



City Council Preferred Scenario

April 18, 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**
- » **City Council discussion**
- » **City Council direction on Preferred Circulation and Land Use Scenario**

Tonight's Agenda

- » **Presentation**
- » **Clarifying Questions**
- » **Public Comment**
- » **City Council Discussion and Direction**
 - Preferred Circulation Scenario
 - Preferred Land Use Scenario
- » **Next Steps**
 - City Council confirmation on July 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

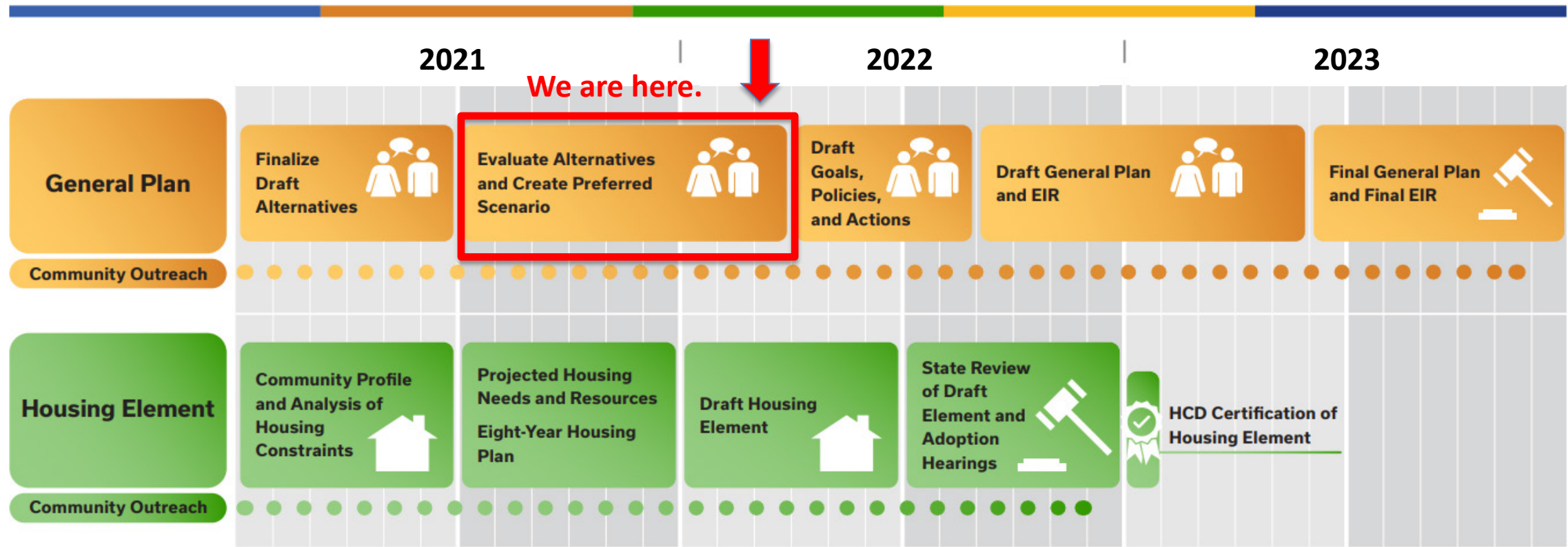
Balance

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.

Upcoming Council Meetings on General Plan

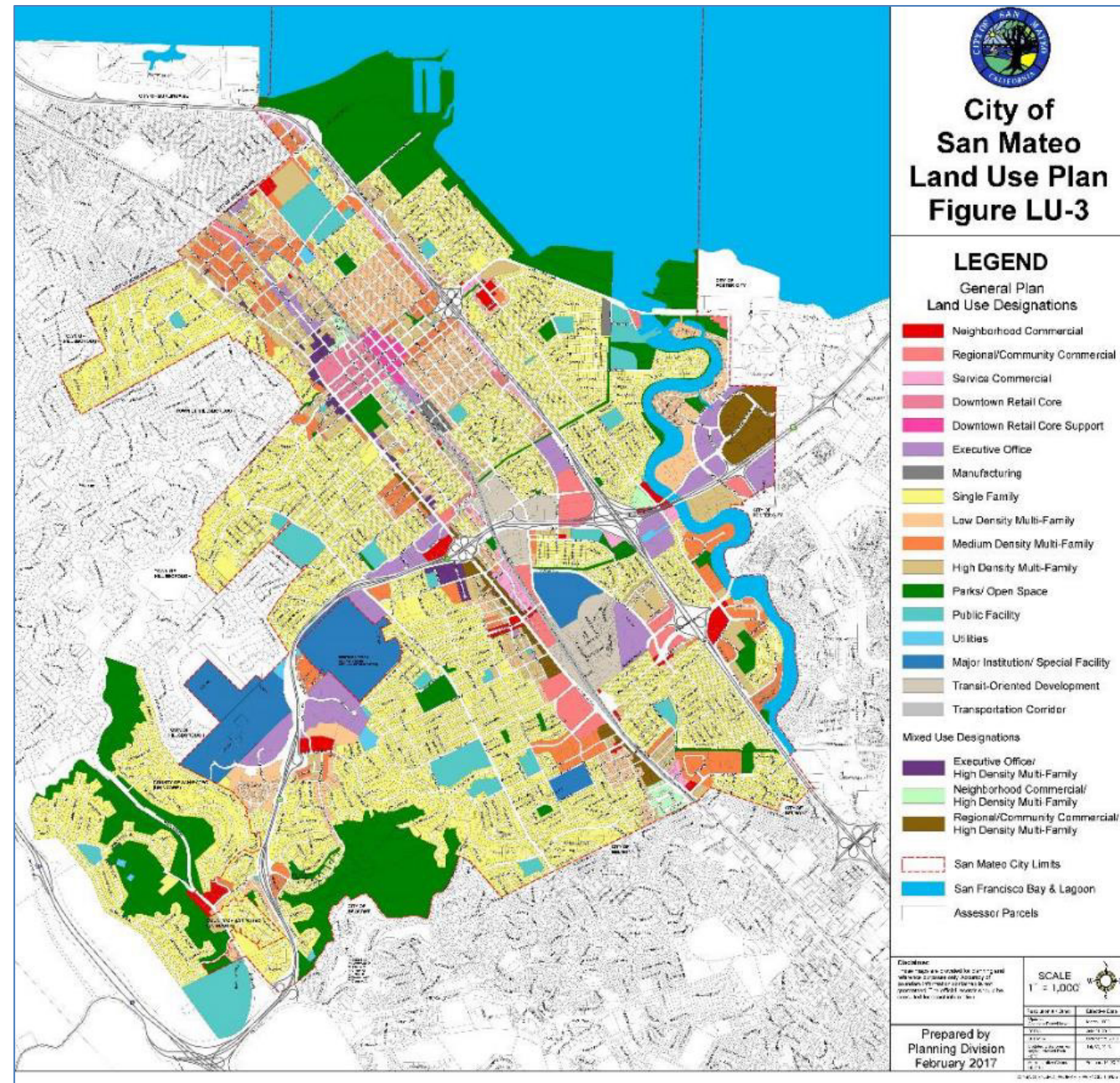
- » **Summer 2022 – Confirm Preferred Land Use Scenario**
 - One City Council meeting
- » **Fall 2022 – Goals, Policies and Actions**
 - Two City Council meetings
- » **Summer 2023 – Draft General Plan**
 - Three City Council meetings
- » **Winter 2023 – Adoption Hearings**
 - Two City Council meetings

Alternatives Process

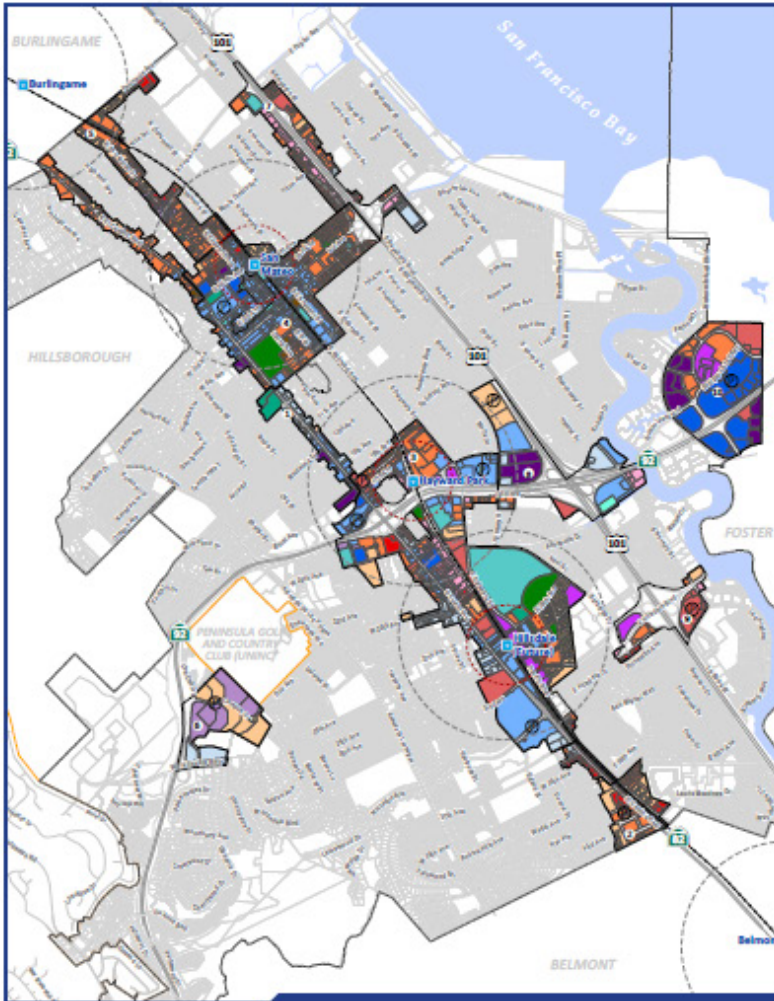
General Plan Land Use Map

Map and designations determine:

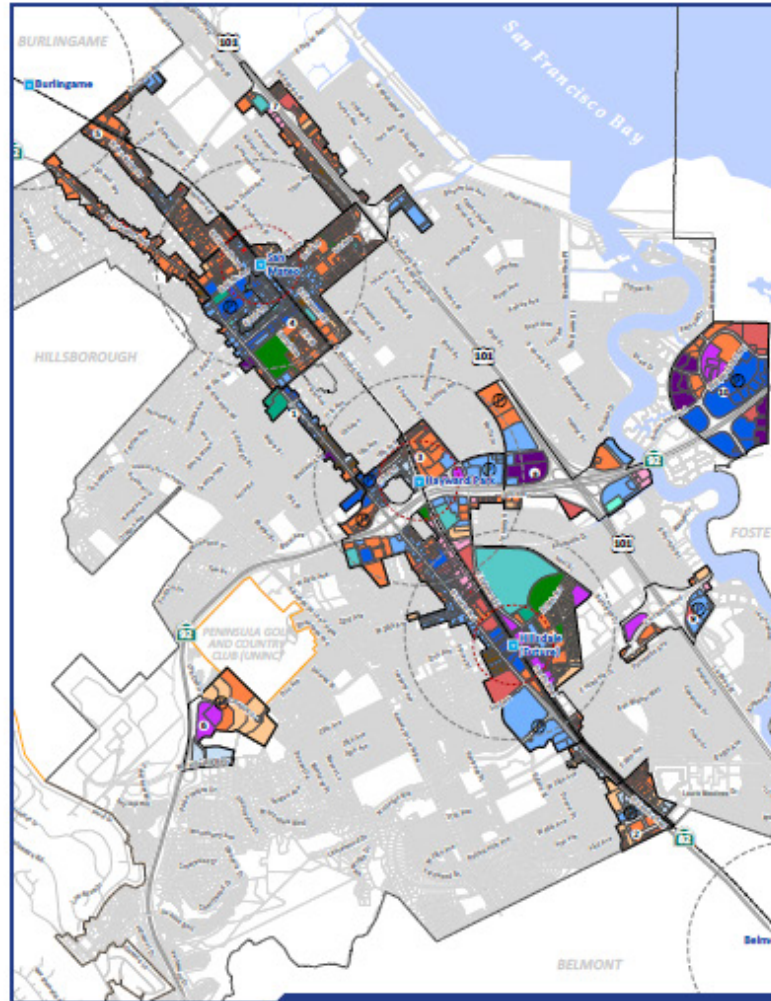
- » What can be built
- » Where
- » At what intensity or density



