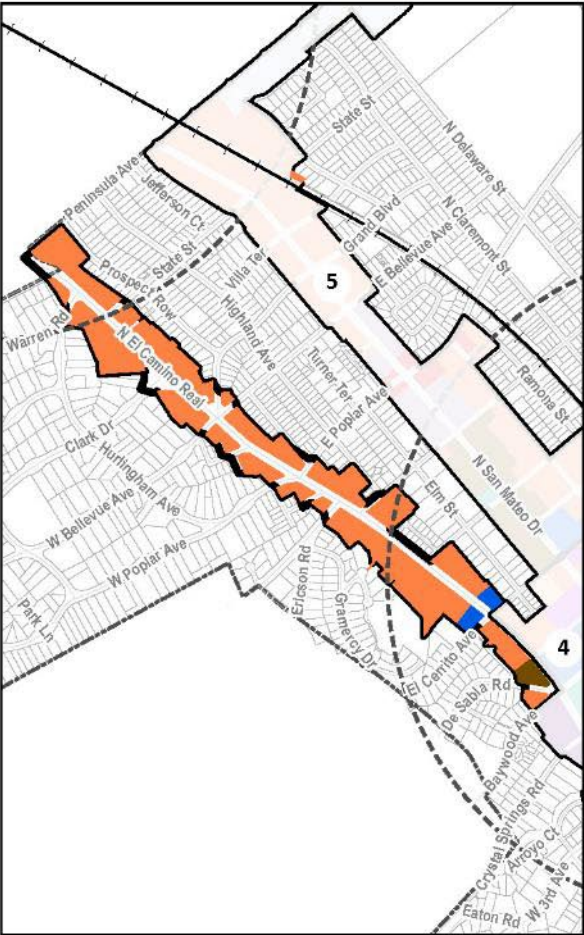
Alternative A



Alternative B

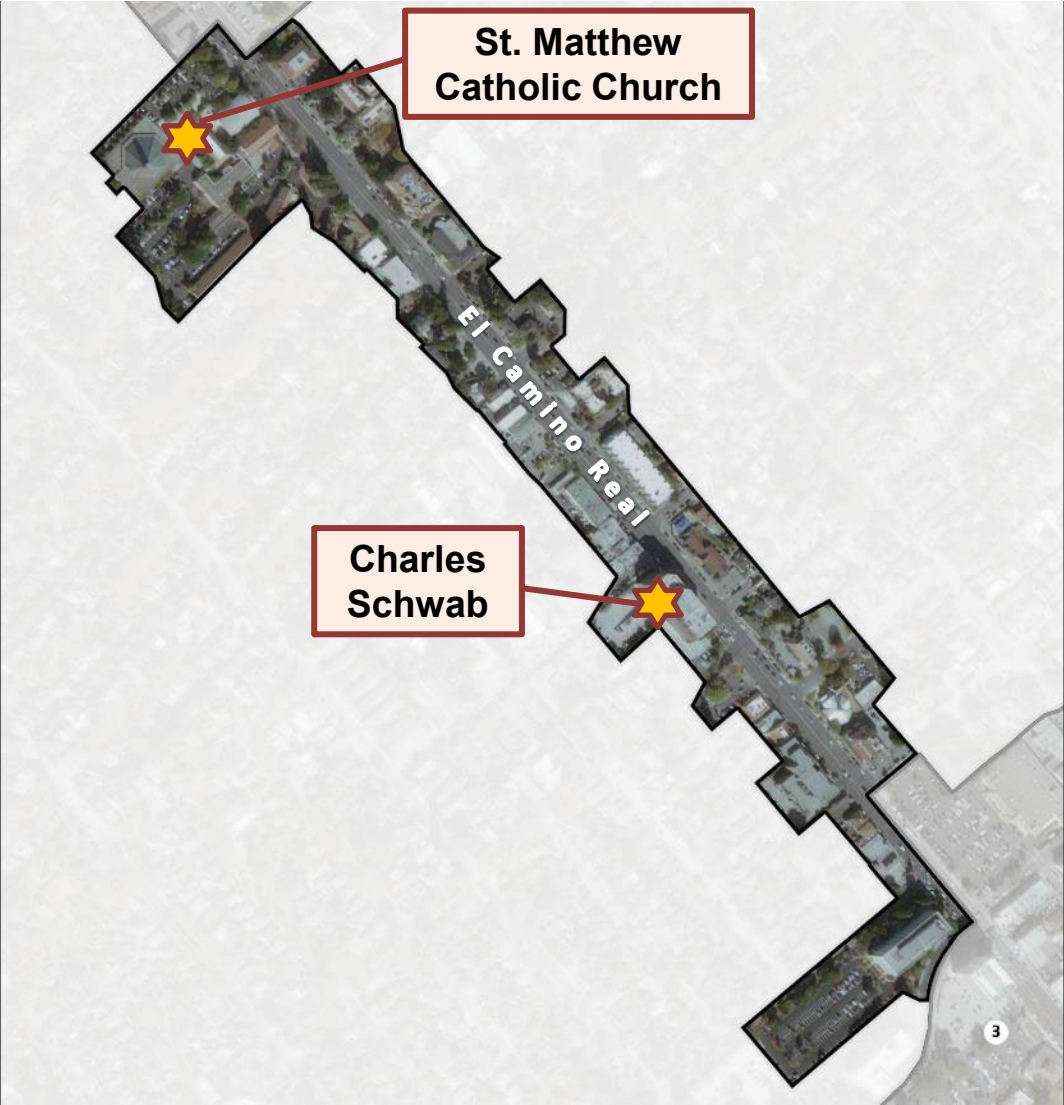


Alternative C





# 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.

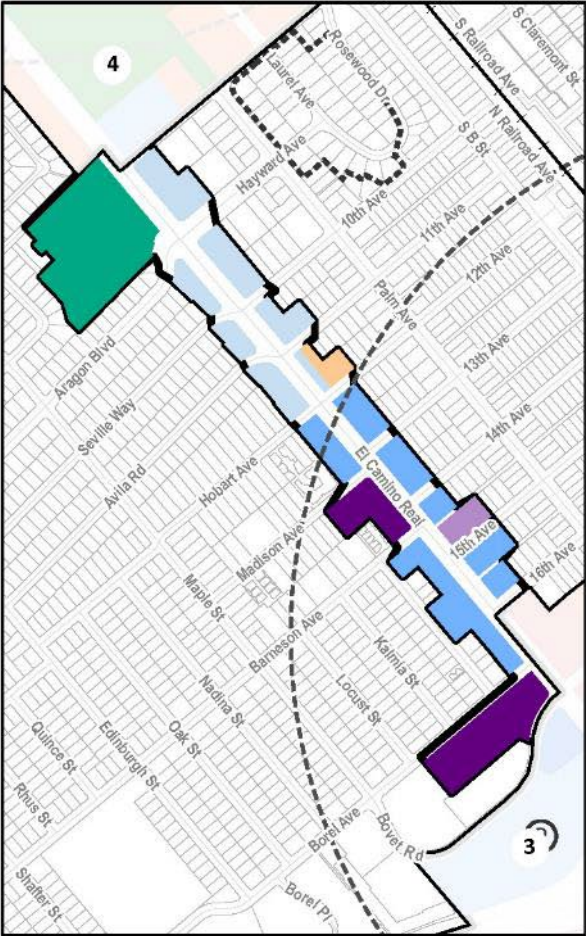
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+290	+1,370	+920
Population	+751	+3,548	+2,383
Jobs	+1,220	+320	+880

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

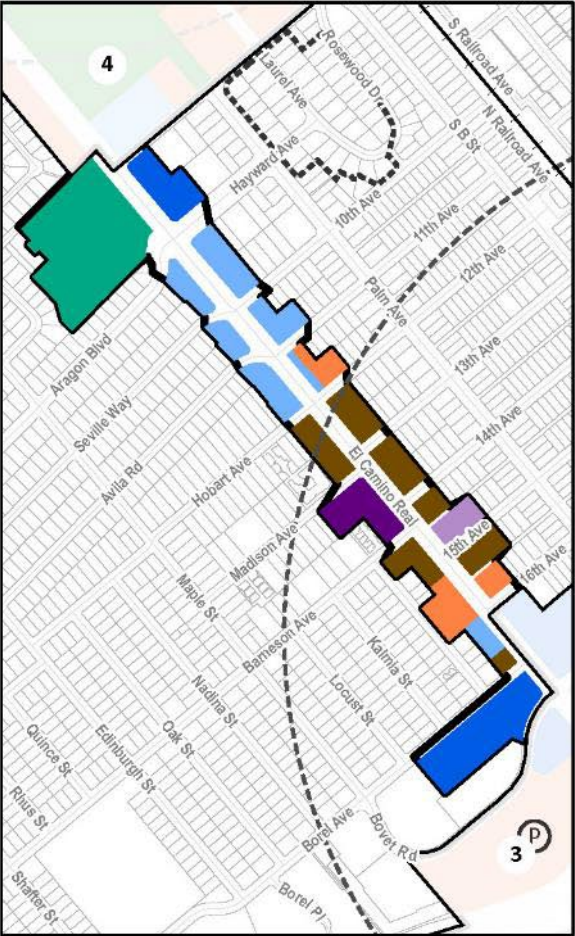


# Study Area 1- El Camino Real Central

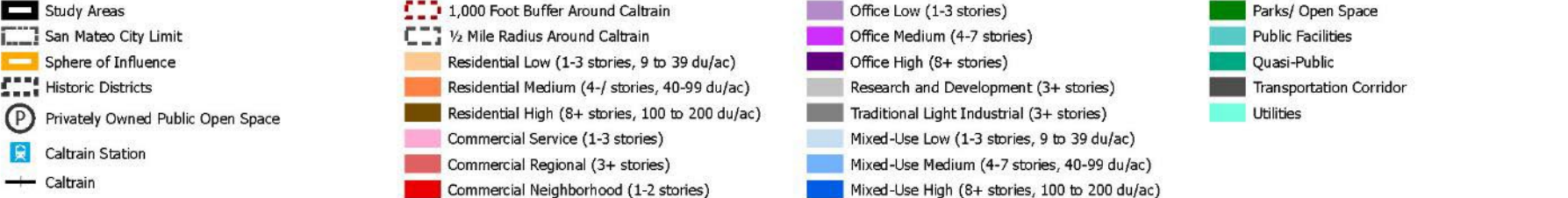
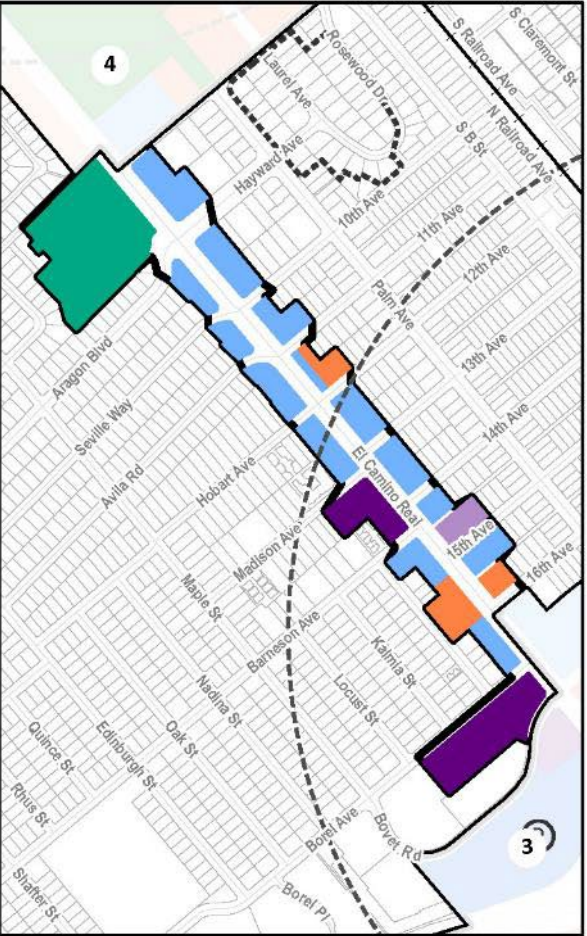
Alternative A