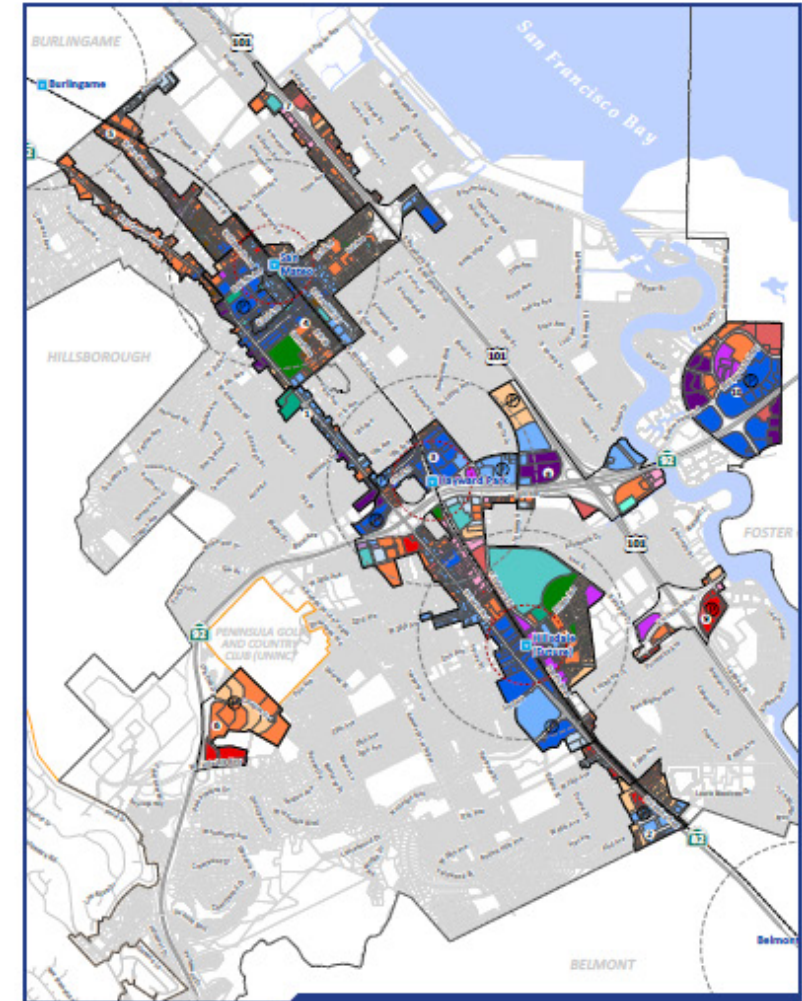
Draft Land Use Alternatives



Alternative A



Alternative B



Alternative C

Draft Land Use Alternatives

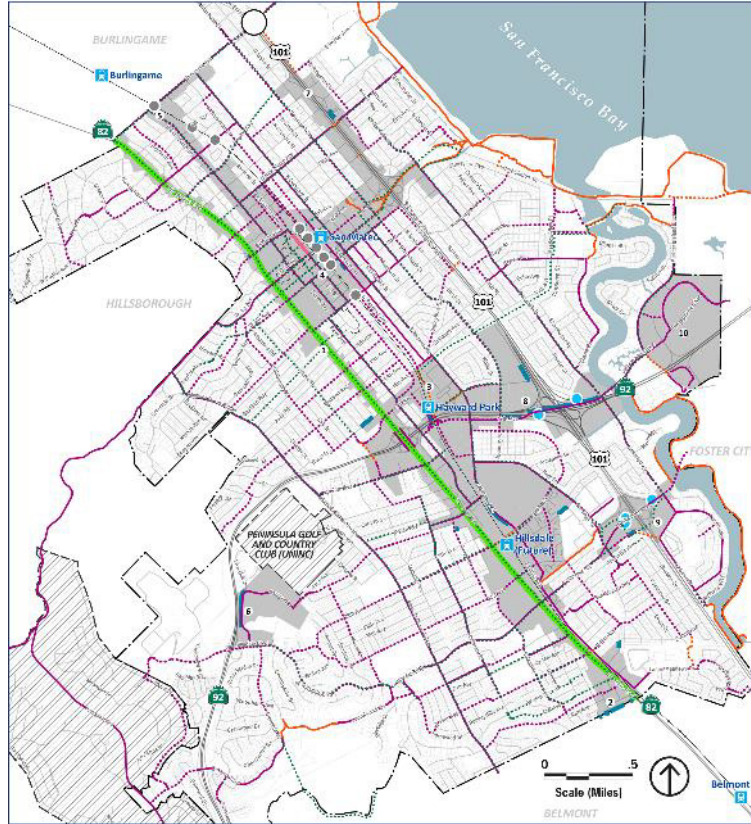
	Existing (2019)	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	39,200	+11,810	+16,070	+21,080
Population	104,500	+29,500	+40,260	+53,500
Jobs	52,800	+15,430	+15,430	+14,990

Study Area Buildout Estimates

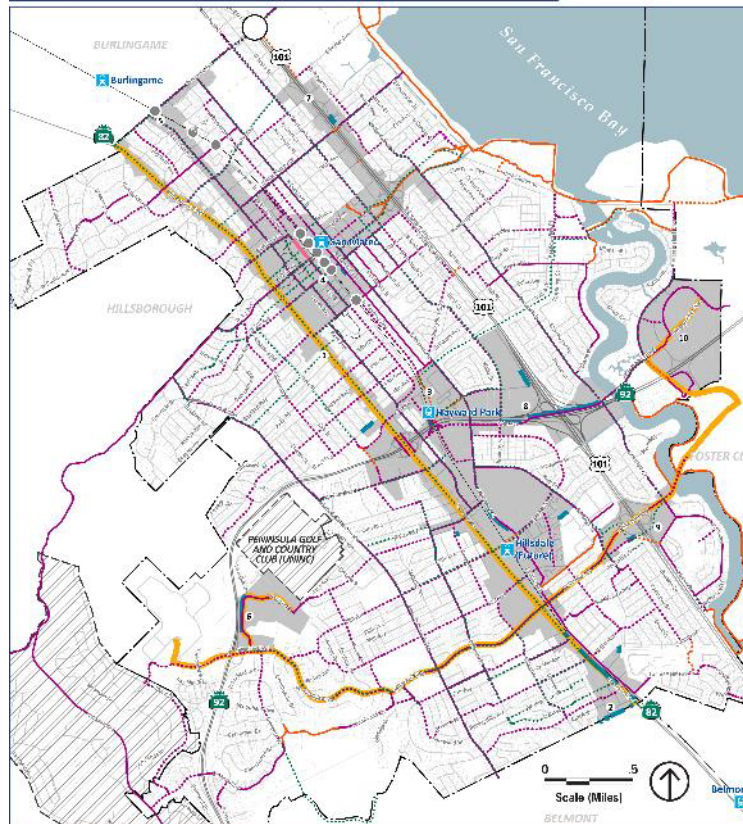
- » Land use designations establish development capacity
- » Estimates do not assume 100 percent redevelopment of every parcel
- » Whether and when redevelopment happens depends on City regulation, market conditions, and property owner decisions
- » Amount and extent of redevelopment varies by study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

Draft Circulation Alternatives

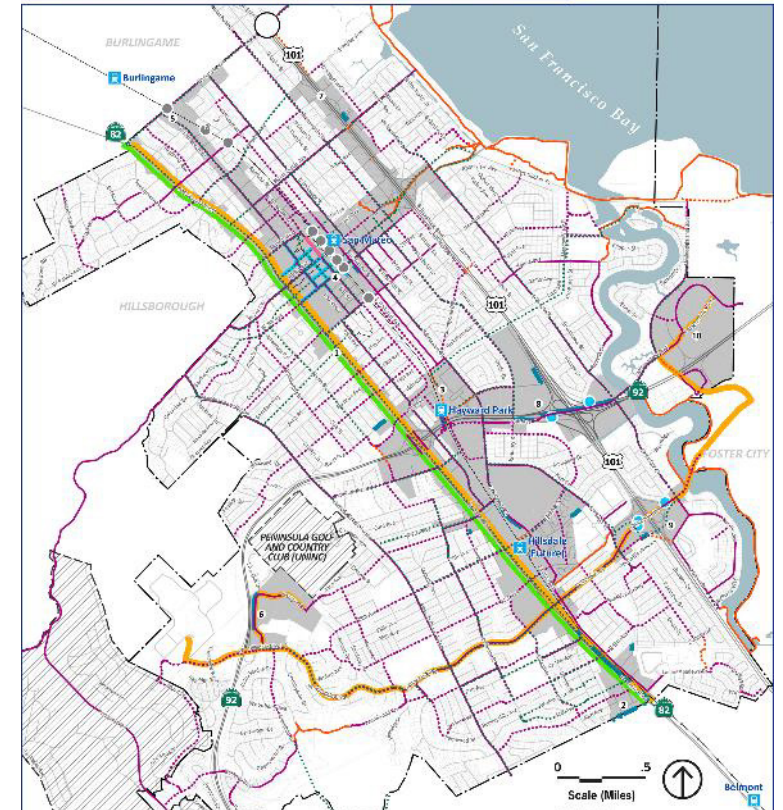
Alternative A: Prioritizing a Walkable City



Alternative B: Prioritizing Regional Connections



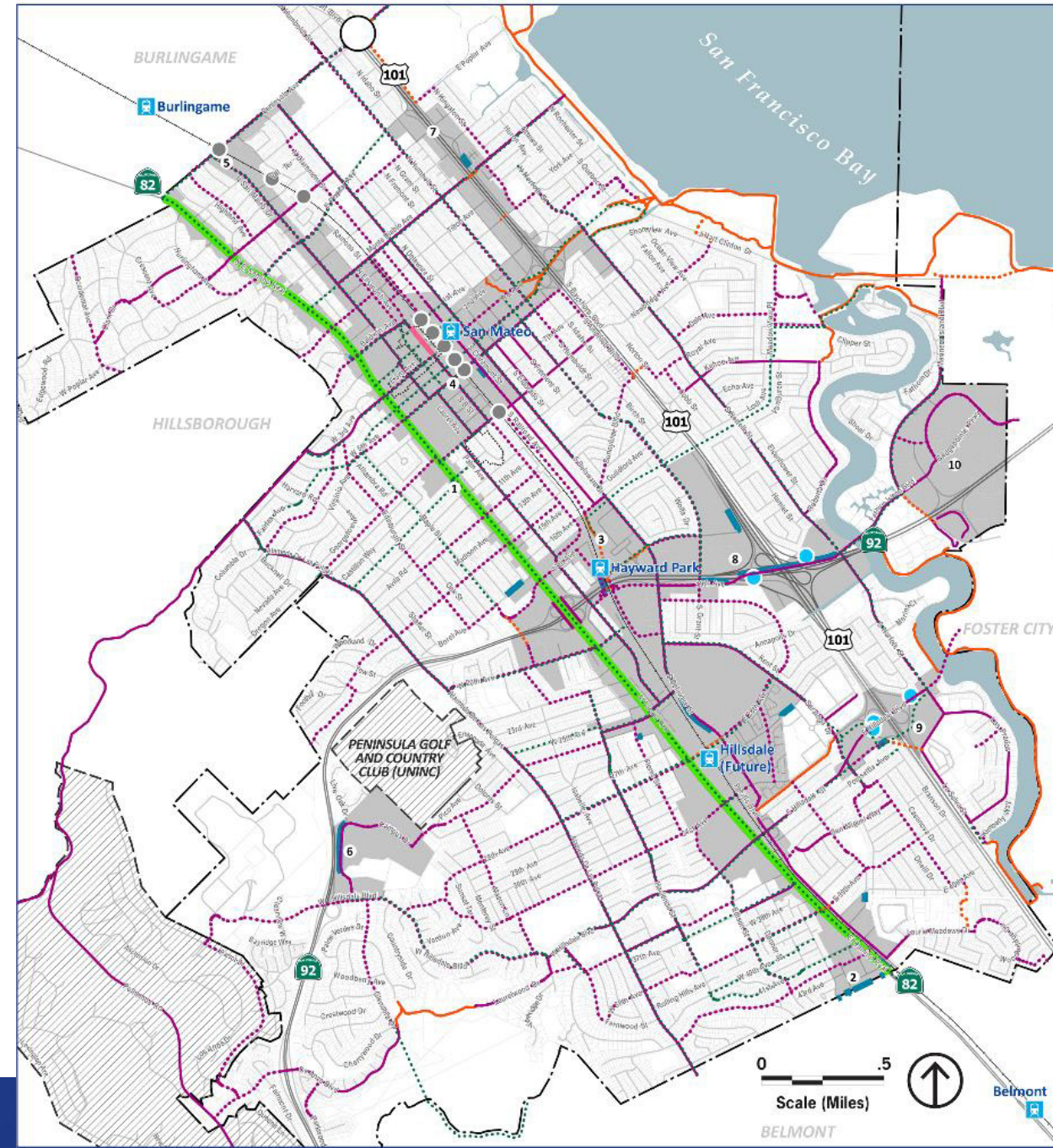
Alternative C: Supporting Walking, Regional Connections and Emerging Mobility Solutions



Circulation Alternative A

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

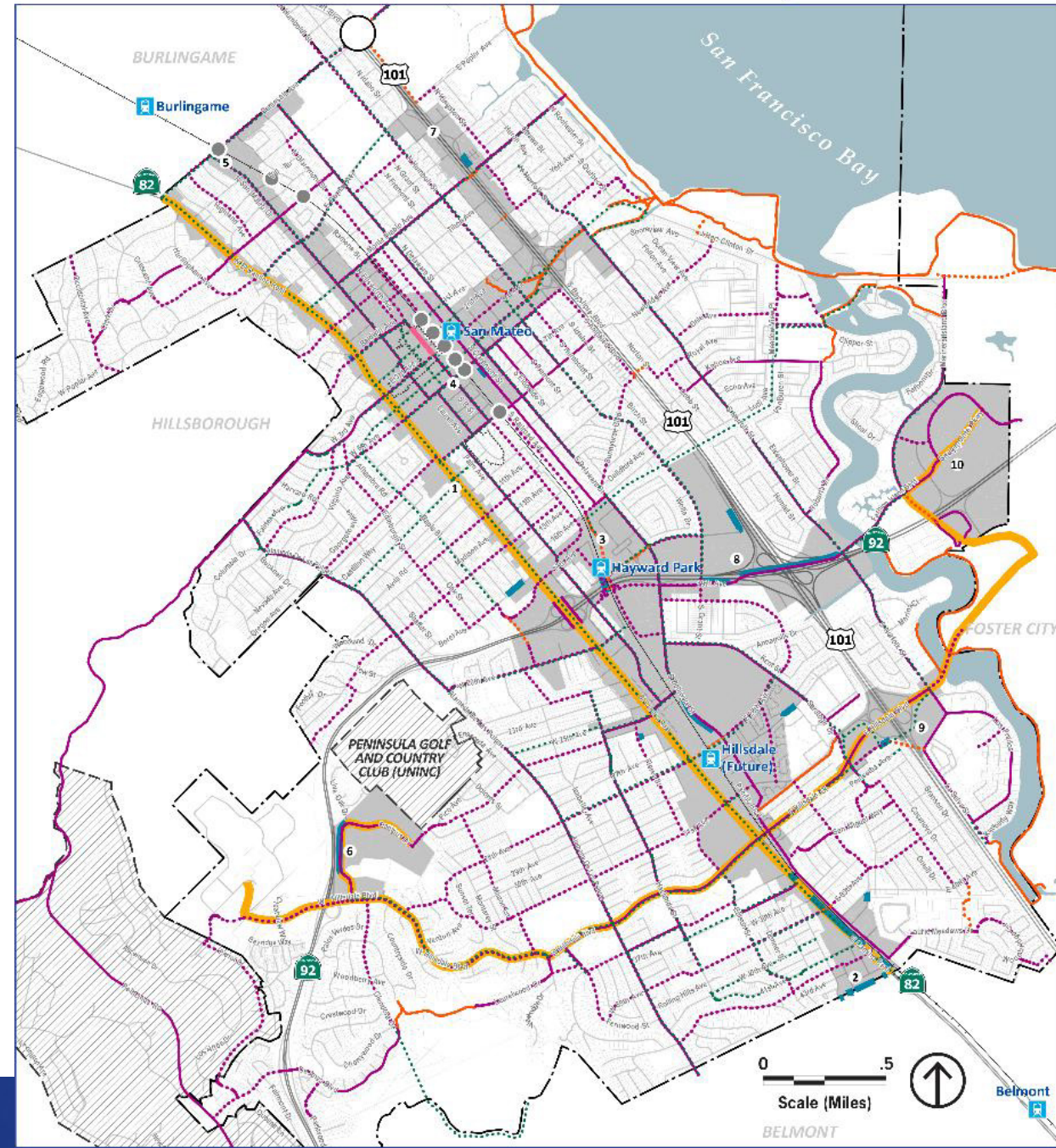
Alternative A: Prioritizing a Walkable City



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

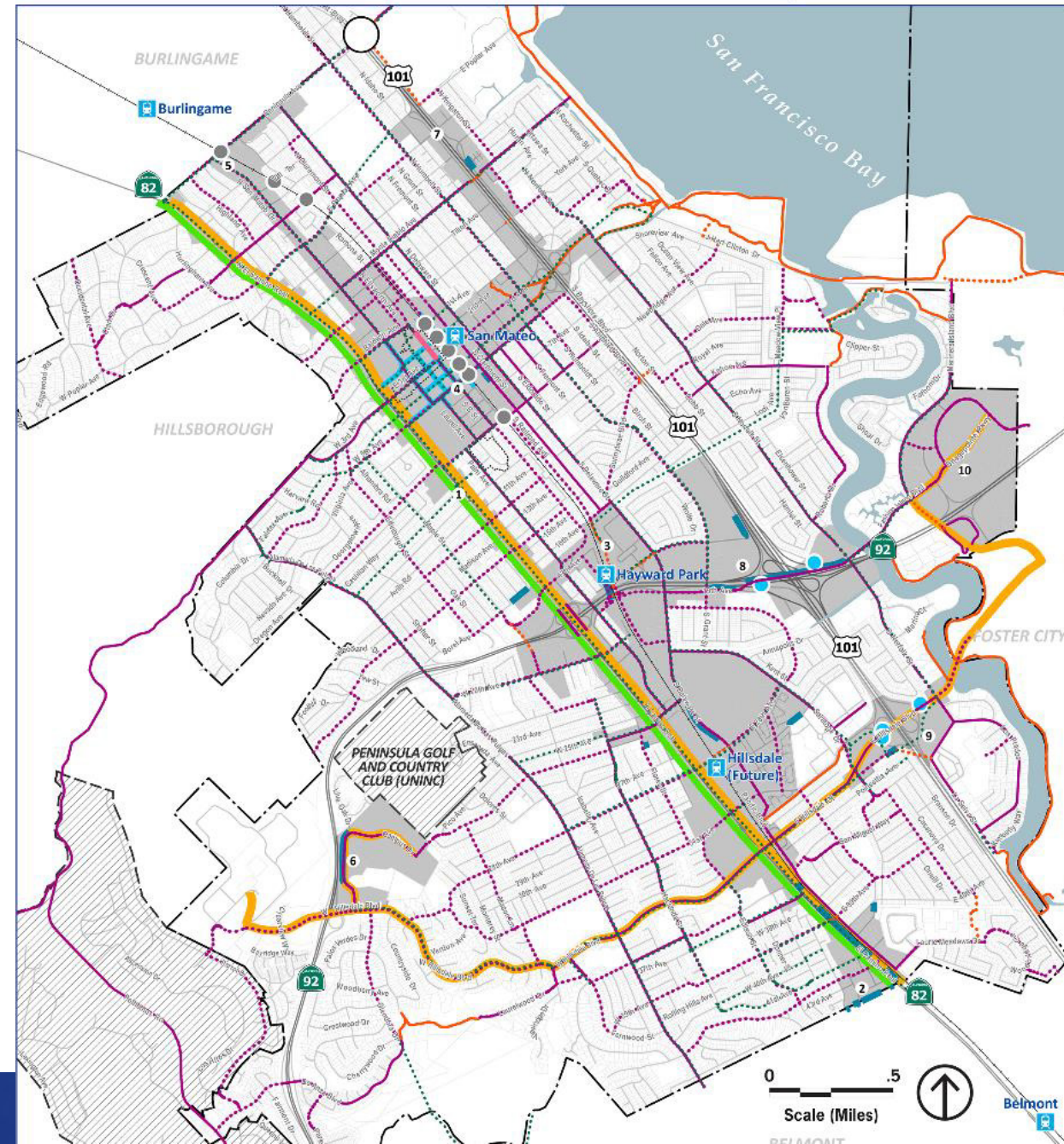
Alternative B: Prioritizing Regional Connections



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

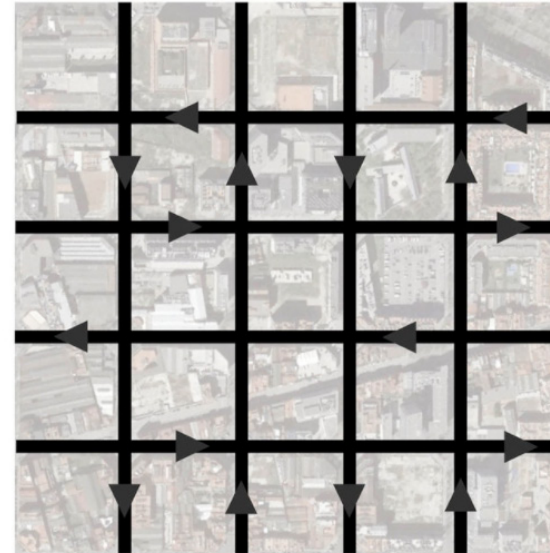
Alternative C: Supporting Walking, Regional Connections and Emerging Mobility Solutions



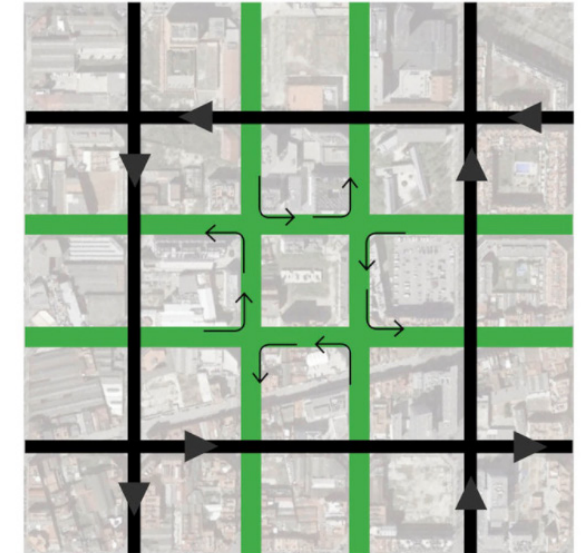
Superblock Concept

- » 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

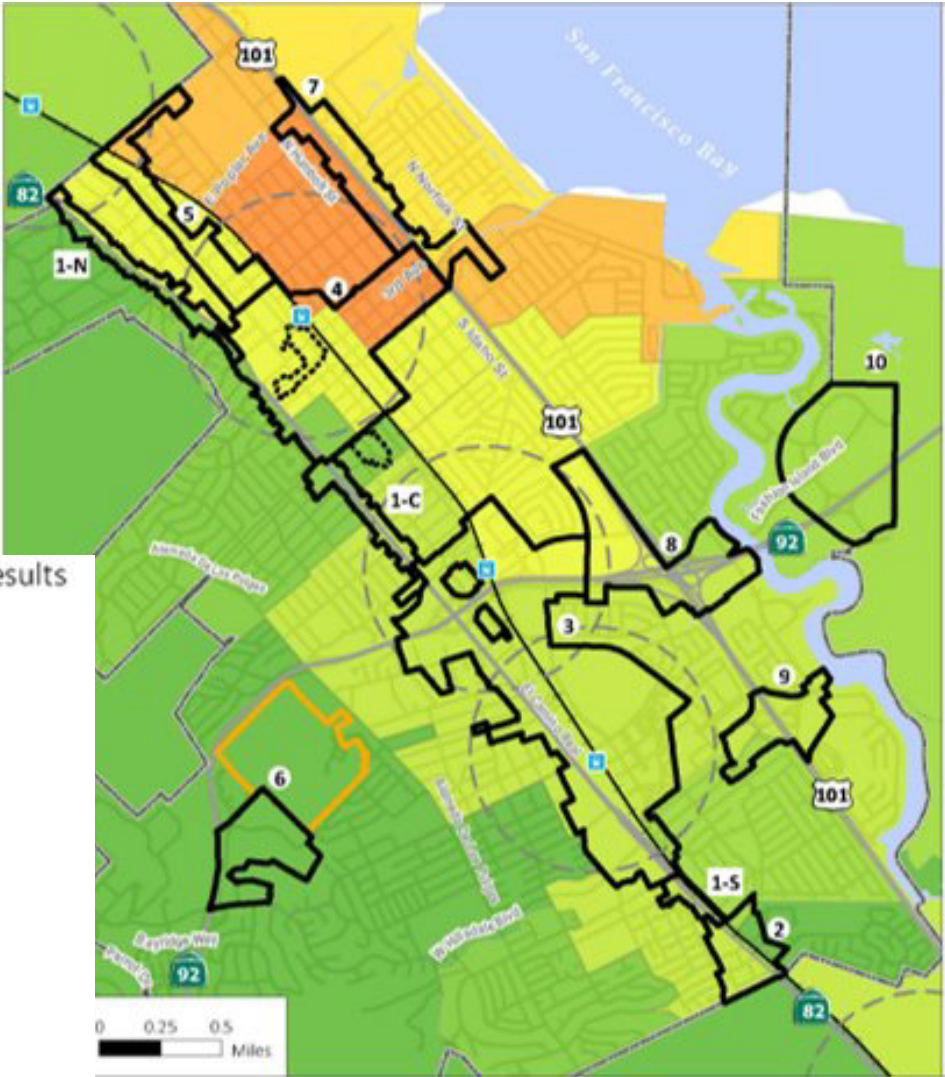
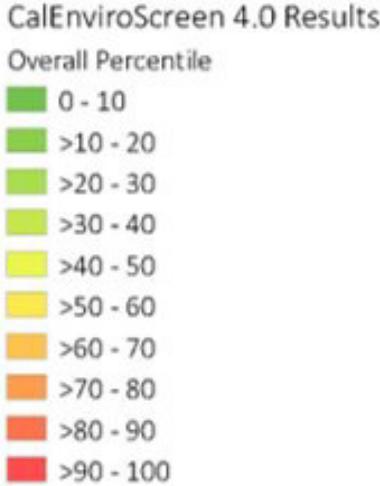
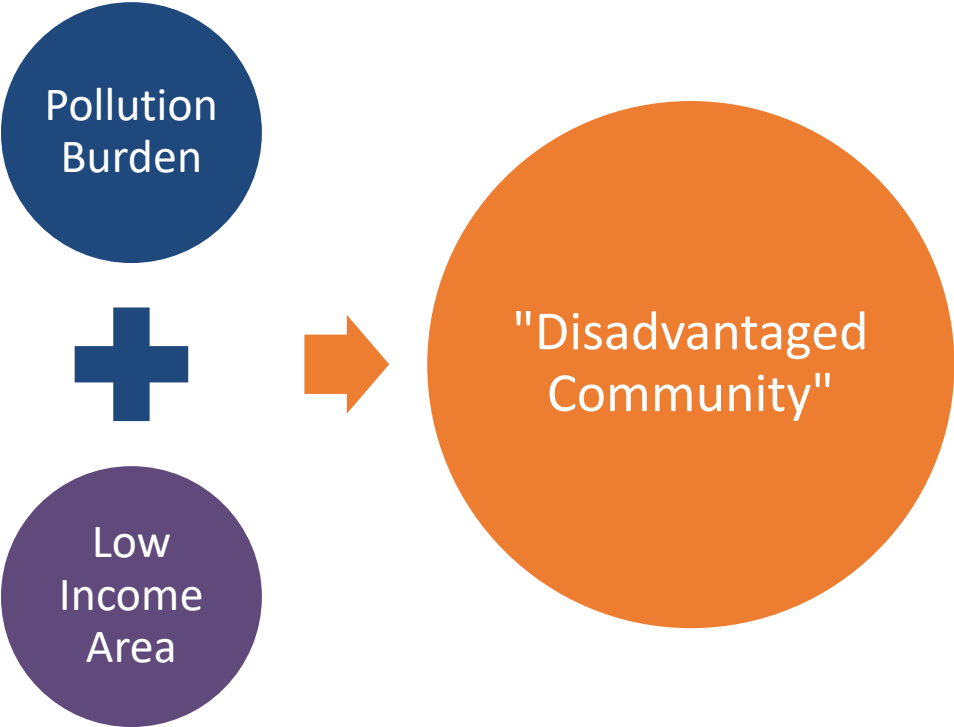
- » **City is in the process of preparing Objective Design Standards for multi-family projects**
 - Target for adoption is end of 2022
- » **Will replace adopted design guideline and specific plan design controls**
- » **Process will include community engagement**
- » **General Plan policies related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