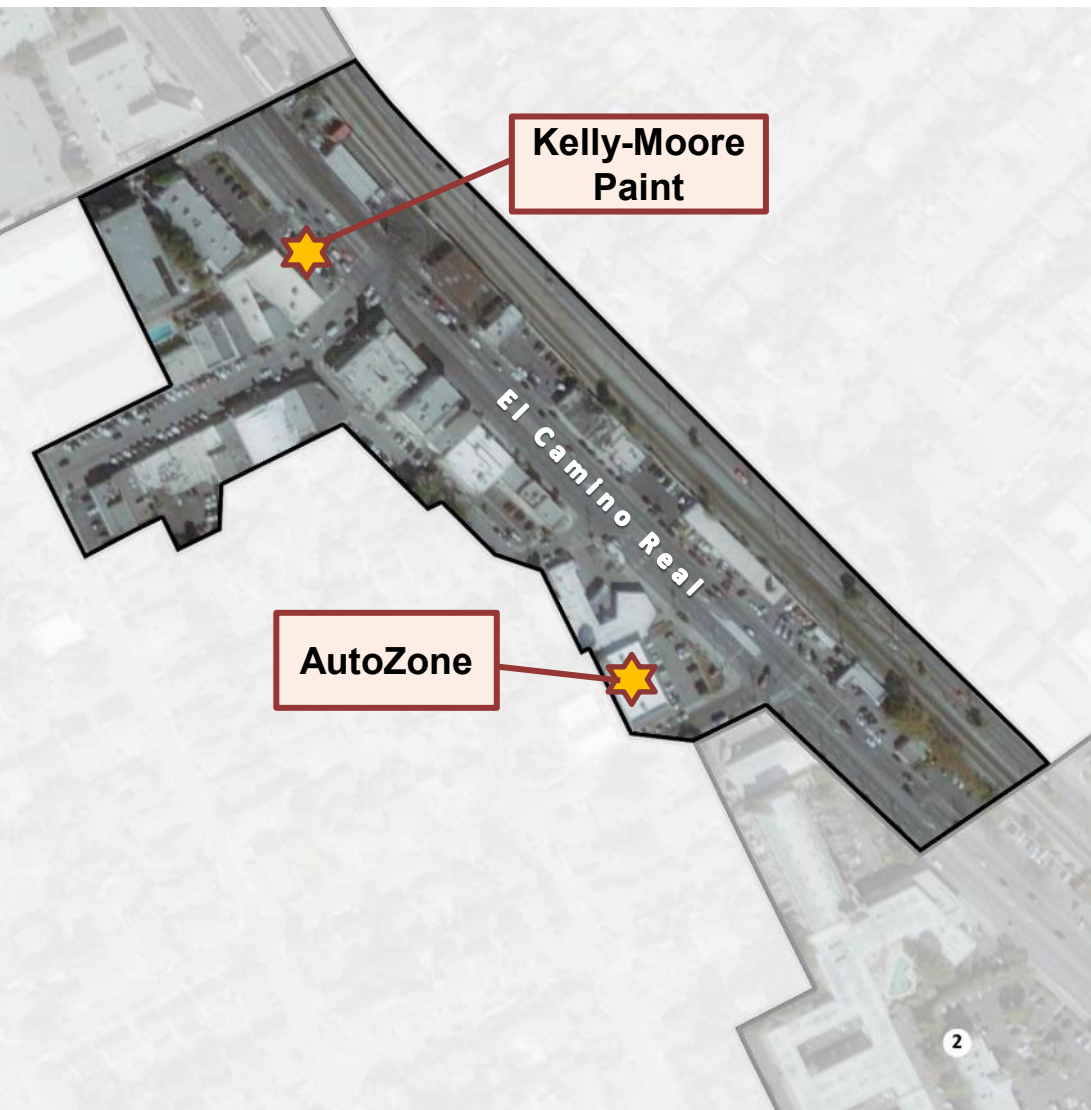
Alternative B



Alternative C



# 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.*

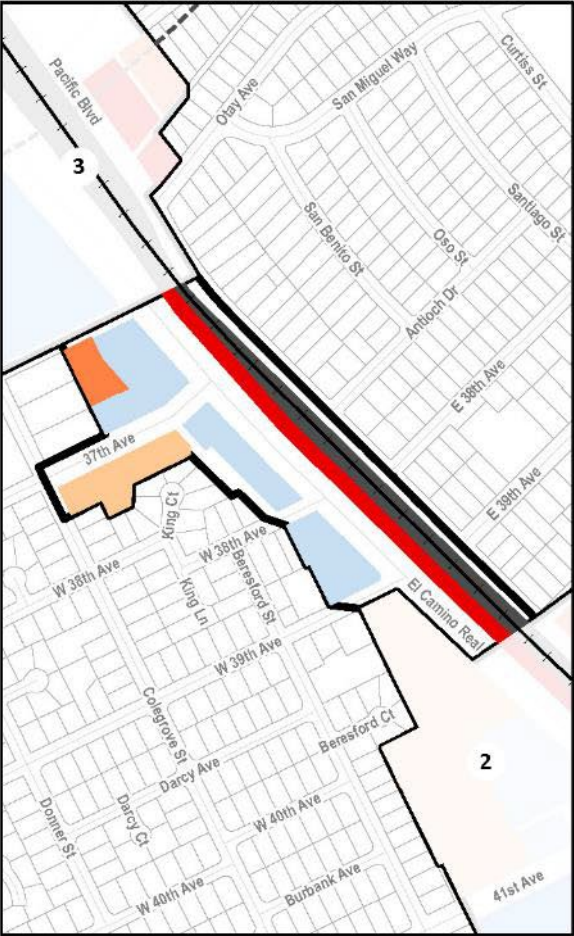


# Study Area 1- El Camino Real South

Alternative A



Alternative B

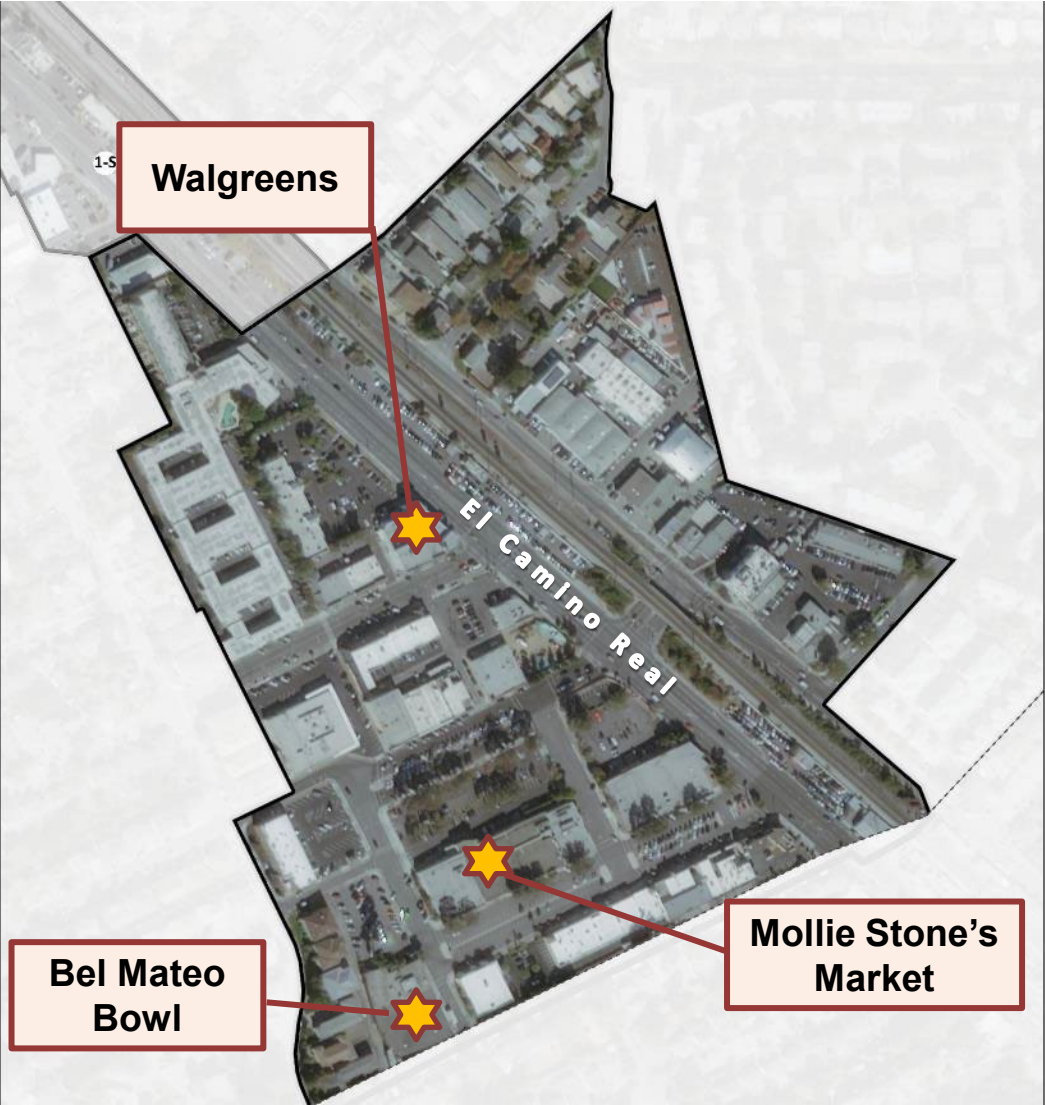


Alternative C



- |                                   |   |   |                         |
|-----------------------------------|---|---|-------------------------|
| 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

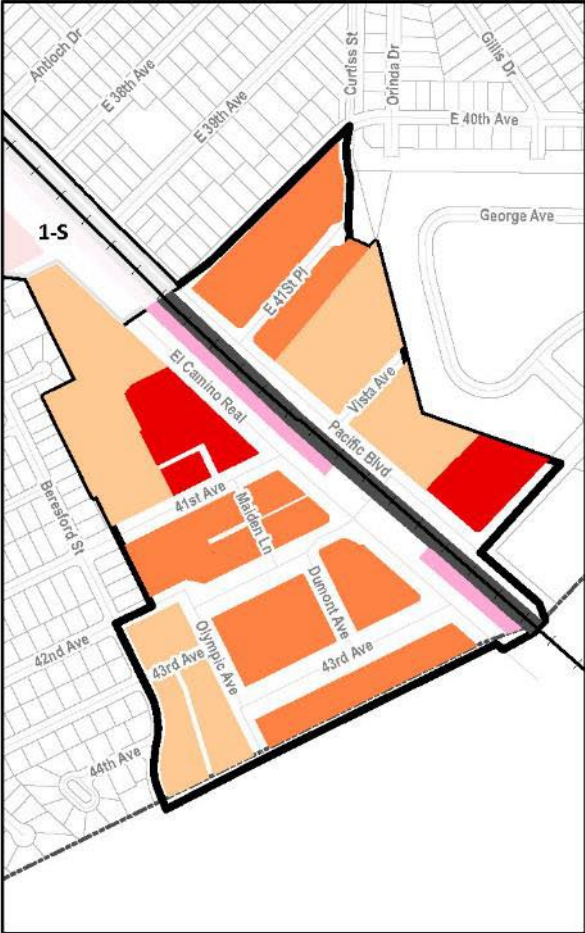
- Adds more homes than Alternative A.
- Results in less job loss compared to Alternative B.
- Allows a mix of uses, including Residential Medium, Mixed Use Medium and Commercial.