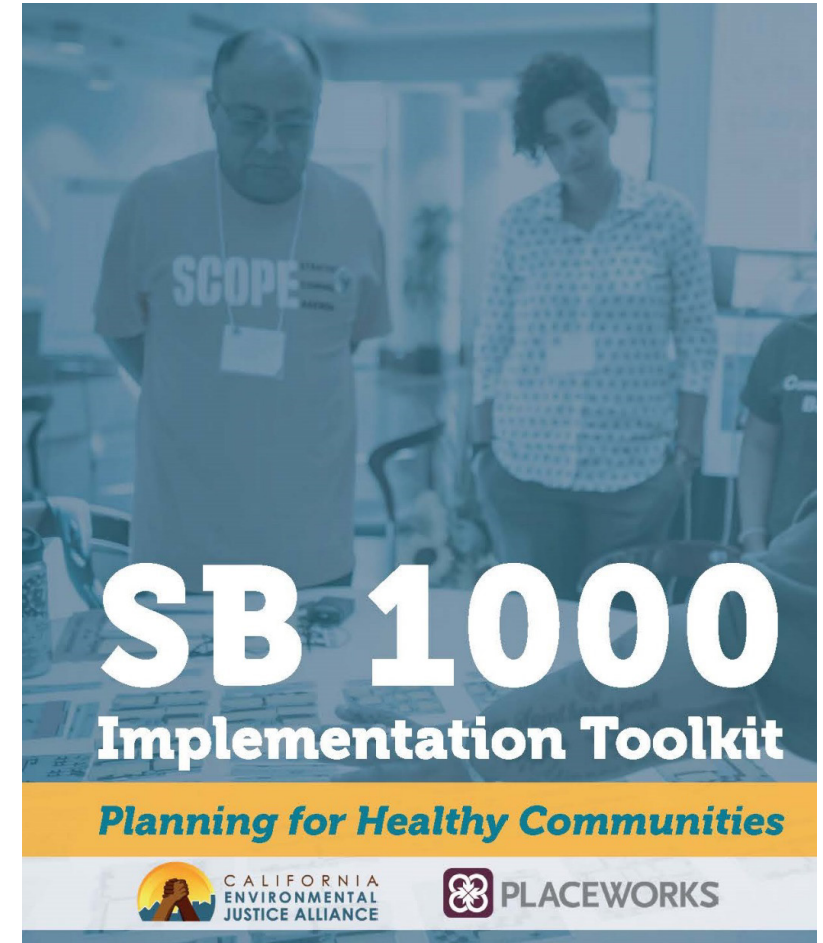
- » **Measure Y is a ballot measure passed by the voters in November 2020**
- » **Retained the height and density limits from Measure P**
 - Sunset date of 2030
- » **Measure Y includes a height limit of up to 55 feet and a density limit up to 50 dwelling units per acre**
 - Height limit allows for exceptions 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**

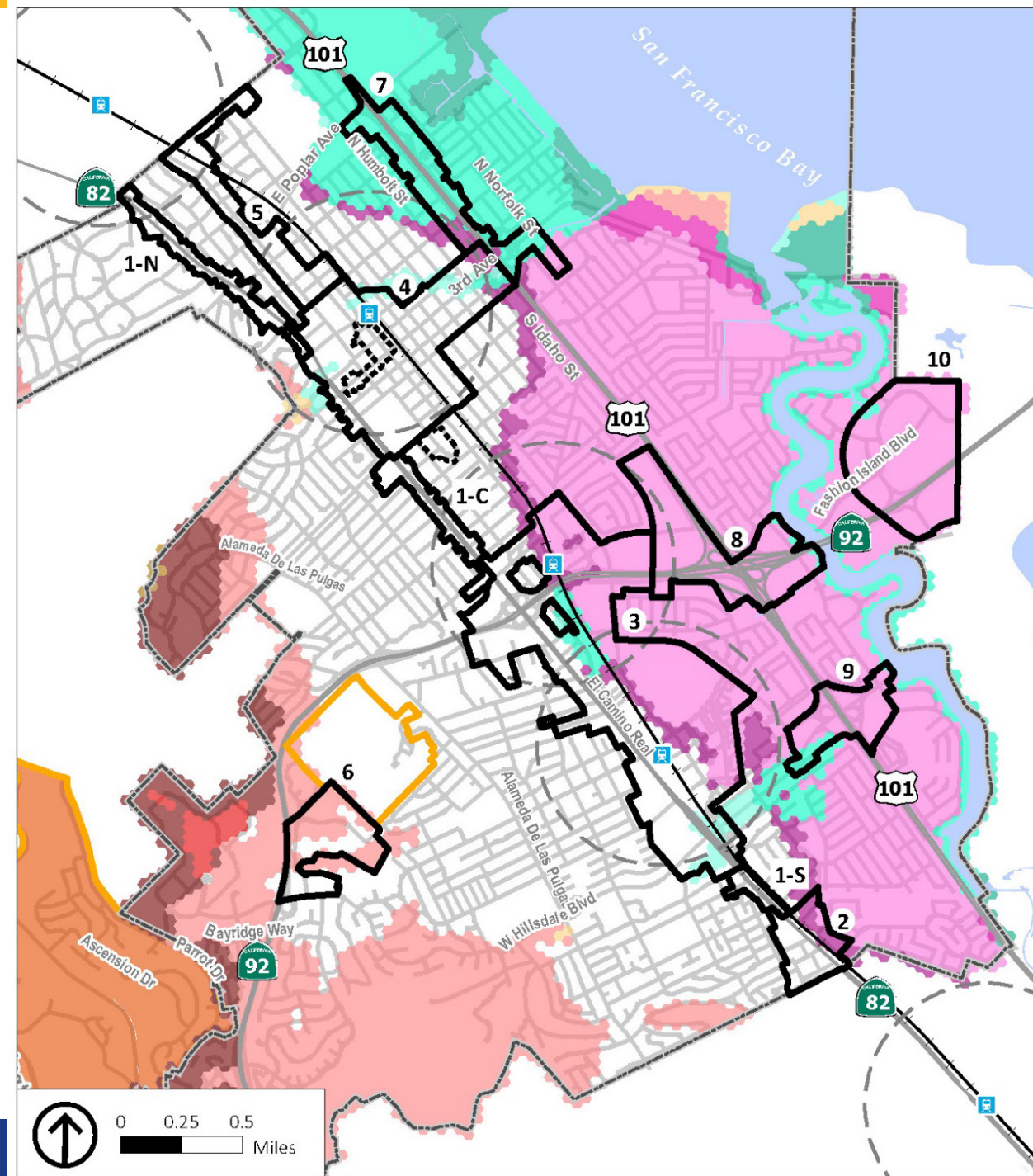


Water Supply Planning

- » **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**

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, e.g. OneShoreline
- » North Shoreview Levee and Pump Station Improvement project
- » WWTP designed to anticipate sea level rise and flooding



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 (2019)	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

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 Results

- » 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 Land Use Requests

Study Area	Property Owner	Location	Request
3	Bohannon Development Company	Hillsdale Shopping Center Area 11 properties	Combination of Mixed-Use High and Mixed-Use Medium
5	SM County Assoc. of Realtors	850 Woodside Way	Mixed-Use (office + affordable housing)
Outside (near 6)	Parkview Terrace	1501-1555 Hillsdale Blvd	Residential Medium
8	PS Business Parks	1670, 1700 & 1720 S. Amphlett Boulevard Bayshore Corporate Center	Mixed Use Medium/High
8	Crossroads Property	1825, 1855 & 1875 S. Grant Street The Crossroads San Mateo	Allow R&D as part of Office High
8	Windy Hill & Property Owner	1885 S. Norfolk St The Fish Market Restaurant	Residential Med or Mixed-Use Med
8	Seagate Properties Inc.	1900 S. Norfolk Street The Atrium	Mixed Use Medium
9	477 Hillsdale, LLC	341 & 477 E. Hillsdale Blvd Hillsdale Inn	Residential Medium