	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

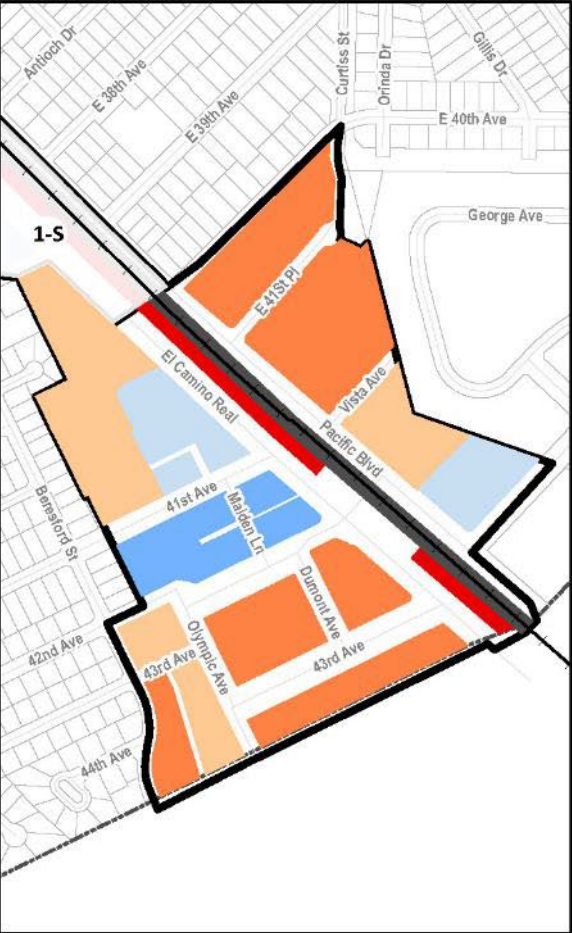


# Study Area 2 – Bel Mateo/Mollie Stone Area

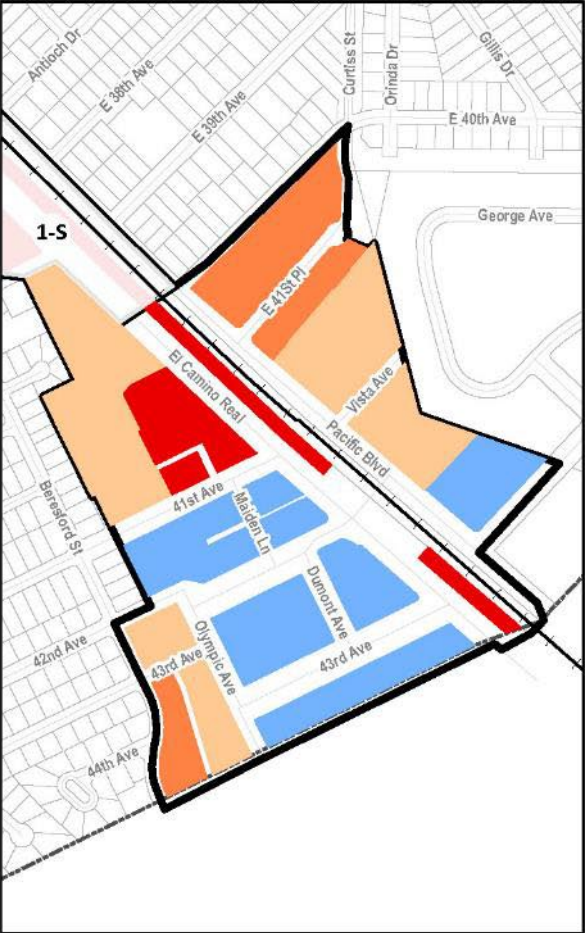
Alternative A



Alternative B

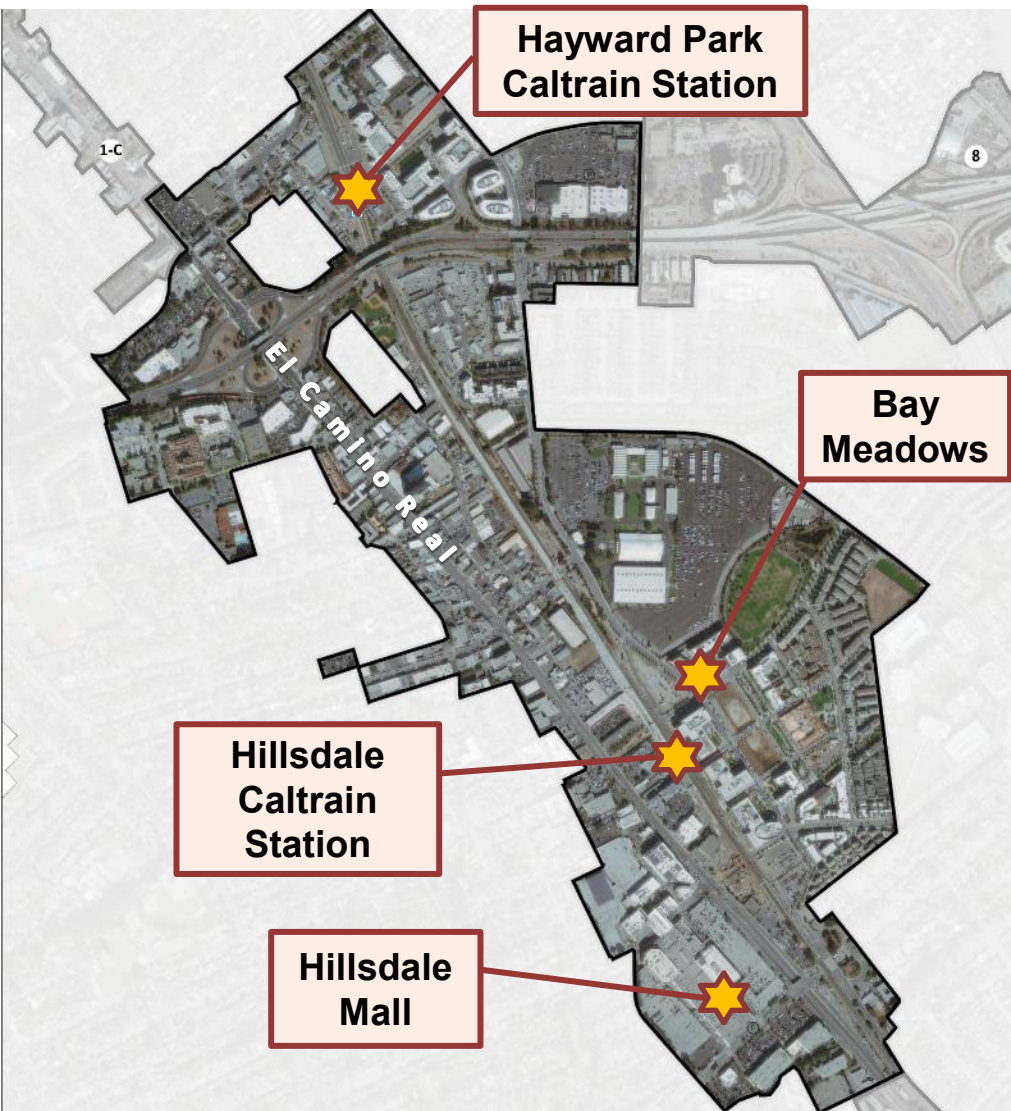


Alternative C



- |                                   |   |   |                         |
|-----------------------------------|---|---|-------------------------|
| Study 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 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

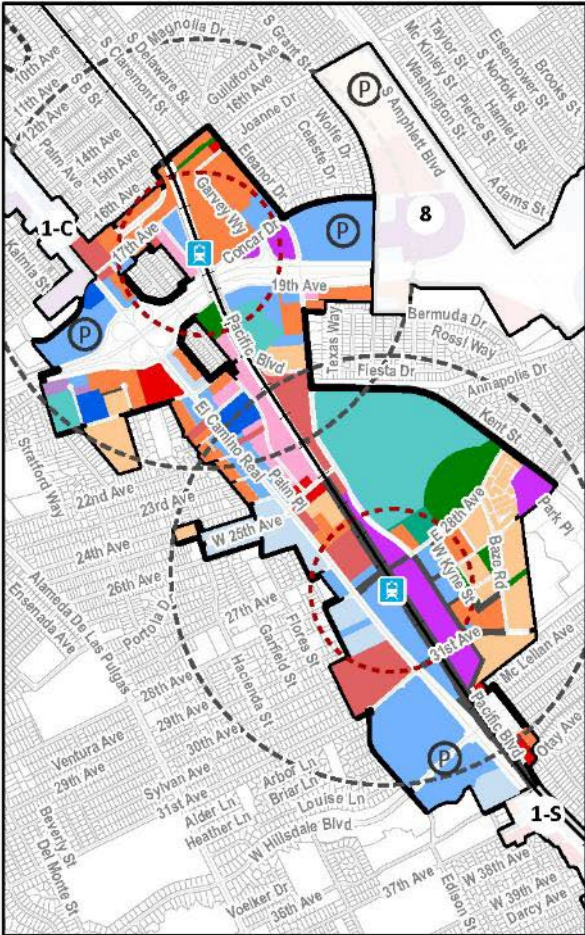
- Adds the greatest number of homes, population, and jobs.
- Allows a mix of uses, including commercial, office, public facilities and residential/mixed use at varying densities.