GPS Input on Preferred Scenario

GPS 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

GPS 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

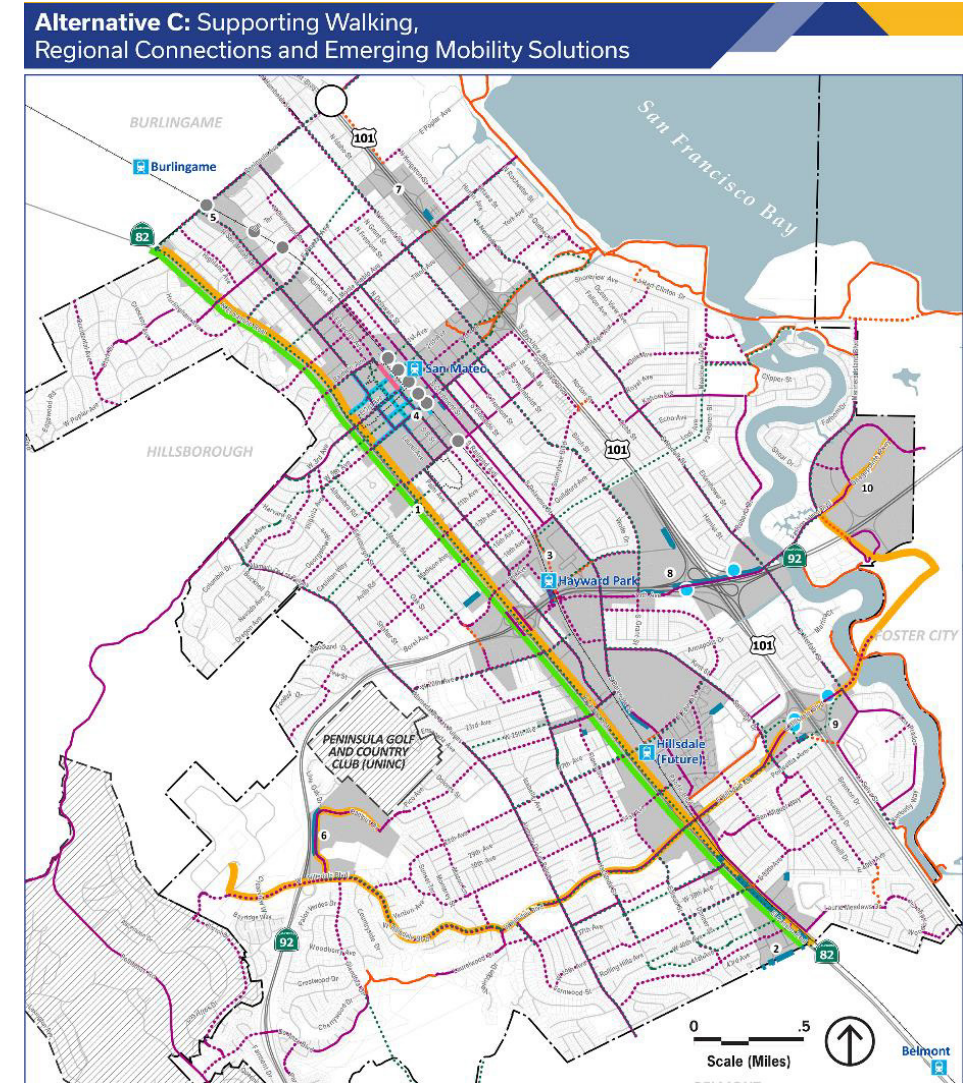
Study Area	Alt A	Alt B	Alt C	Other
1N		6		1 – B & A
1C		3	1	3 – B & C
1S	1	5		1 – B & C
2		1	6	
3		2	5	
4			4	2- B&C, 1 – A & C
5		1	3	3 – B & C
6	1	2	4	
7		1		1 – C &A, 5 – mix
8	3		3	1 - mix
9		2	4	1 – C & B
10	n/a	n/a	n/a	

Planning Commission Recommendation on Preferred Scenario

Planning Commission Preferred Circulation Scenario

» Recommended Circulation Alternative C, with comments:

- Prioritize pedestrian improvements, especially pedestrian/bicycle crossings over US 101 and SR 92
- Create a Specific Plan for North Central neighborhood in context of SB 1000



Planning Commission Preferred Land Use Scenario

Study Area	Alt A	Alt B	Alt C	Notes
1 North		X		<ul style="list-style-type: none"> • Change the Commercial Neighborhood at East Poplar Ave to Mixed-Use Medium • Incorporate the Mixed-Use High at El Cerrito Ave/Tilton Ave from Land Use Alternative C • Change 7 De Sabla Rd site from Residential Medium to Residential High
1 Central			X	<ul style="list-style-type: none"> • Change the Mixed-Use Medium west of El Camino Real to Mixed-Use High • Change 1700 El Camino Real site from Office High to Mixed-Use High
1 South		X		<ul style="list-style-type: none"> • Change Residential Low along 37th Ave to Mixed-Use Low
2			X	<ul style="list-style-type: none"> • Change Olympic Village site (42nd) from Residential Low to Residential Medium • Change sites south of 43rd Ave from Mixed-Use Medium to Mixed-Use Low
3			X	<ul style="list-style-type: none"> • Designate Concar Passage and State Park Green as Mixed-Use Medium to reflect pending projects • Change the area west of the Hayward Park Caltrain station from Mixed-Use High to Mixed-Use Medium • Change the Safeway site from Mixed-Use Medium to Mixed-Use High • Change the Commercial Service along Palm Ave to Mixed-Use Medium • Reflect the requested designations from the Bohannon Group's comment letter on the Hillsdale Mall sites

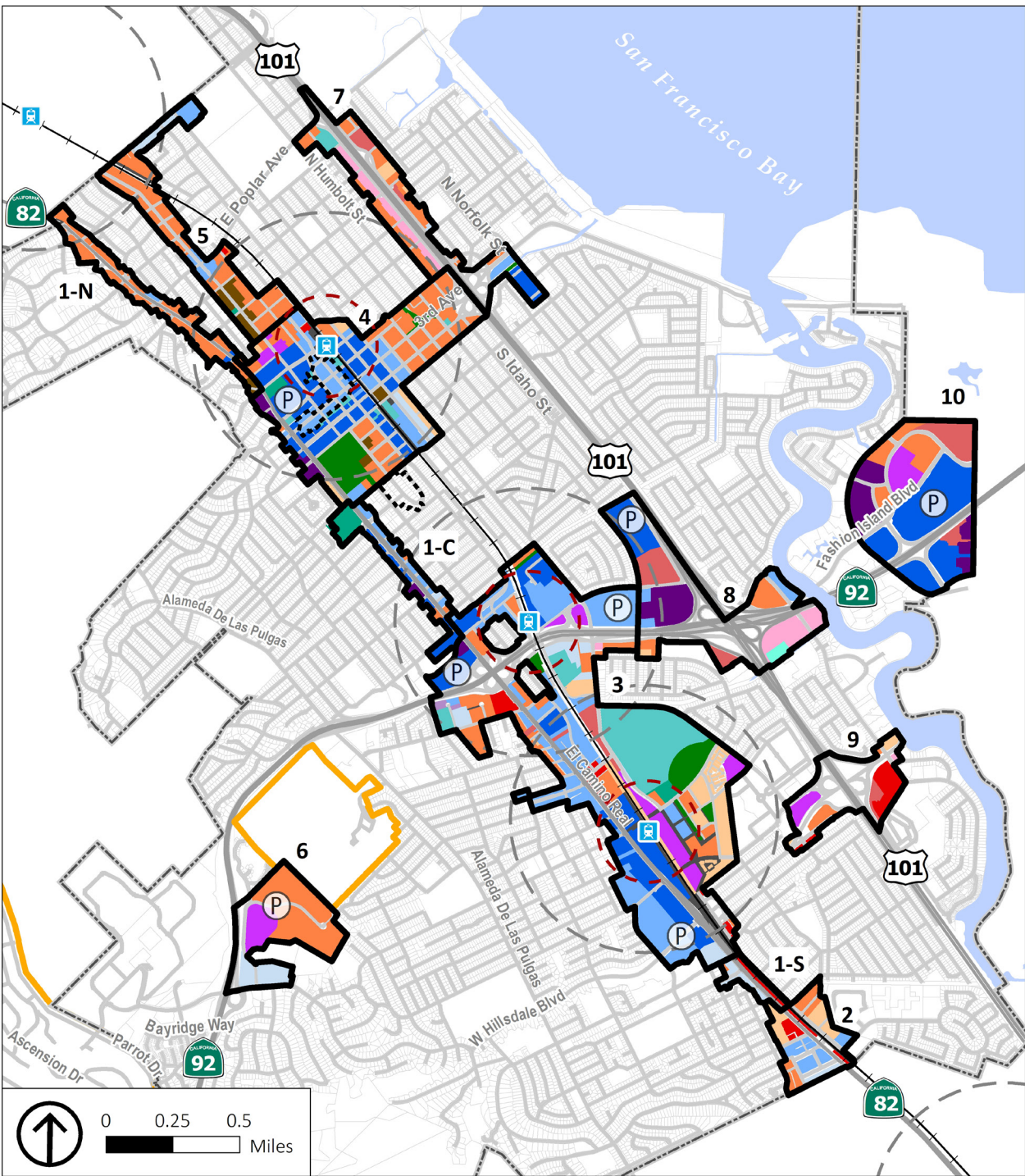
Planning Commission Preferred Land Use Scenario

Study Area	Alt A	Alt B	Alt C	Notes
4			X	<ul style="list-style-type: none"> Change the Residential Low on 3rd and 4th Ave east of Delaware St to Residential Medium Change the Residential High along B St south of 5th Ave to Mixed-Use High Support the preparation of an updated Downtown Specific Plan in the future
5		X		<ul style="list-style-type: none"> Change the Residential Medium along Peninsula Ave east of Woodside Way to Mixed-Use Low Change the Residential Medium along North San Mateo Dr between E Santa Inez Ave and Tilton Ave to Residential High
6		X		<ul style="list-style-type: none"> Change 2600 Campus Dr site from Residential Low to Residential Medium
7	X			<ul style="list-style-type: none"> Change the Commercial Service south of 3rd Ave to Mixed-Use Medium Change the Mixed-Use Low south of 3rd Avenue to Mixed-Use High
8		X		<ul style="list-style-type: none"> Change the PS Business Park sites from Residential Medium to Mixed-Use High to reflect the property owner request Change 1900 S Norfolk St site from Mixed-Use Medium to Commercial Service
9			X	<ul style="list-style-type: none"> No modifications recommended
10			X	<ul style="list-style-type: none"> Do not allow residential uses directly adjacent to SR-92

Land Use Alternatives and Planning Commission Preferred Scenario

	Existing (2019)	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)	Planning Commission Preferred Scenario
Homes	39,200	+11,810	+16,070	+21,080	+22,160
Population	104,500	+29,500	+40,260	+53,500	+56,300
Jobs	52,800	+15,430	+15,430	+14,990	+15,180

Planning Commission Preferred Land Use Scenario



PLANNING COMMISSION PREFERRED SCENARIO

Next Steps

» Preferred Land Use Scenario

- July 18, 2022 - Council confirmation of General Plan Land Use Map

» Goals, Policies, and Actions, and Environmental Justice

- Summer 2022
 - Community outreach
 - General Plan Subcommittee meetings
- Fall 2022
 - Planning Commission recommendation
 - City Council direction

Upcoming Council Meetings on General Plan

» **Summer 2022 – Confirm Preferred Land Use Scenario**

- One City Council meeting

» **Fall 2022 – Goals, Policies and Actions**

- Two City Council meetings

» **Summer 2023 – Draft General Plan**

- Three City Council meetings

» **Winter 2023 – Adoption Hearings**

- Two City Council meetings

Council Discussion Structure

» Preferred Circulation Scenario

- Map of each alternative, and PC recommendation
- Vote on preferred Circulation scenario

» Preferred Land Use Scenario by Study Area

- Discussion and vote each study area (13 total)
 - At GPS and PC, Study Areas 1, 2, 3 and 4 had lengthy discussion
 - Study Areas 6, 9 and 10 were the shortest
- Maps of each alternative and PC recommendation, by study area

» Staff taking notes to support discussions and motions

Clarifying Questions?

Public Comment

City Council Discussion

Circulation Alternatives

Council Discussion Structure

» Preferred Circulation Scenario

- Vote on preferred Circulation scenario
- Maps of each alternative and PC recommendation

» Preferred Land Use Scenario by Study Area

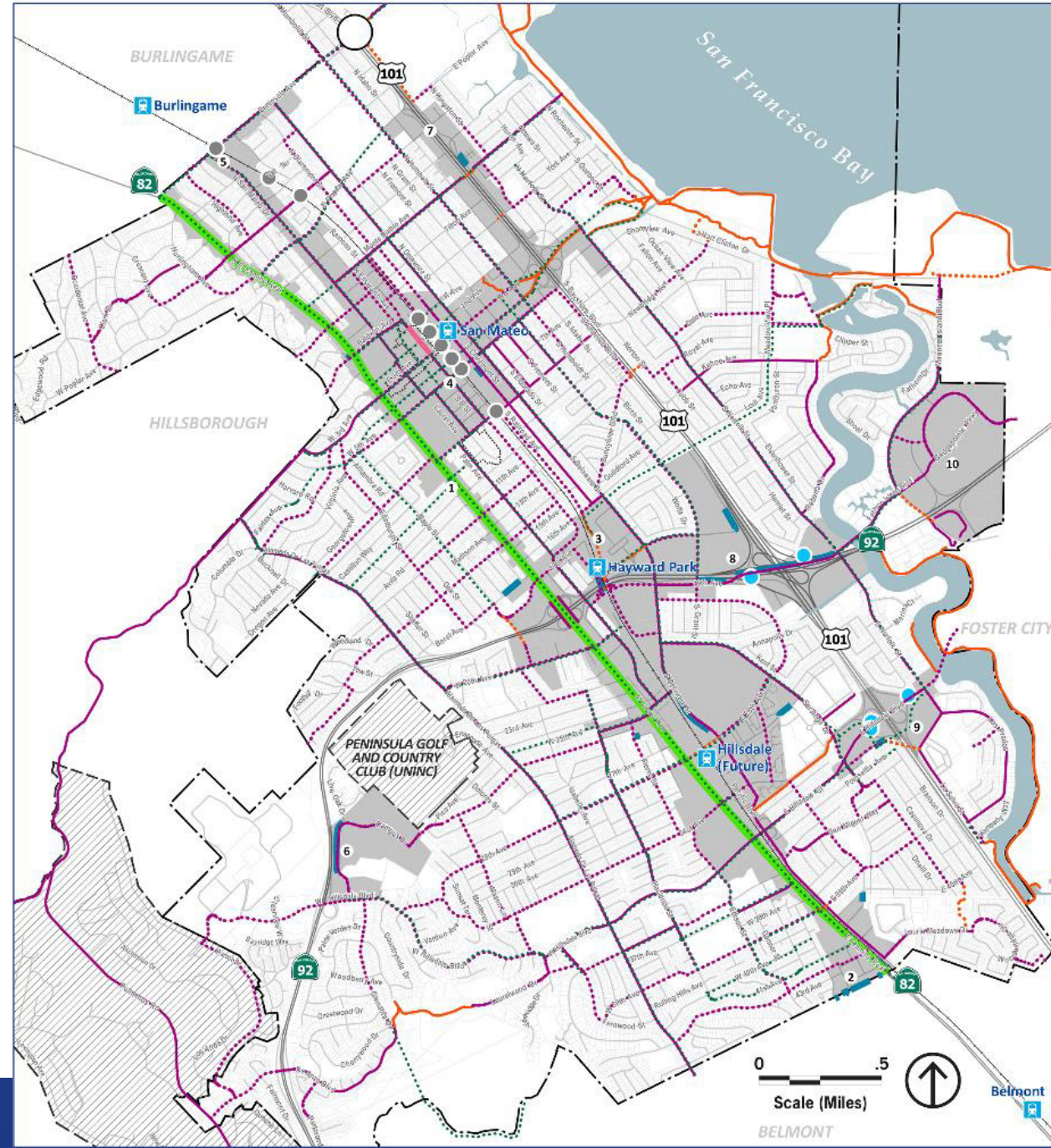
- Discussion and vote for each study area (13 total)
 - At GPS and PC, Study Areas 1, 2, 3 and 4 had lengthiest discussions
 - Study Areas 6, 9 and 10 were the shortest
- Maps of each alternative and PC recommendation by study area