	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

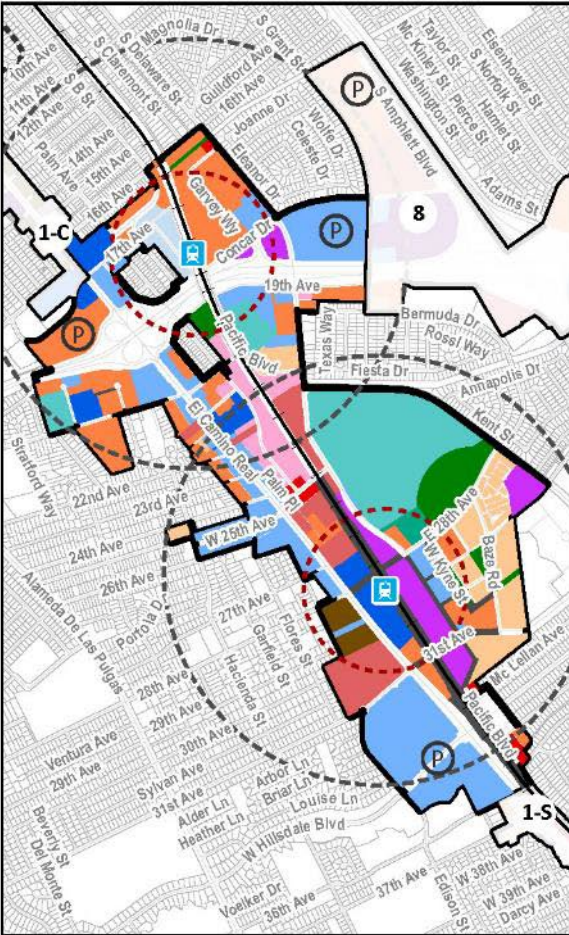


# Study Area 3 – Rail Corridor Area

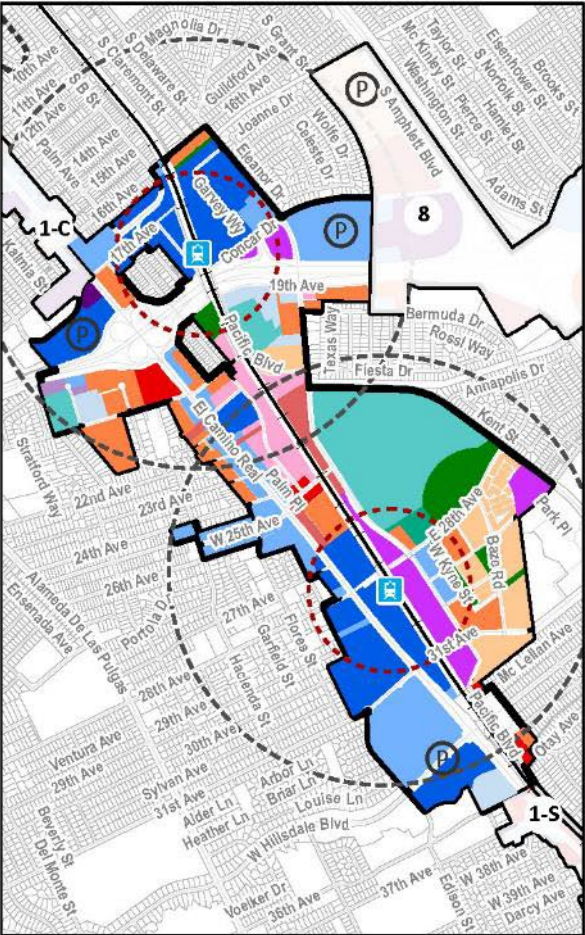
Alternative A



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

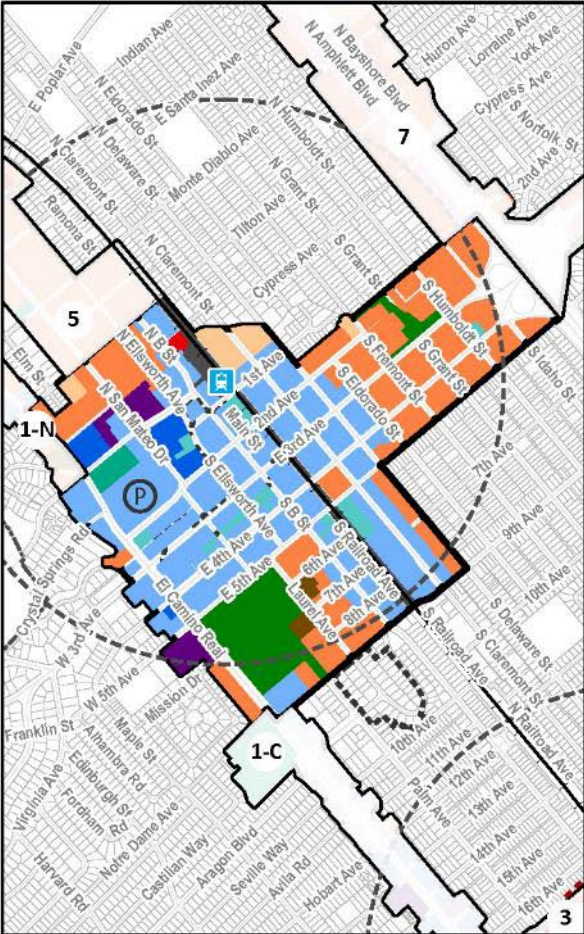
- Adds the greatest number of homes.
- Adds more jobs than Alternatives A and B.
- Is similar to the Downtown Specific Plan Built Form Alternative 3, which increased heights near transit and lower heights in transition to residential areas.

	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

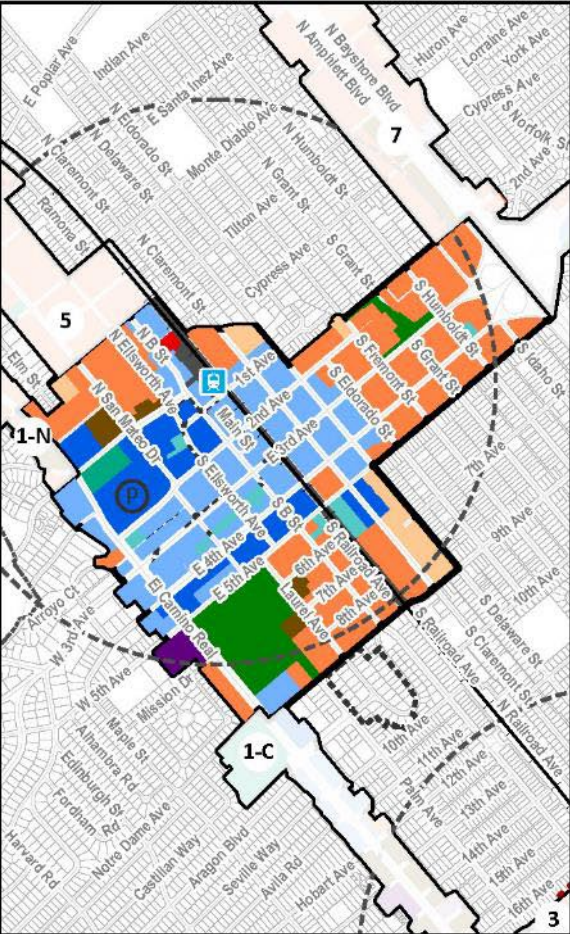


# Study Area 4 - Downtown

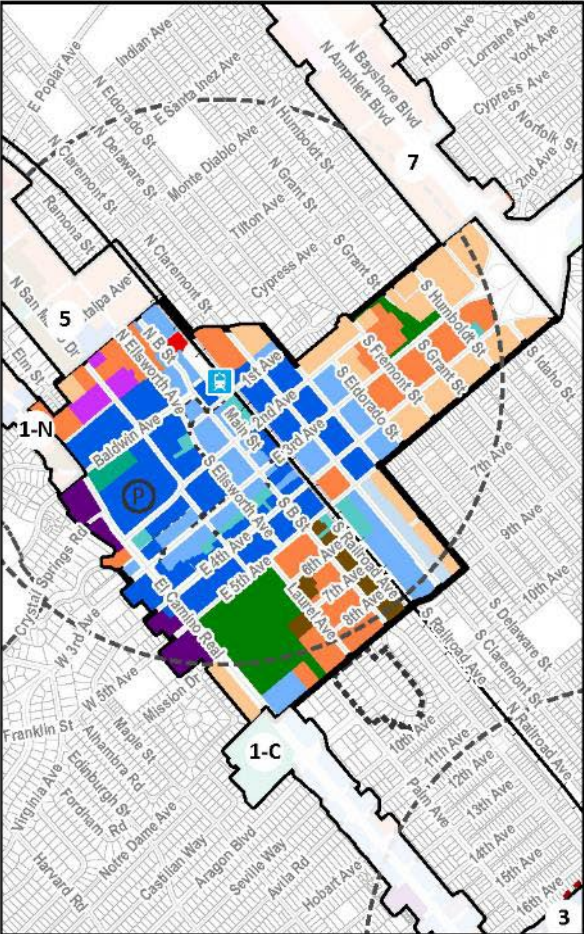
Alternative A



Alternative B



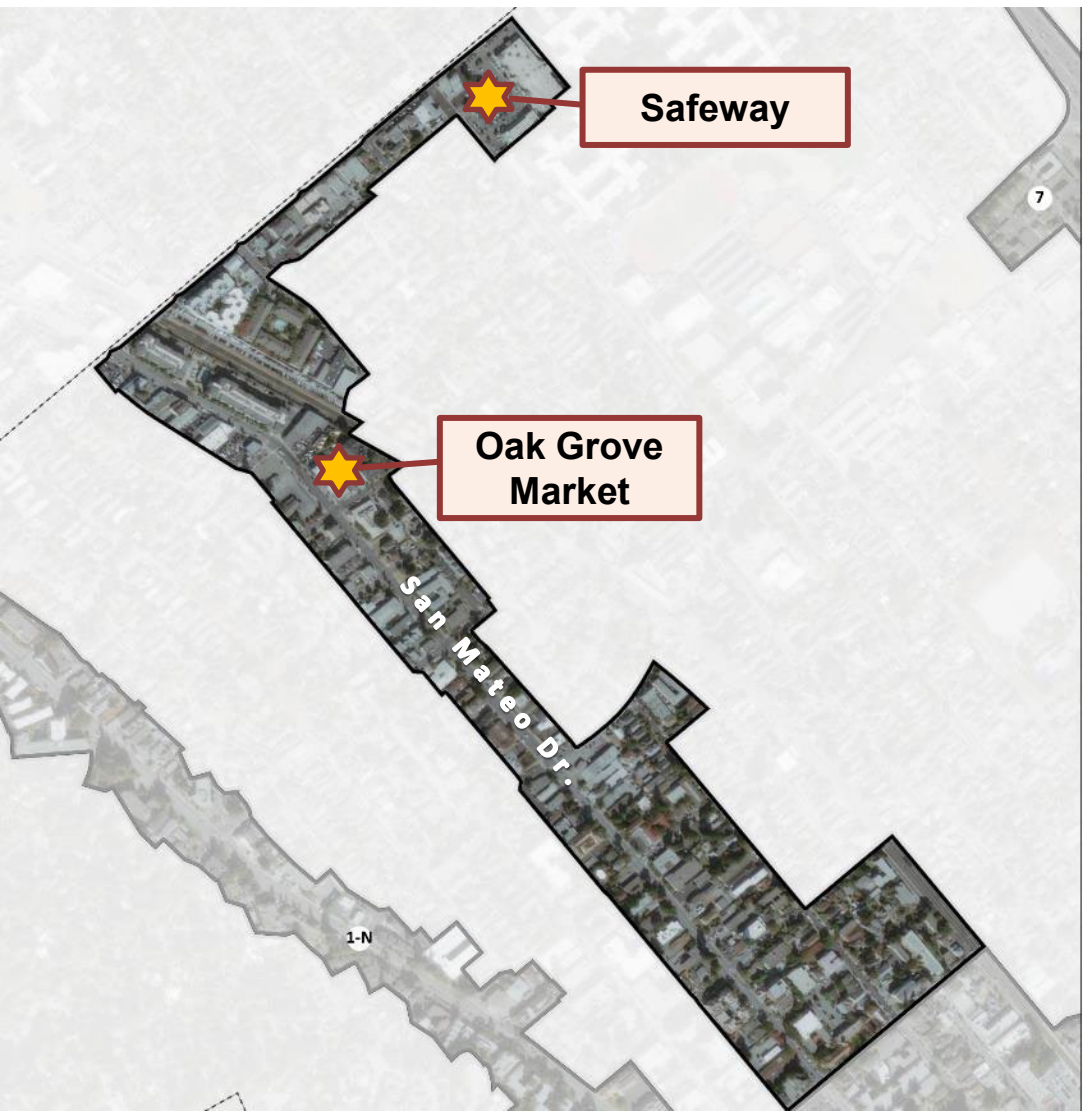
Alternative C



- Study 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 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.

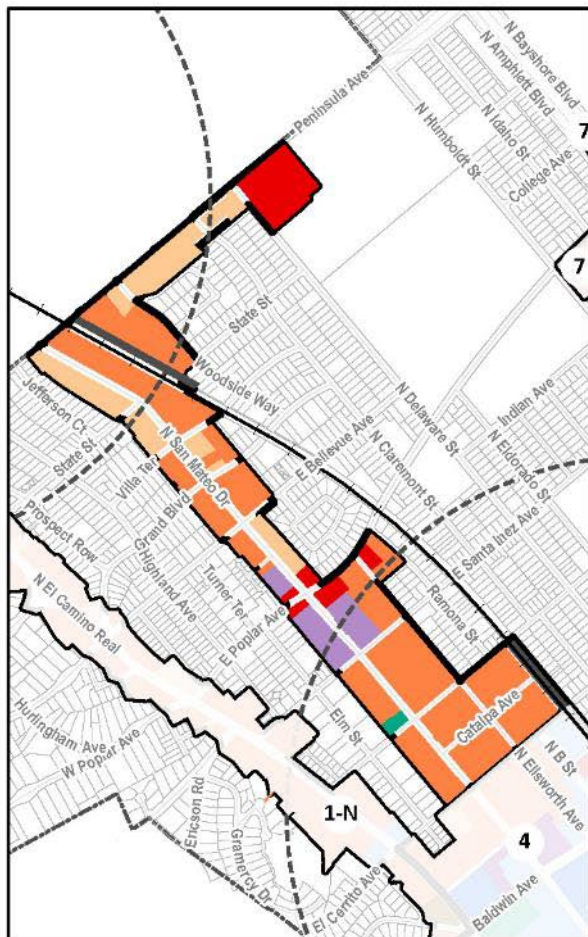
## Alternative C

- 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.