» Staff taking notes to support discussions and motions

Circulation Alternative A

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

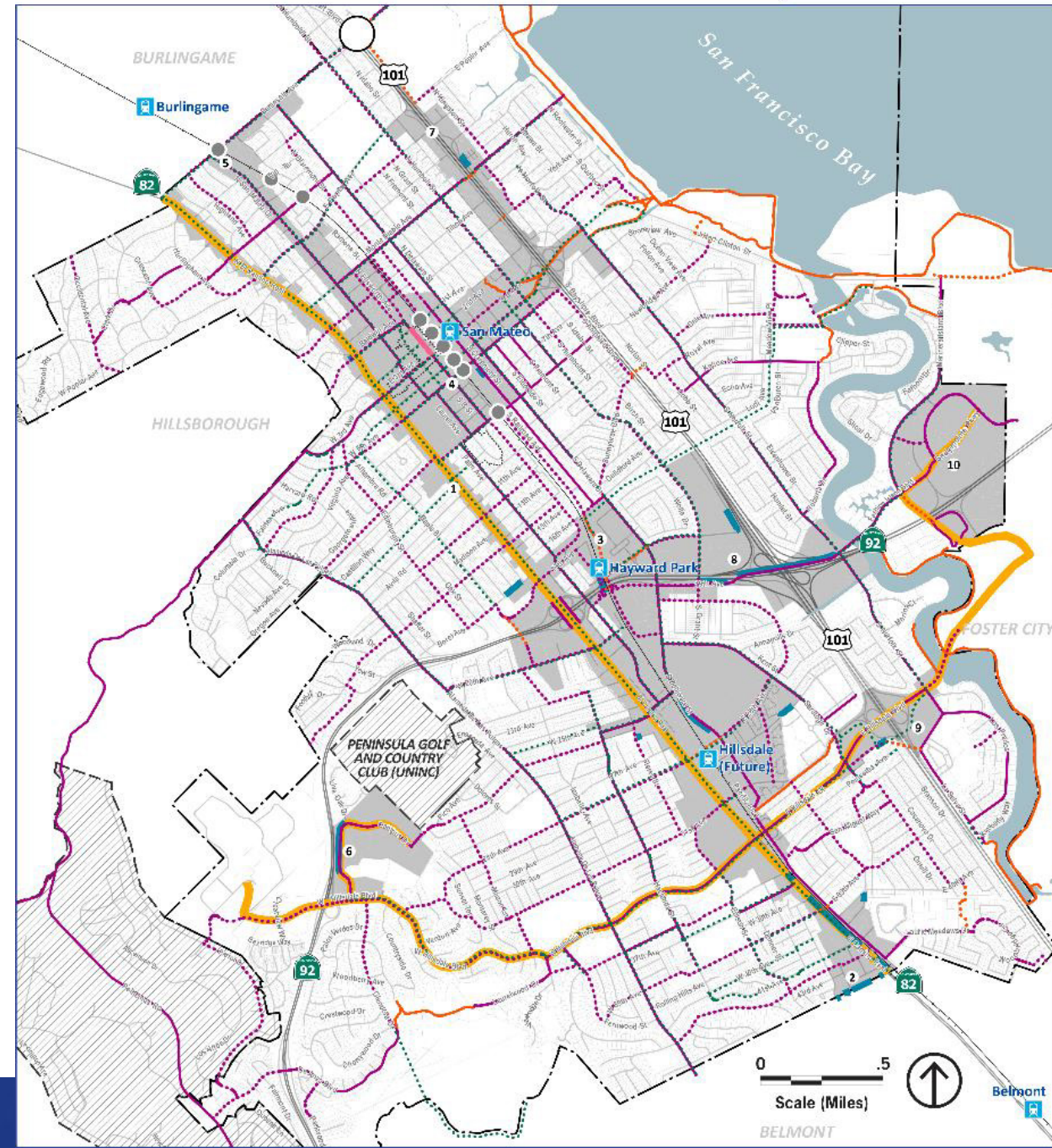
Alternative A: Prioritizing a Walkable City



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

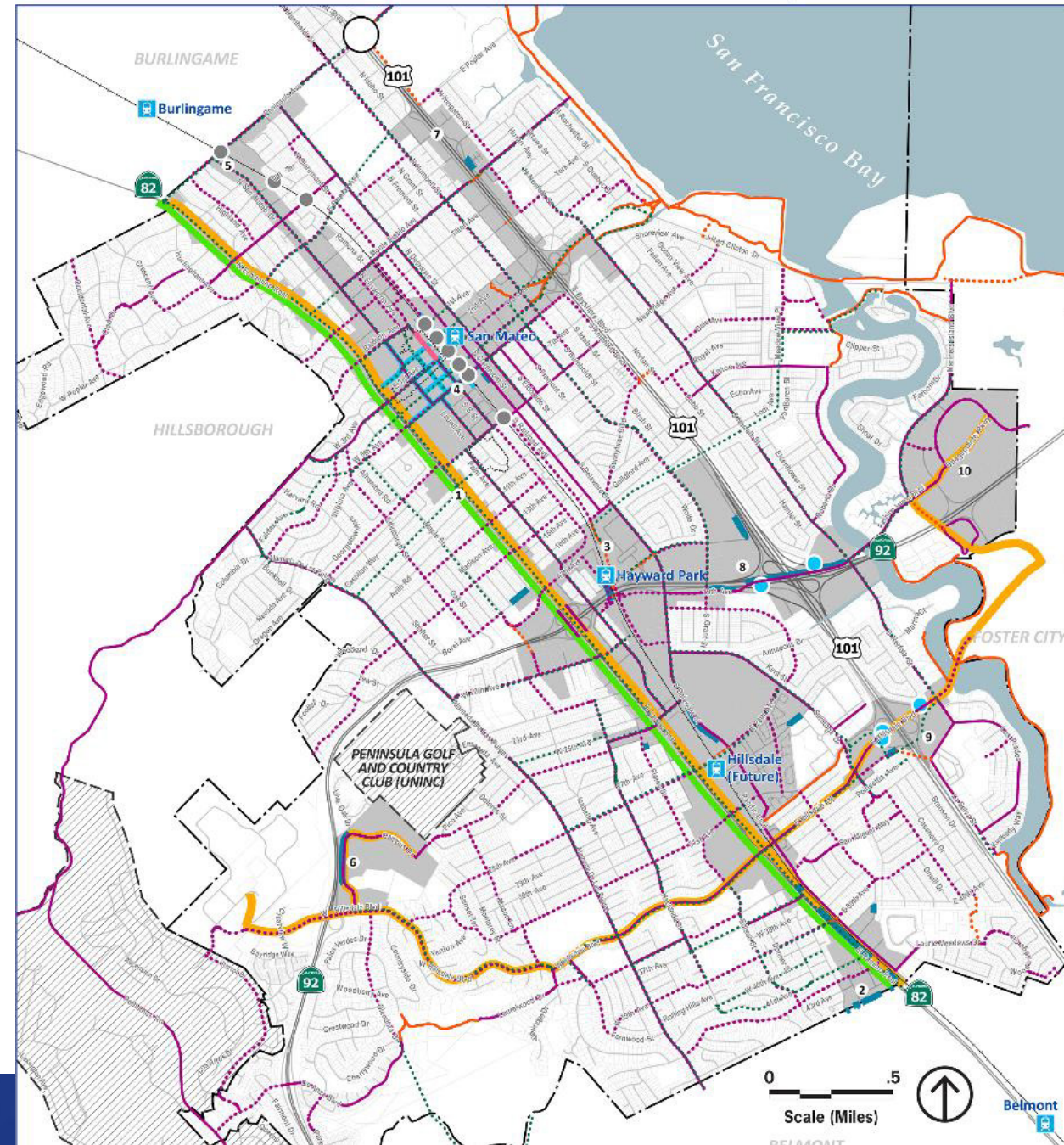
Alternative B: Prioritizing Regional Connections



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

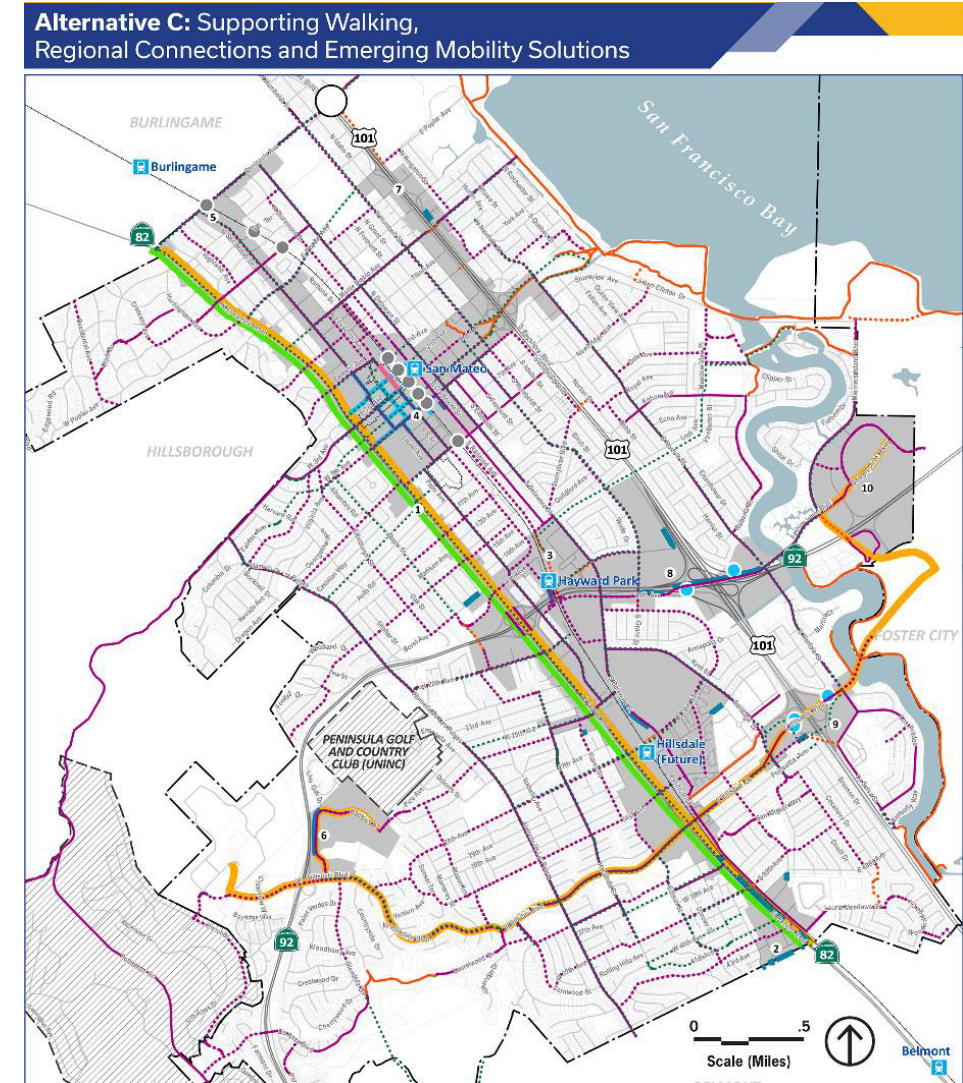
Alternative C: Supporting Walking, Regional Connections and Emerging Mobility Solutions