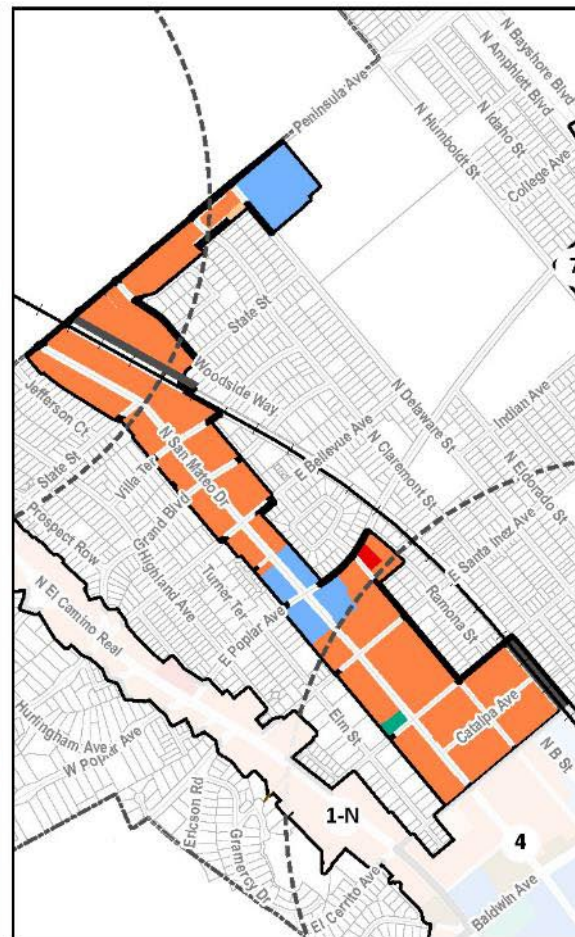
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+90	+200	+300
Population	+233	+518	+777
Jobs	+40	+90	+40

# Study Area 5 – Peninsula Avenue Area

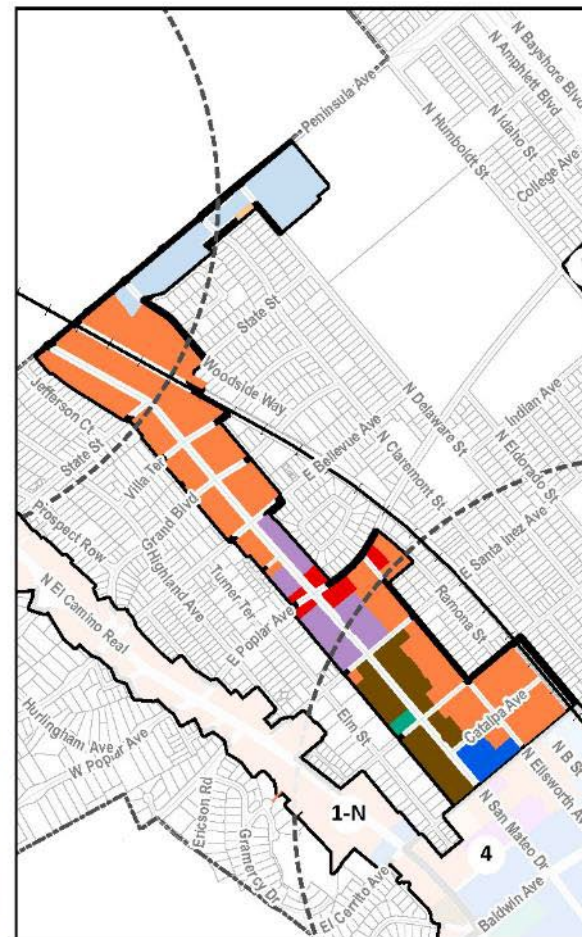
## Alternative A






























## Alternative B



### Alternative C



- |   |   |   |   |
|---|---|---|---|
|  Study Areas                       |  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 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

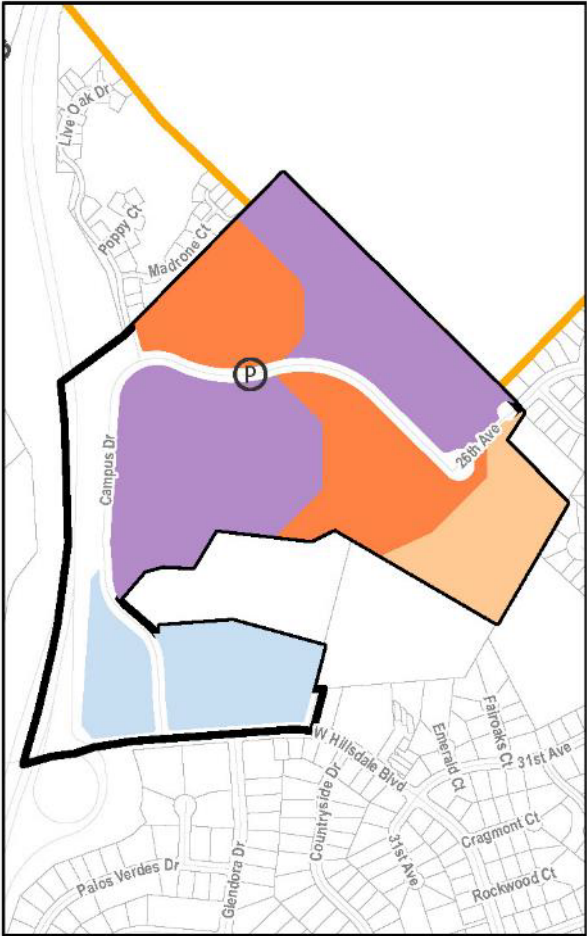
- Adds the greatest number of new homes.
- The office uses along Campus Dr would change to residential.
- Designates most of the area as residential and maintains a commercial area.

	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

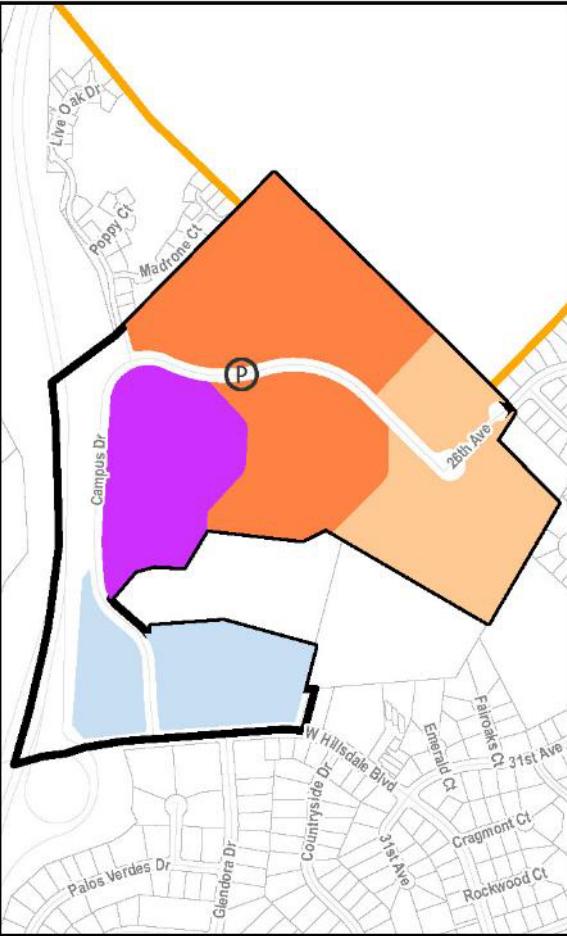


# Study Area 6 – Campus Drive Area

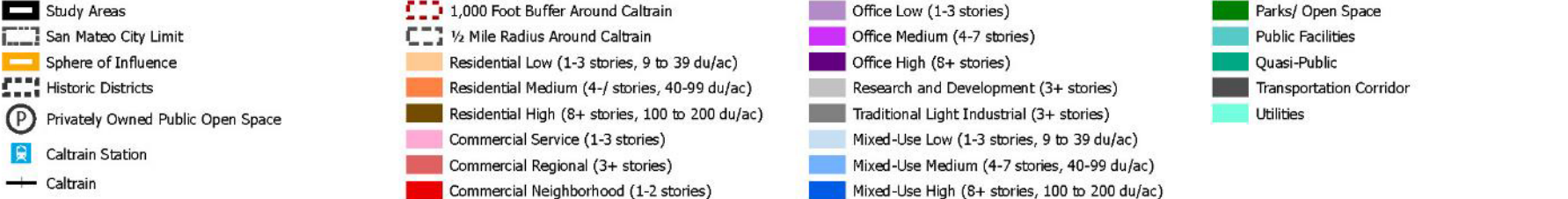
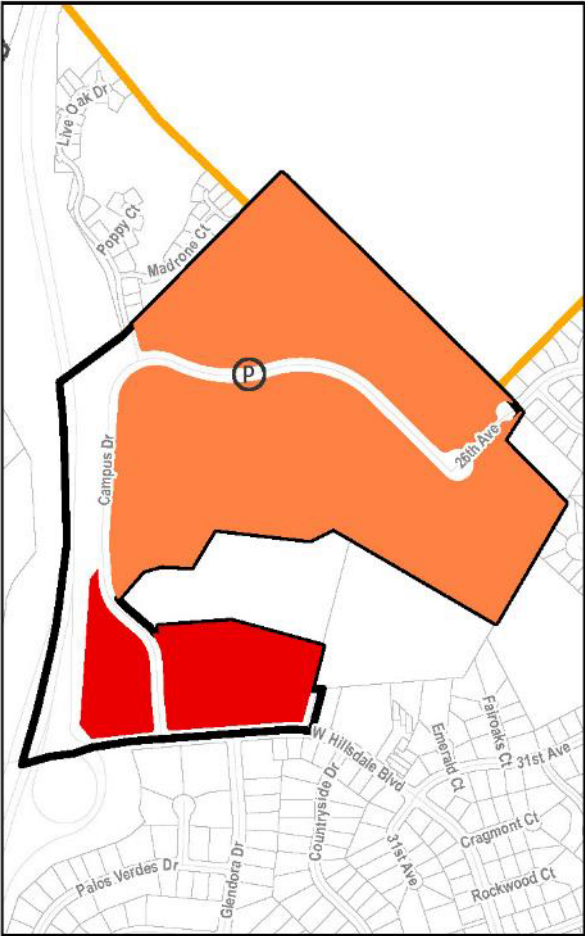
Alternative A



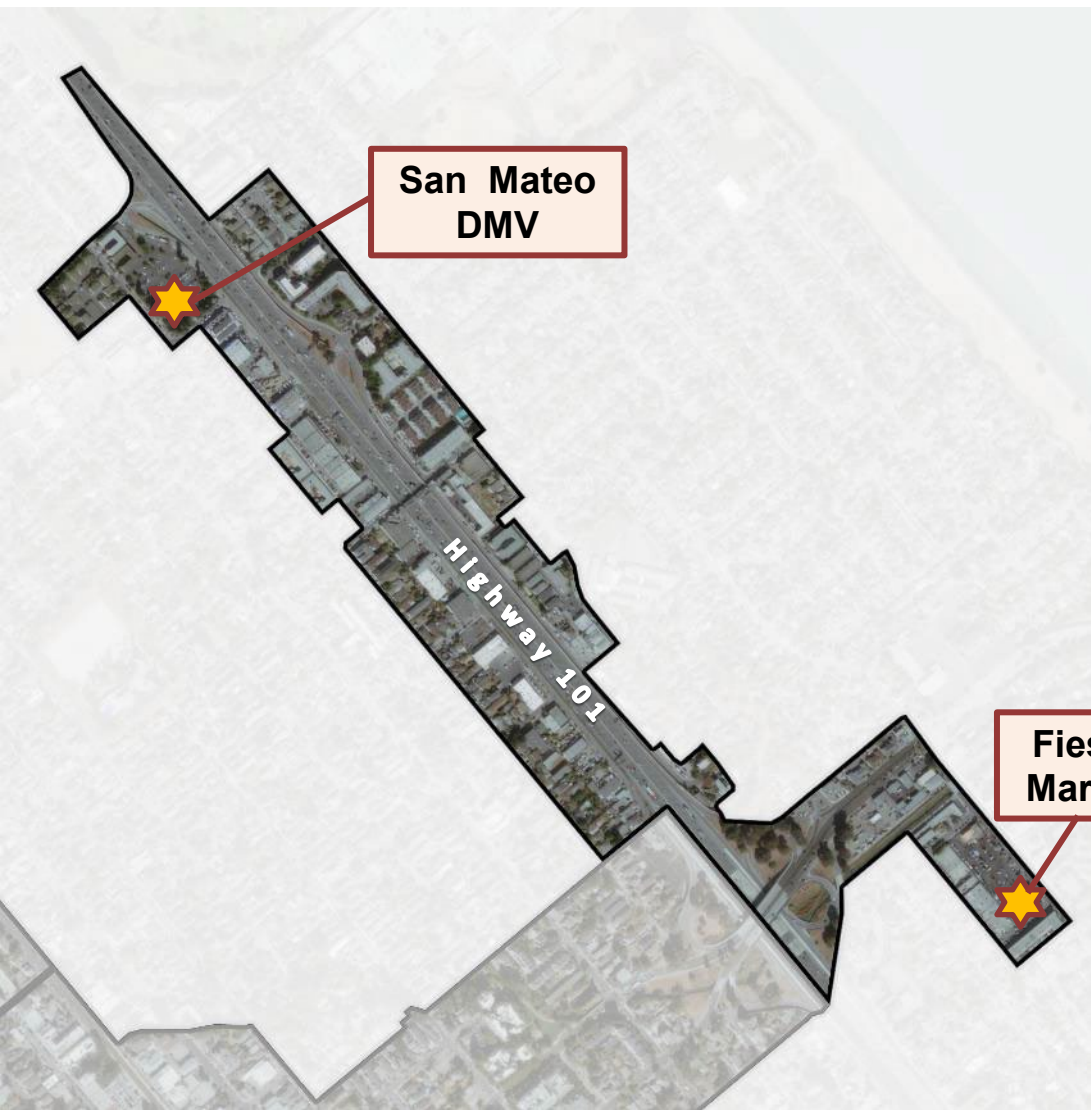
Alternative B



Alternative C



# Study 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

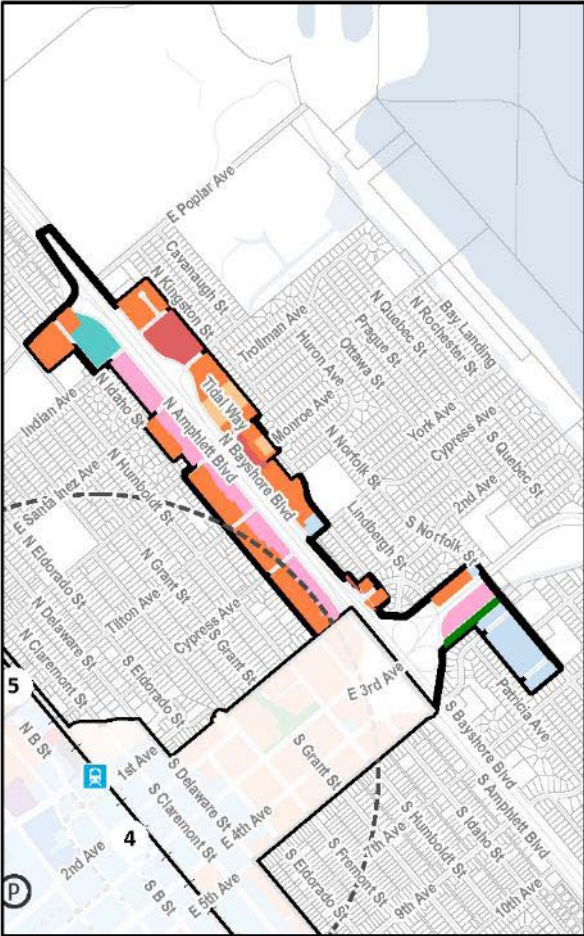
- Adds the greatest number of new homes.
- Allows a mix of uses, including, Commercial Service, Residential Medium and Residential High uses.

	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

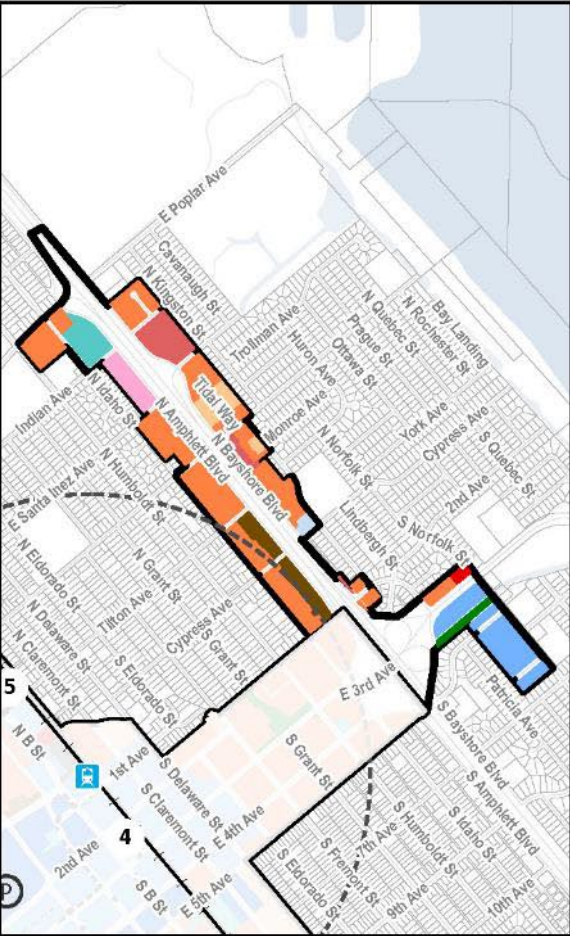


# Study Area 7 – North Shoreview and Shoreview Area

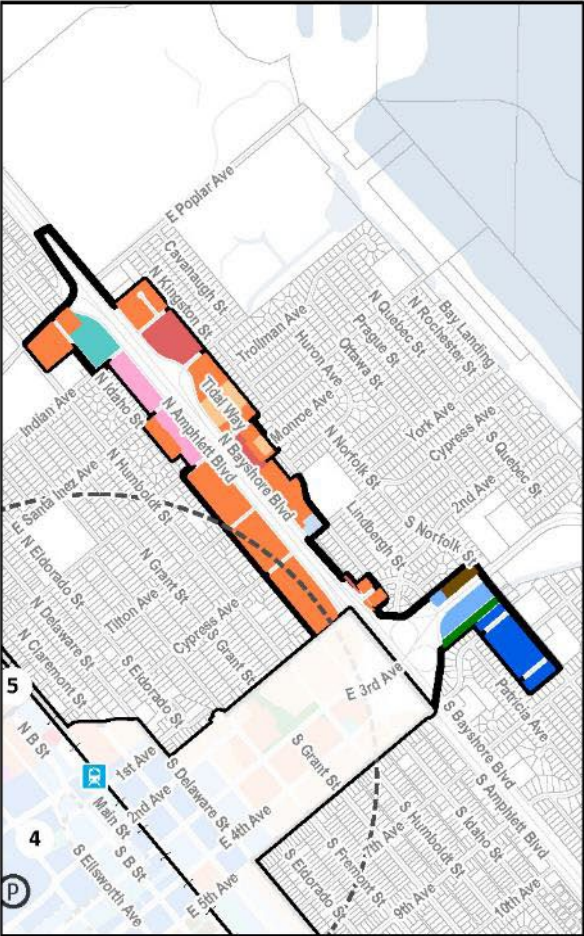
Alternative A



Alternative B

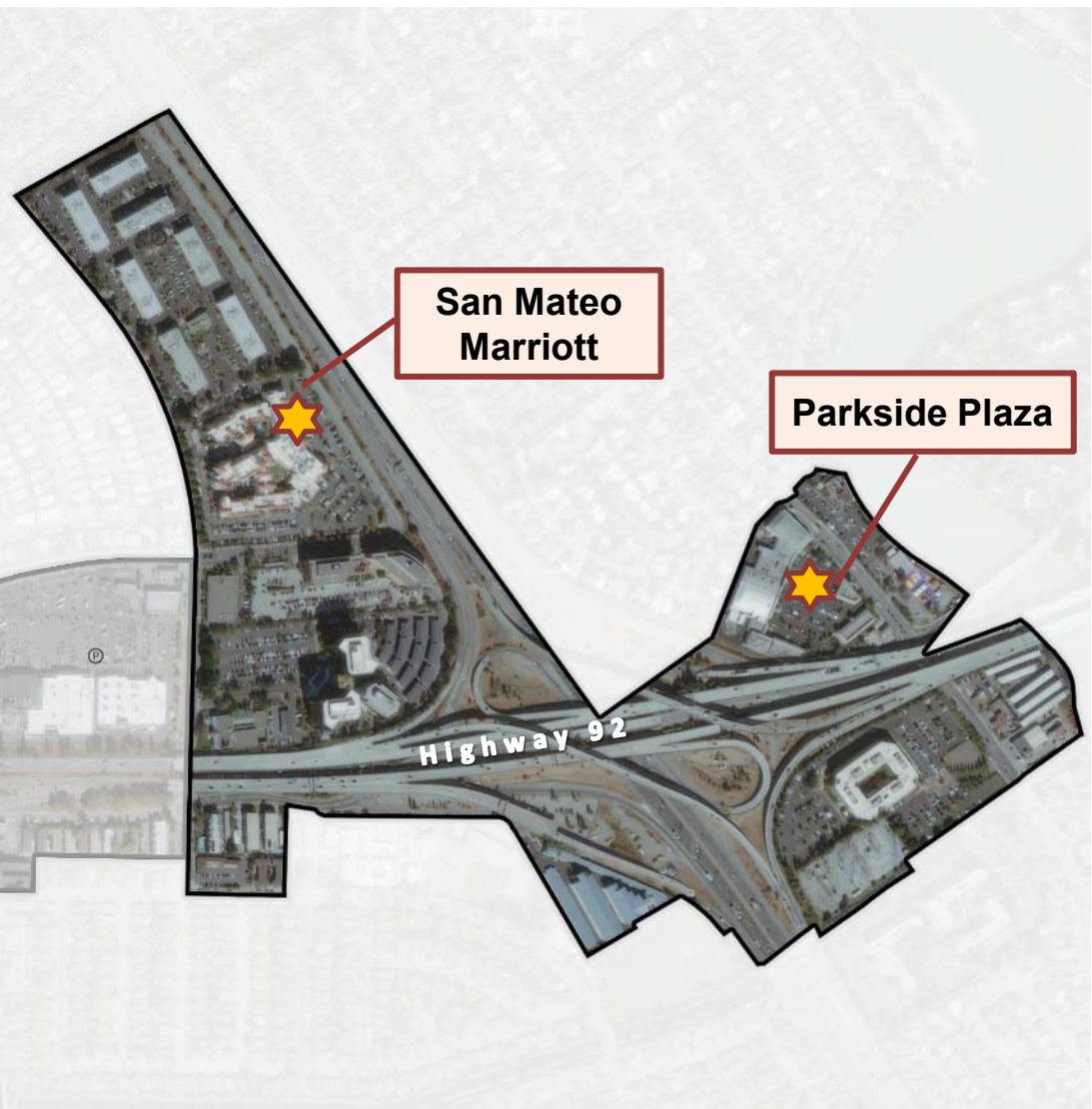


Alternative C



- Study Areas
- 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 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

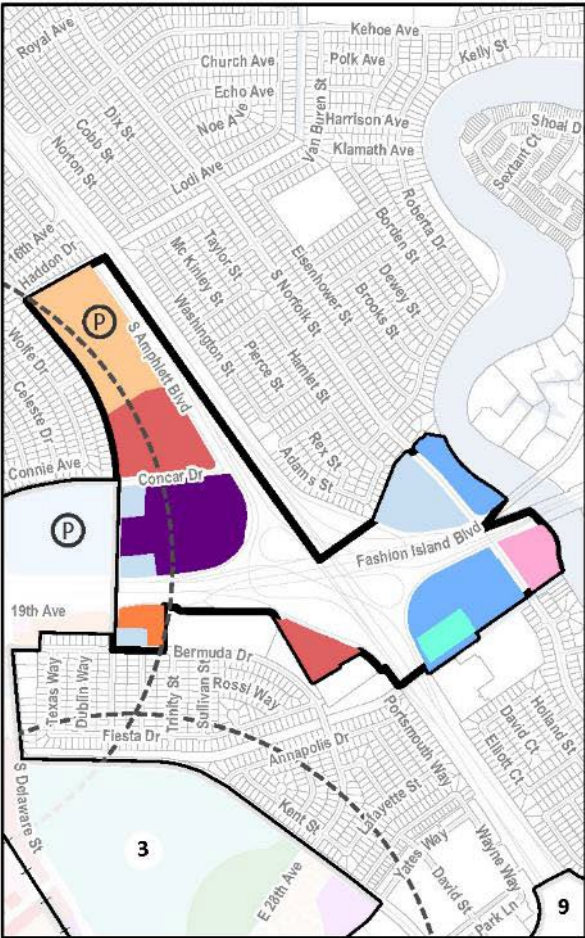
- Adds more homes than Alternative A.
- Allows a mix of uses, including Office High, Residential Medium, Mixed Use Medium, and Commercial Service.