Planning Commission Preferred Circulation Scenario

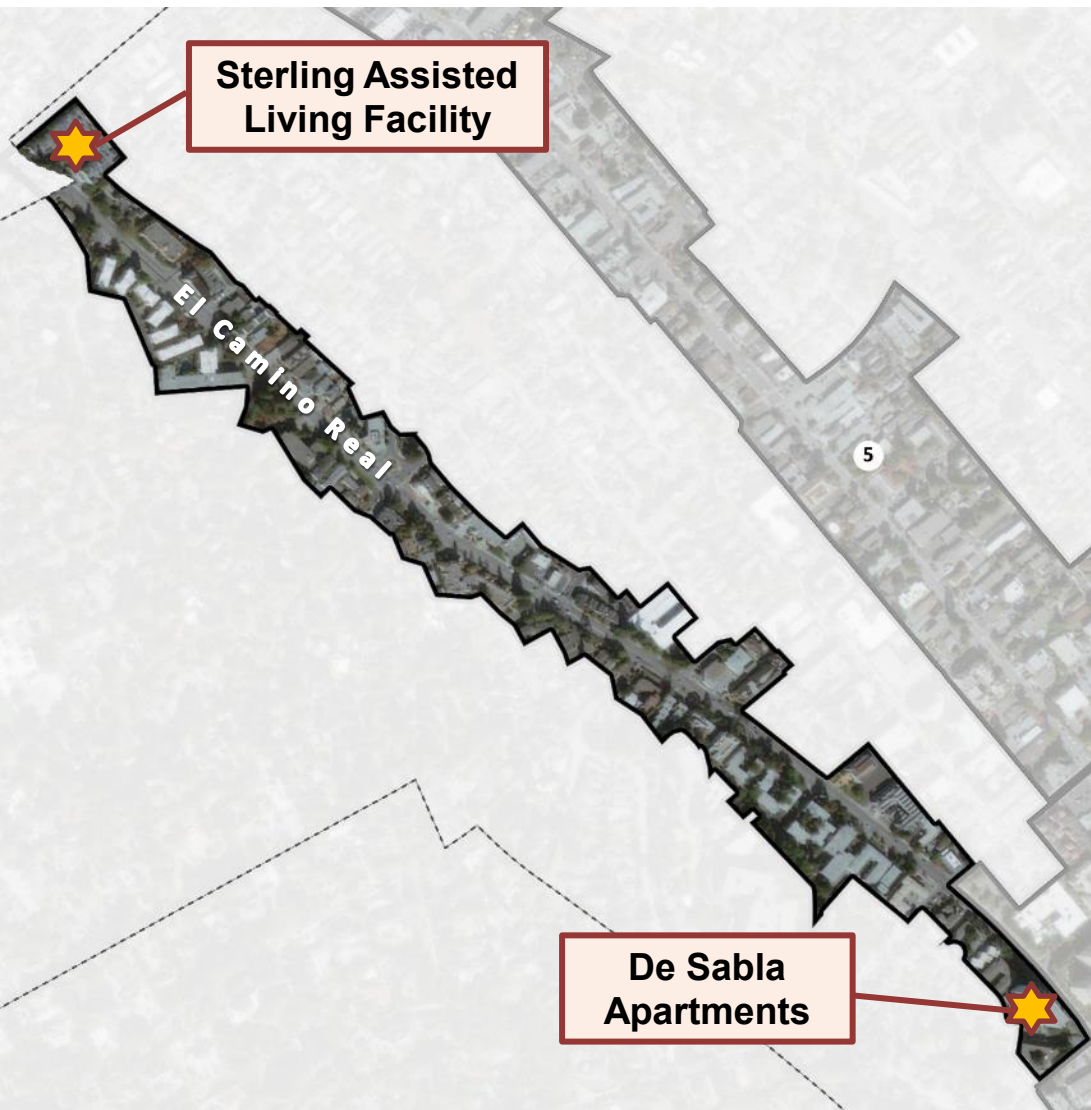
» Recommended Circulation Alternative C, with comments:

- Prioritize pedestrian improvements, especially pedestrian/bicycle crossings over US 101 and SR 92
- Create a Specific Plan for North Central neighborhood in context of SB 1000



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

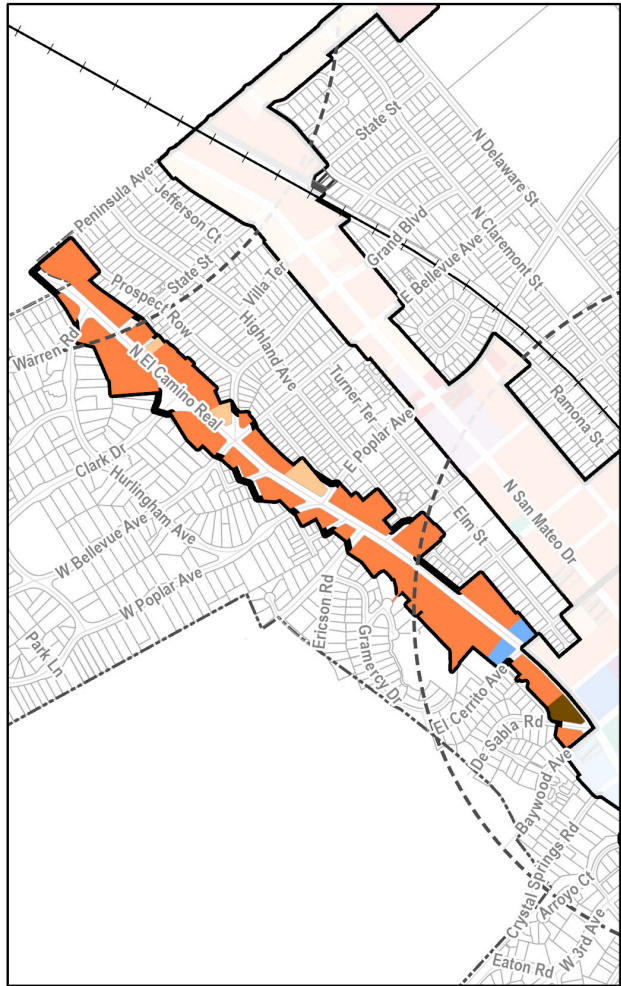
- Adds more homes than Alternative A.
- Adds more jobs than Alternative B.
- Majority of parcels would be Residential Medium. A few parcels would be Mixed-Use High.

	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

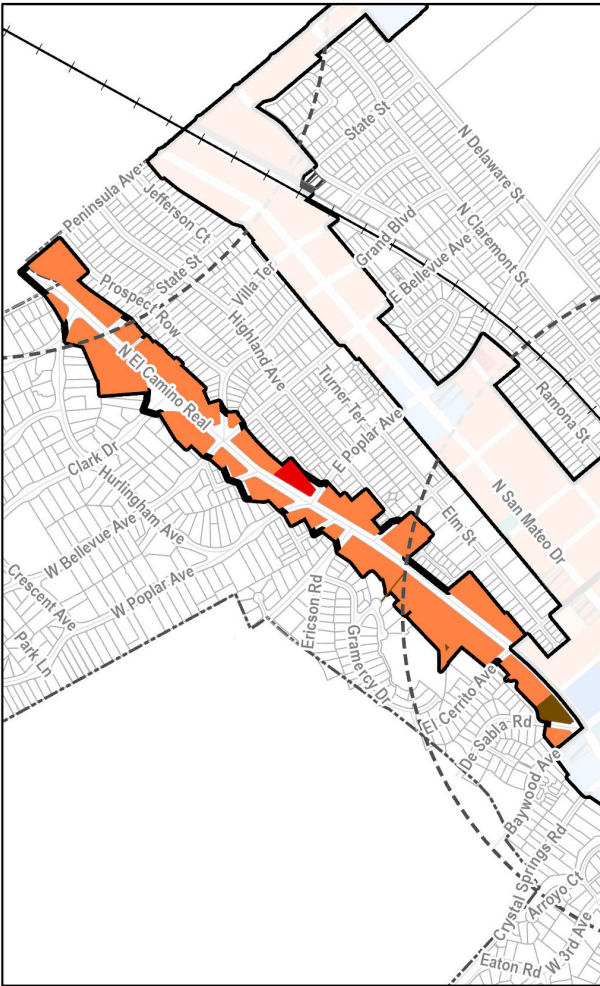
**The above totals are for the entire Study Area 1, which includes El Camino Real North, Central and South.*