	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

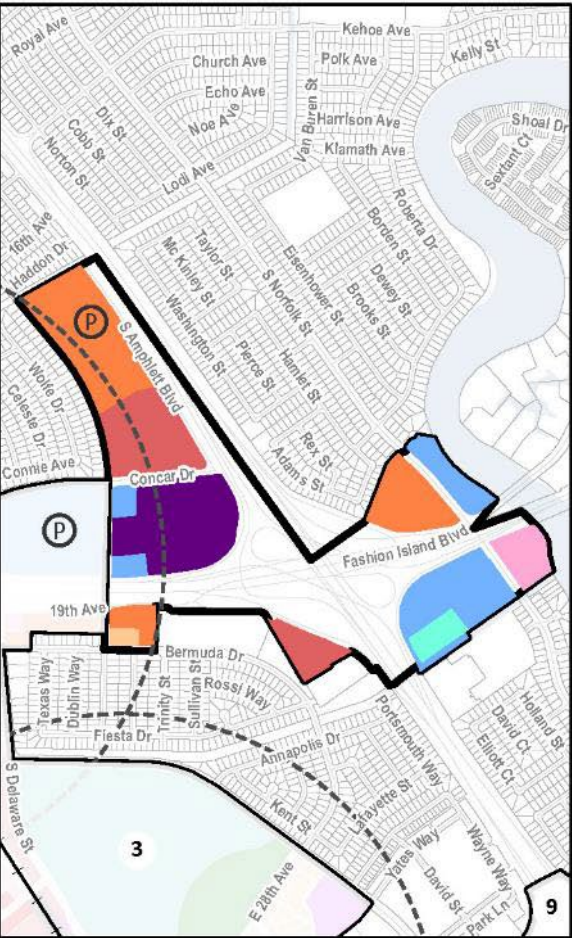


# Study Area 8 – Parkside Plaza Area

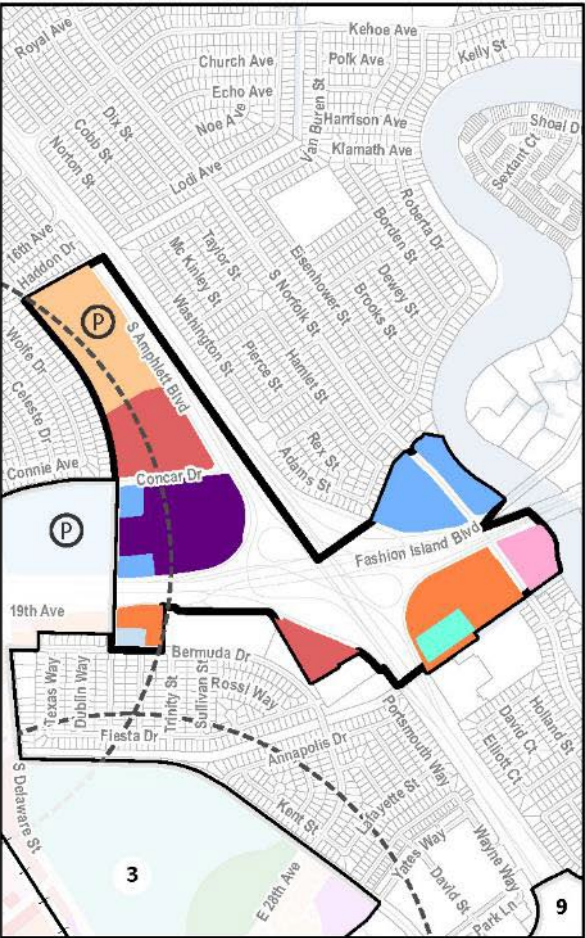
Alternative A



Alternative B



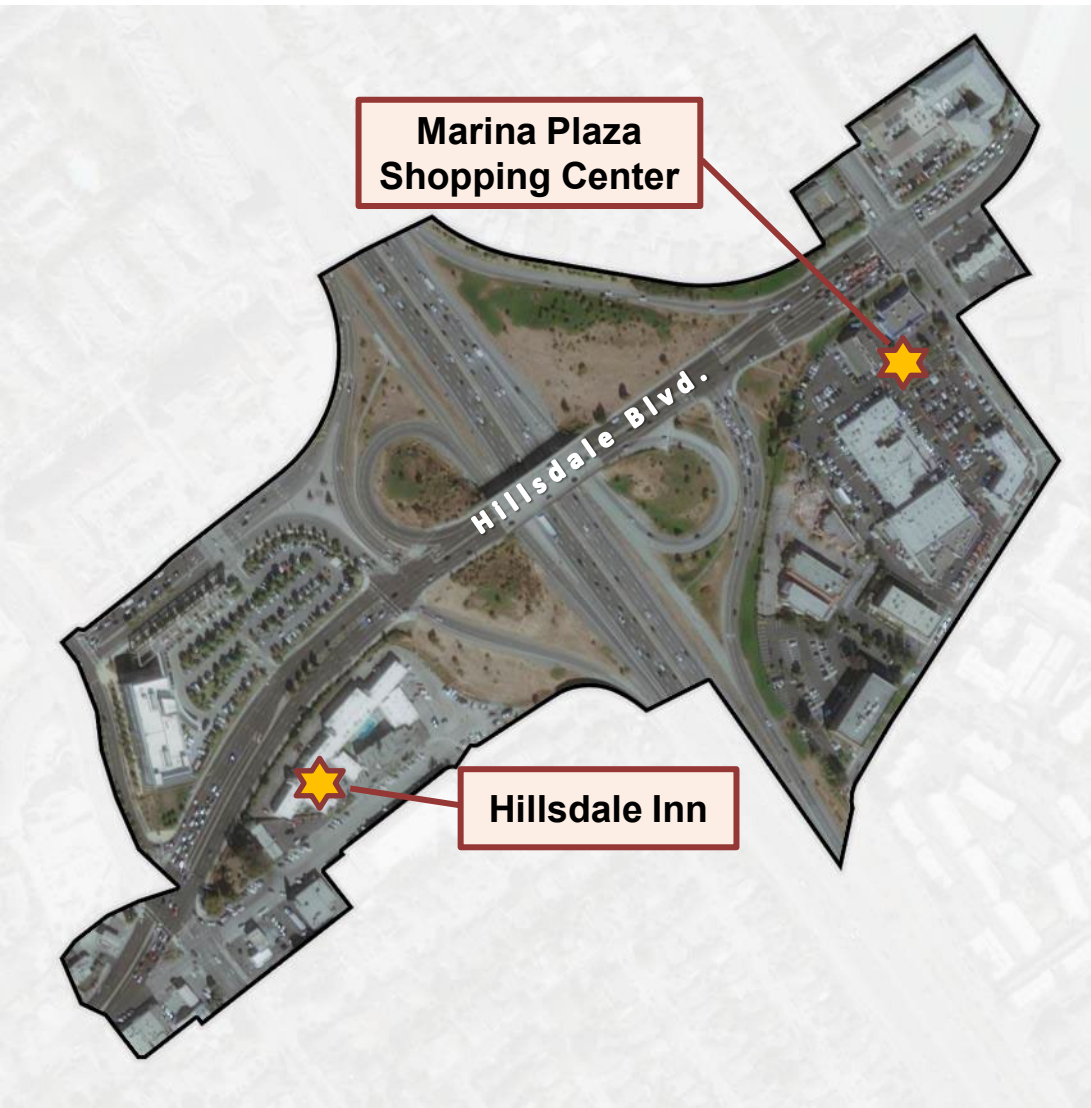
Alternative C



- |                                   |   |   |                         |
|-----------------------------------|---|---|-------------------------|
| Study Areas                       | 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 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.

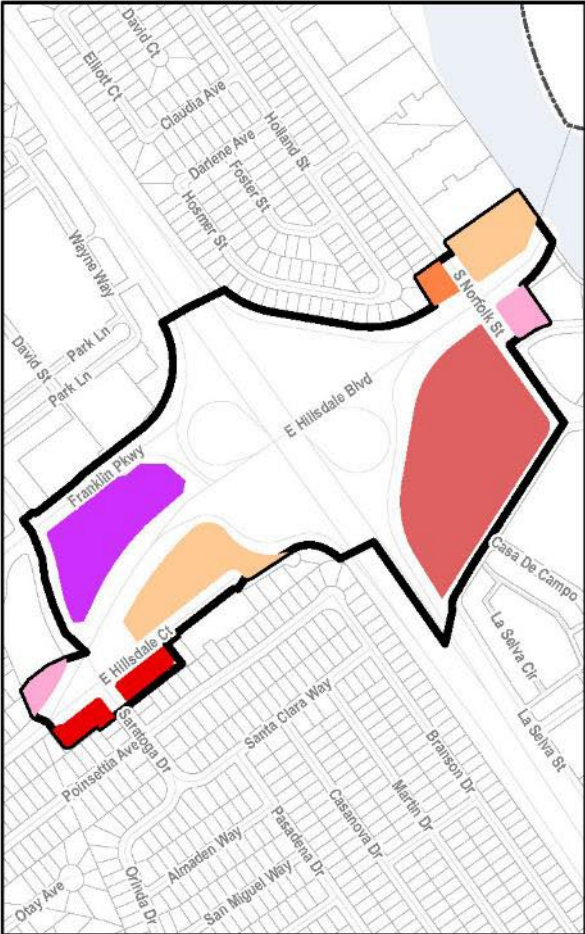
## Alternative C

- 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.

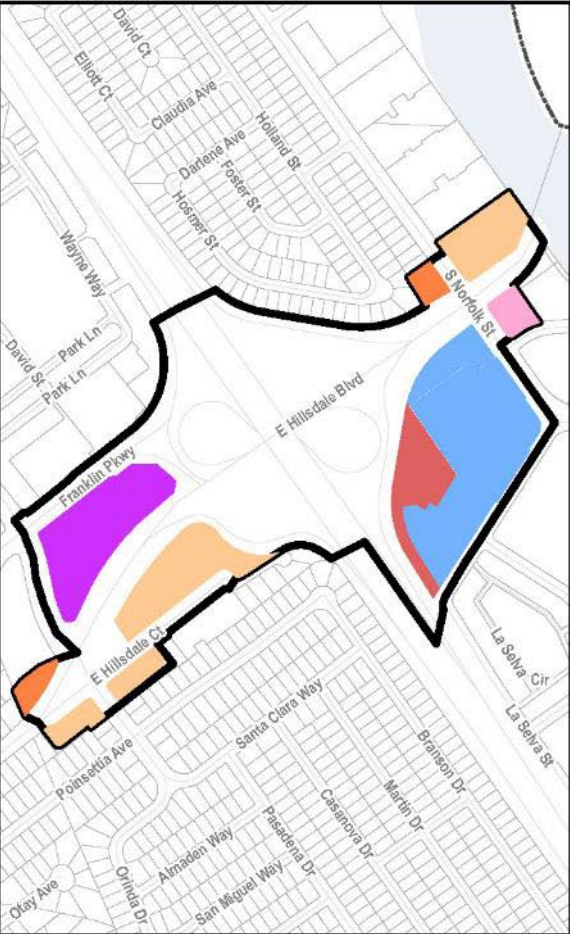
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+160	+350	+200
Population	+414	+907	+518
Jobs	+600	+590	+520

# Study Area 9 – Hillsdale/Norfolk Area

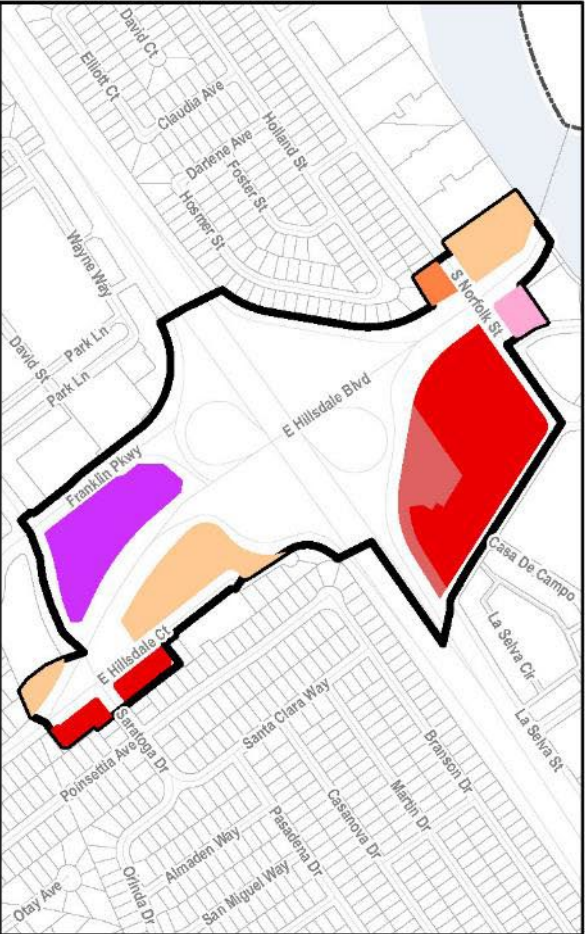
Alternative A



Alternative B

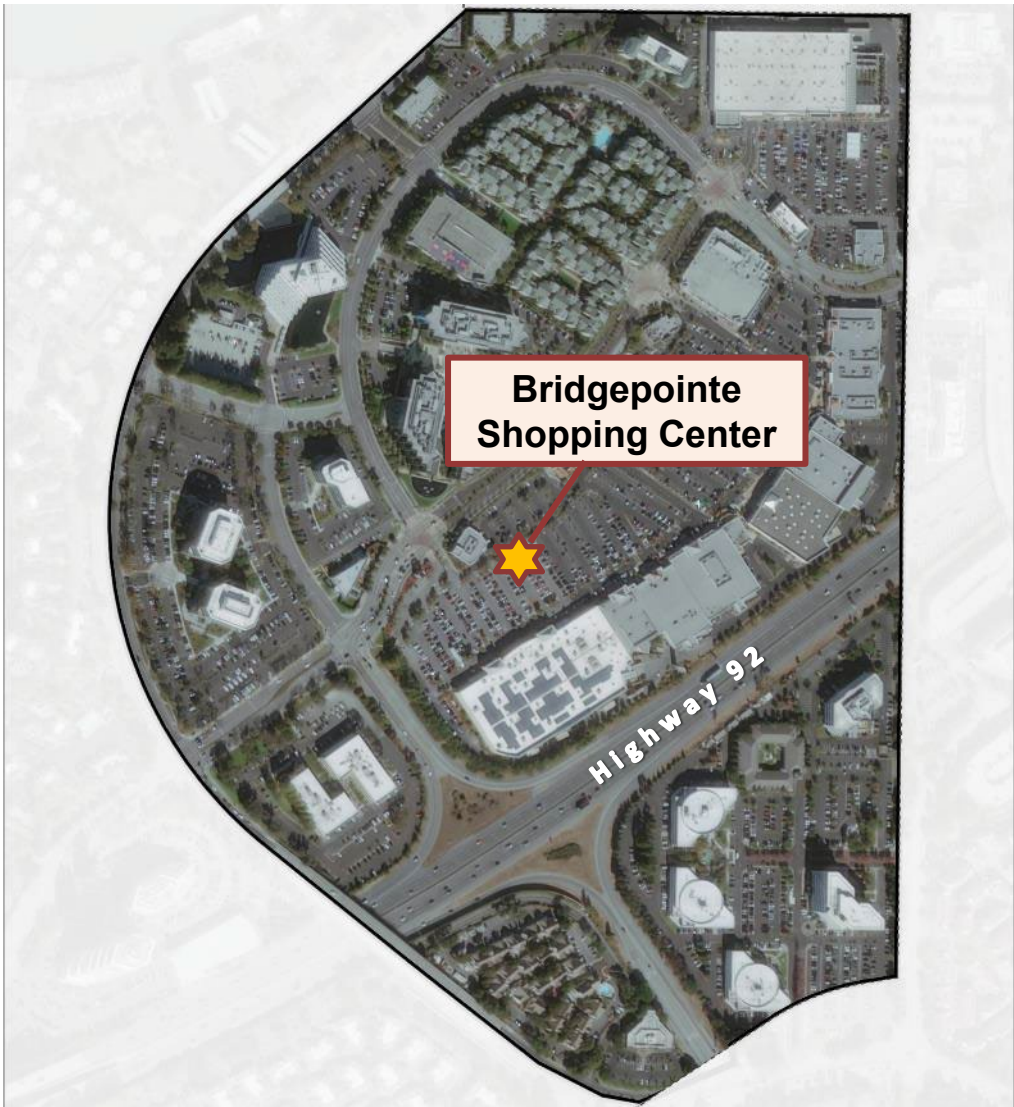


Alternative C





# 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.

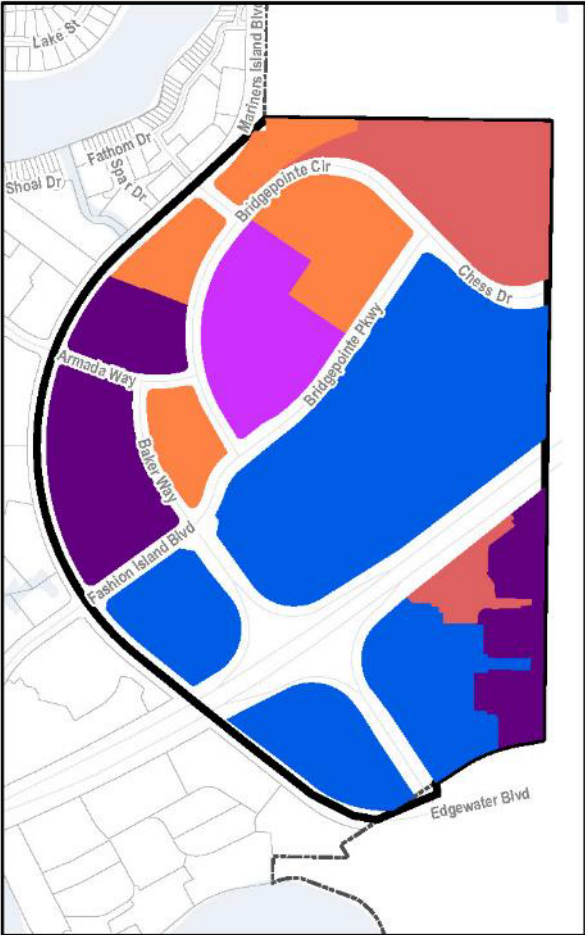
## Alternative C

- 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.

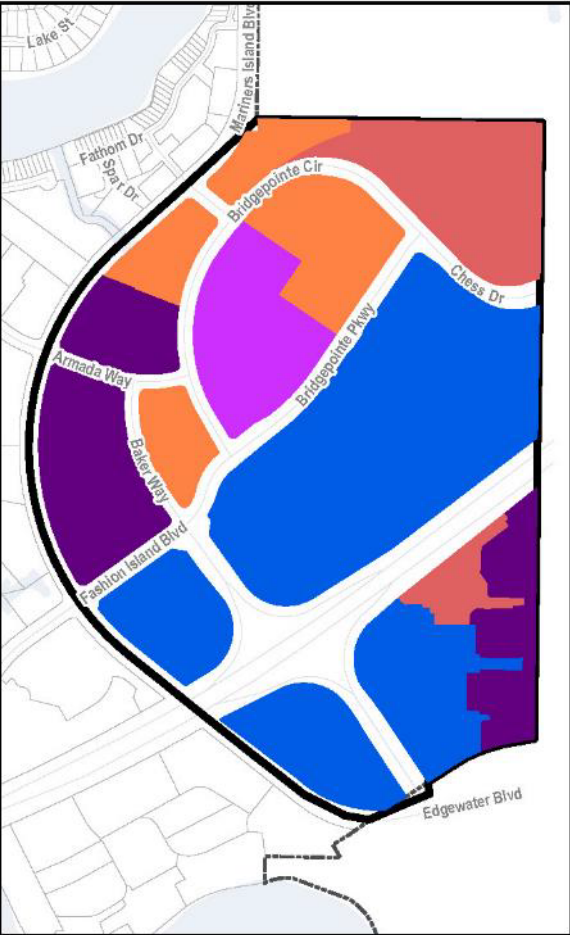
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+1,900 (same for all three alternatives)		
Population	+4,921 (same for all three alternatives)		
Jobs	+6,870	+8,500	+6,840

# Study Area 10 - Bridgepointe

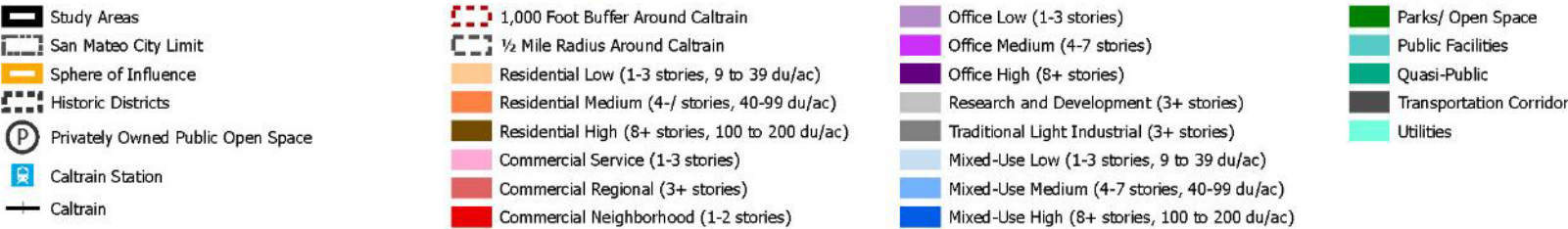
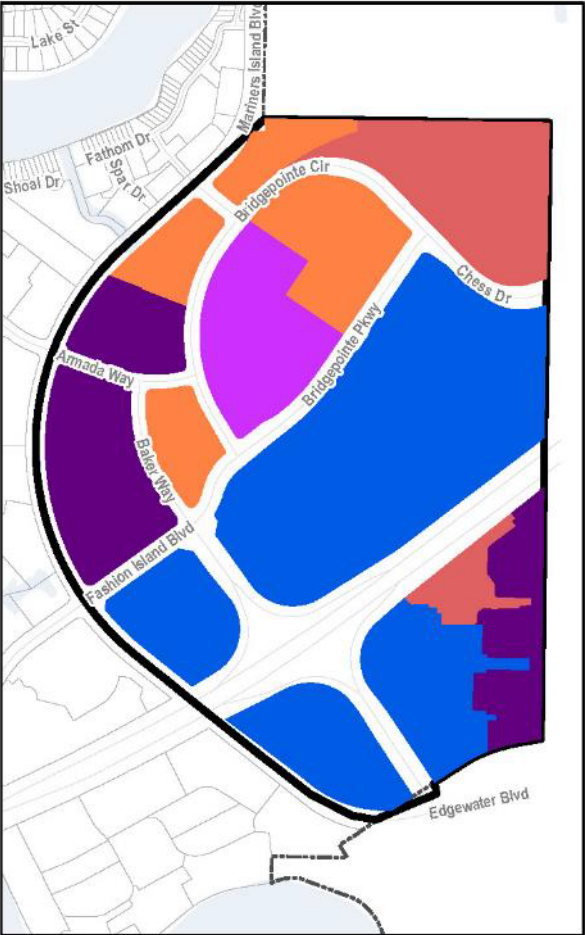
Alternative A



Alternative B



Alternative C



# Next Steps

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





[www.StriveSanMateo.org](http://www.StriveSanMateo.org)