Study Area 1 – El Camino Real North

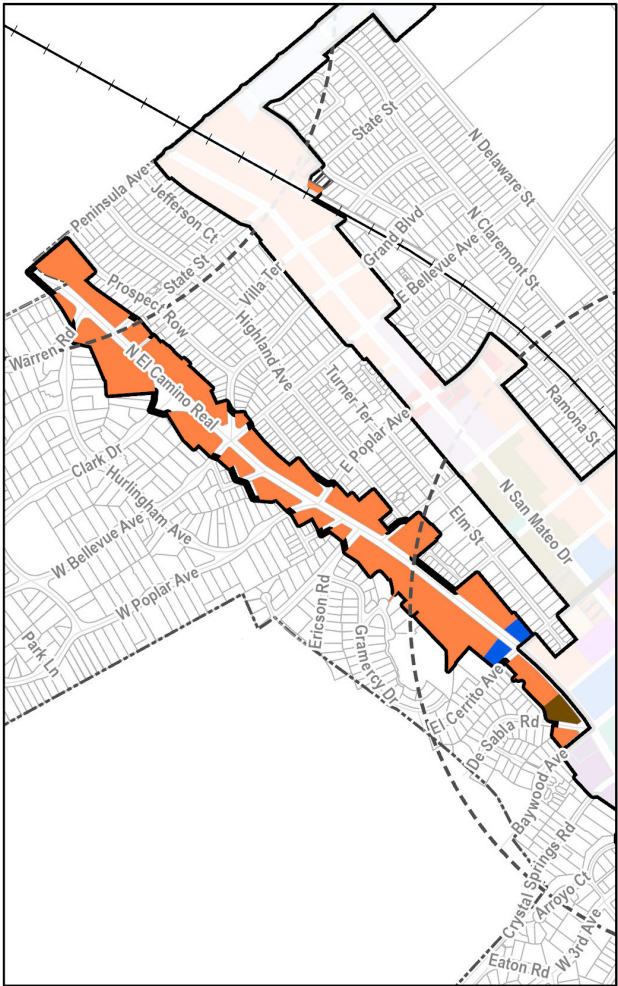
Alternative A



Alternative B



Alternative C



Study Areas

San Mateo City Limit

Sphere of Influence

Historic Districts

Privately Owned Public Open Space

Property Owner Requests

Caltrain Station

Caltrain

1,000 Foot Buffer Around Caltrain

1/2 Mile Radius Around Caltrain

Housing Element - Adequate Sites

Pipeline Projects

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

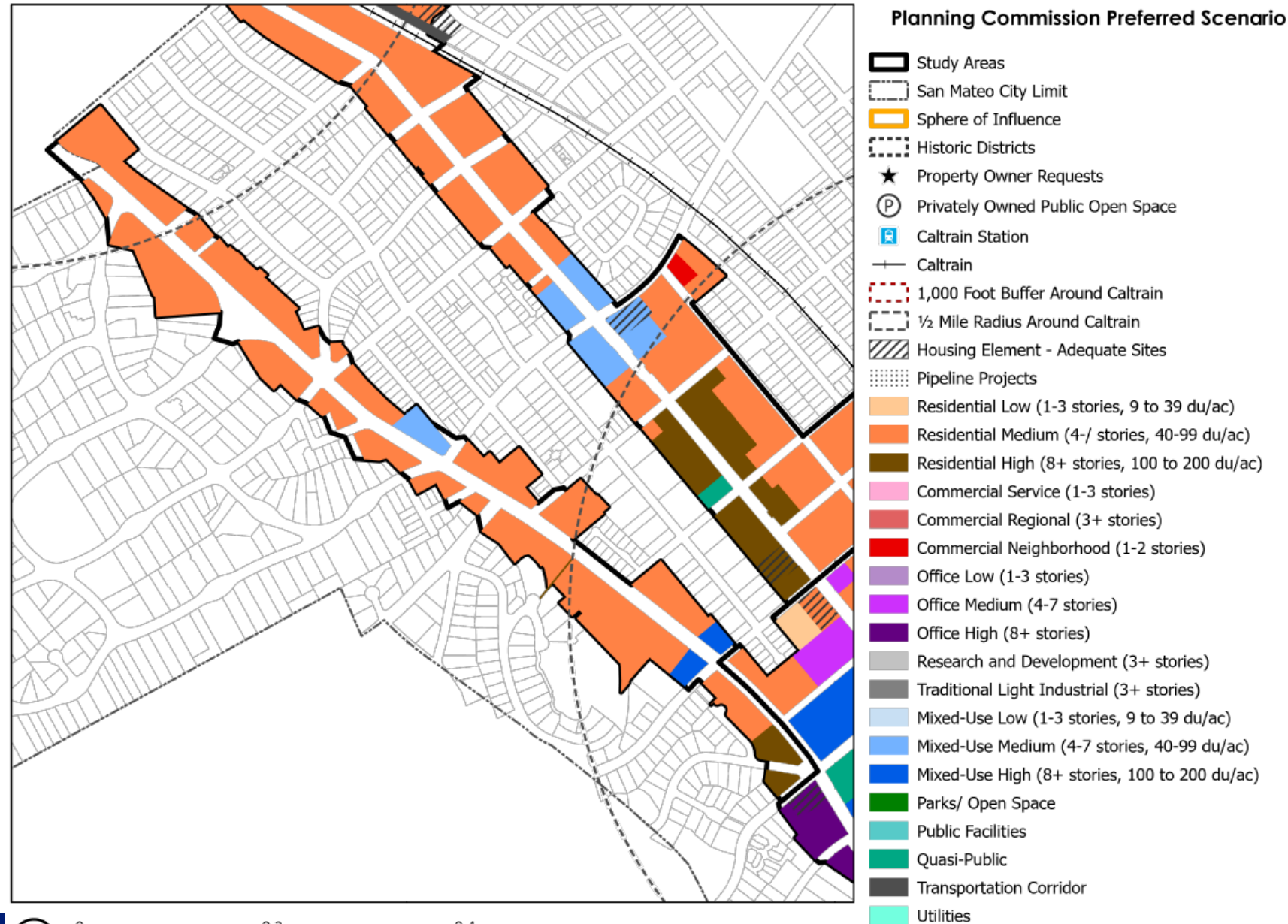
Public Facilities

Quasi-Public

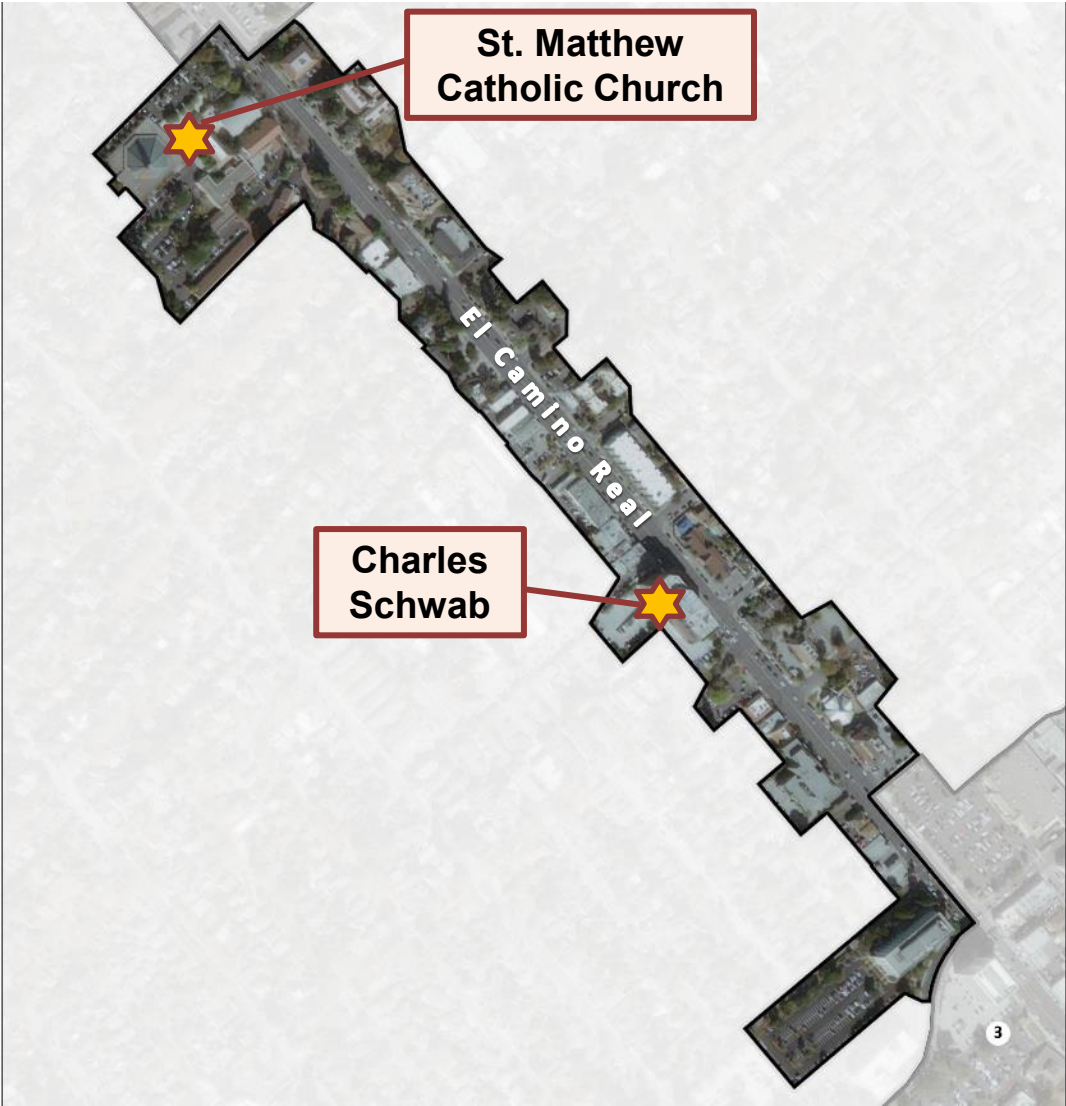
Transportation Corridor

Utilities

Planning Commission Recommendation



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

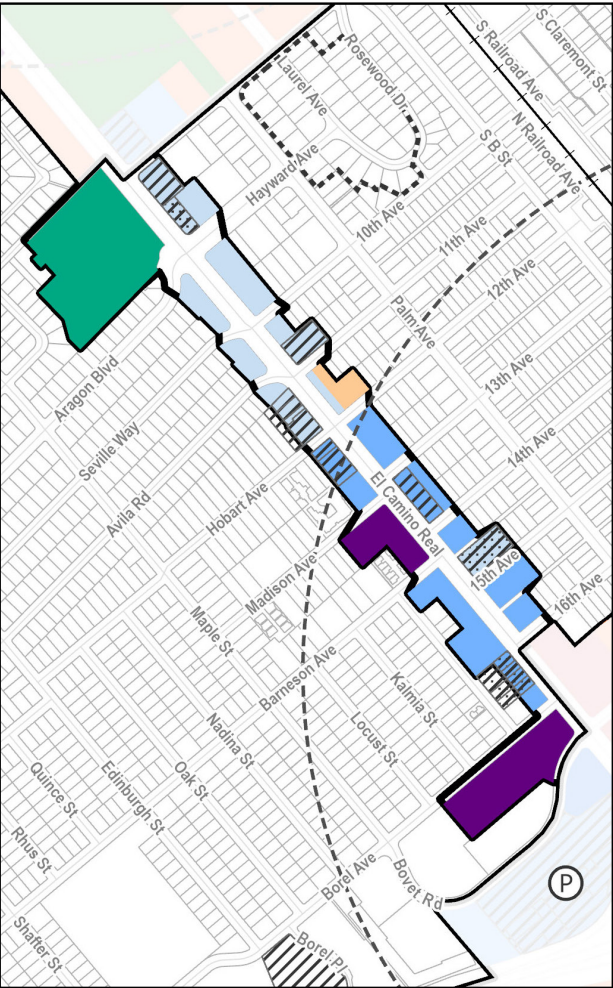
- Adds more homes than Alternative A.
- Adds more jobs than Alternative B.
- Most properties would be Mixed-Use Medium.

	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

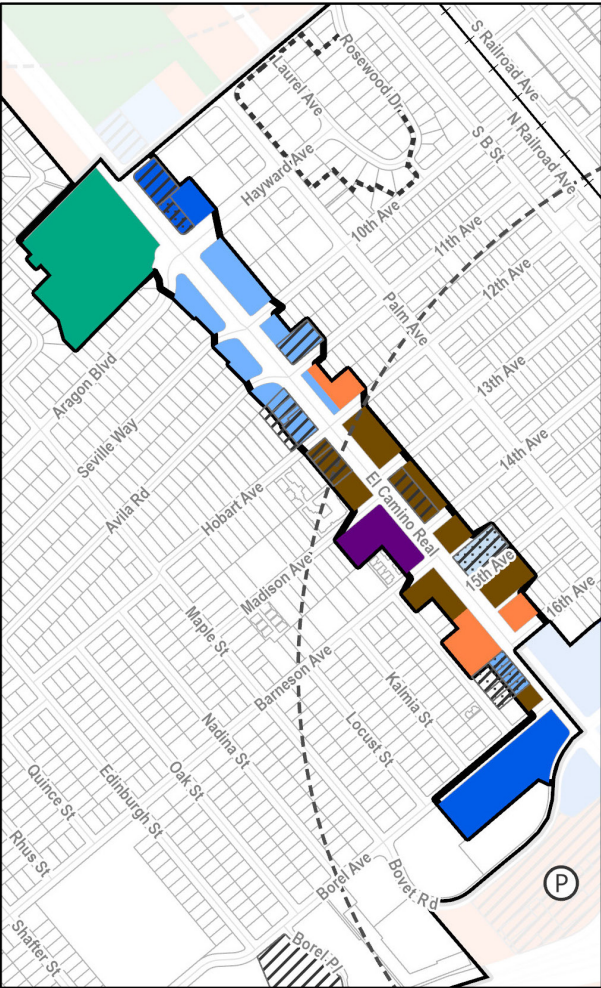
**The above totals are for the entire Study Area 1, which includes El Camino Real North, Central and South.*

Study Area 1- El Camino Real Central

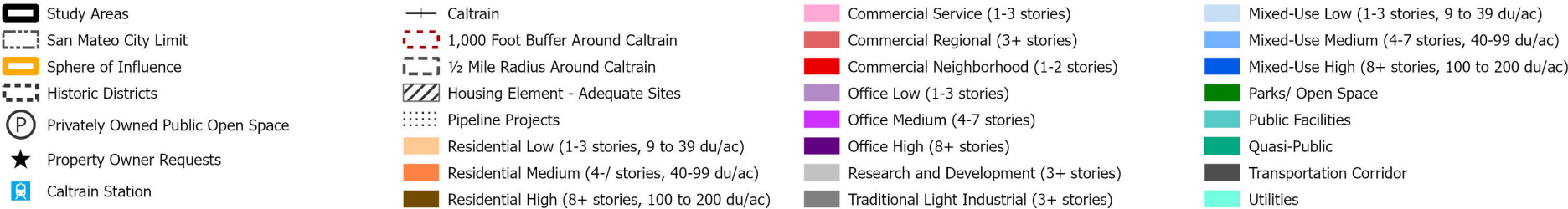
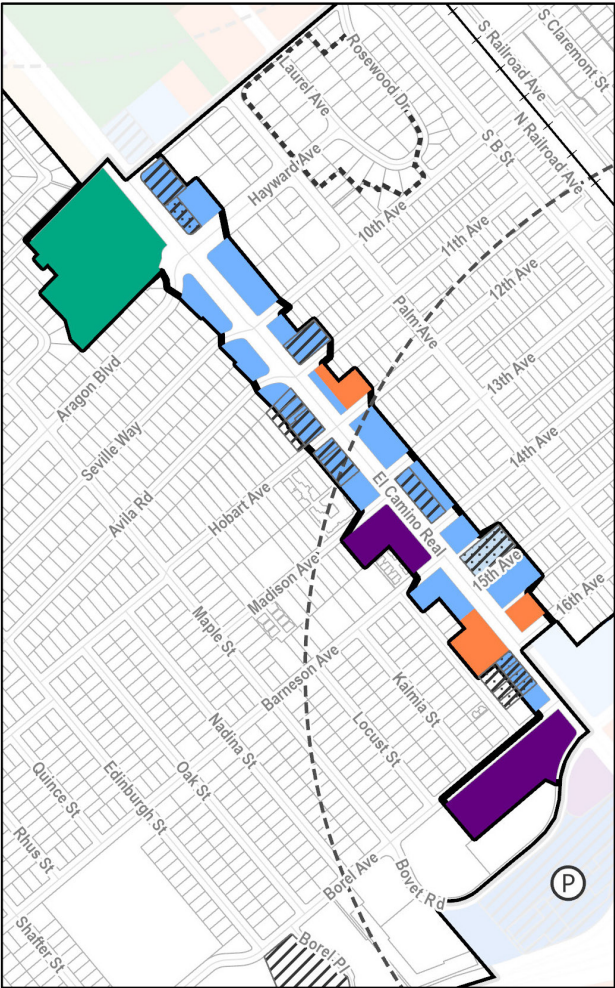
Alternative A



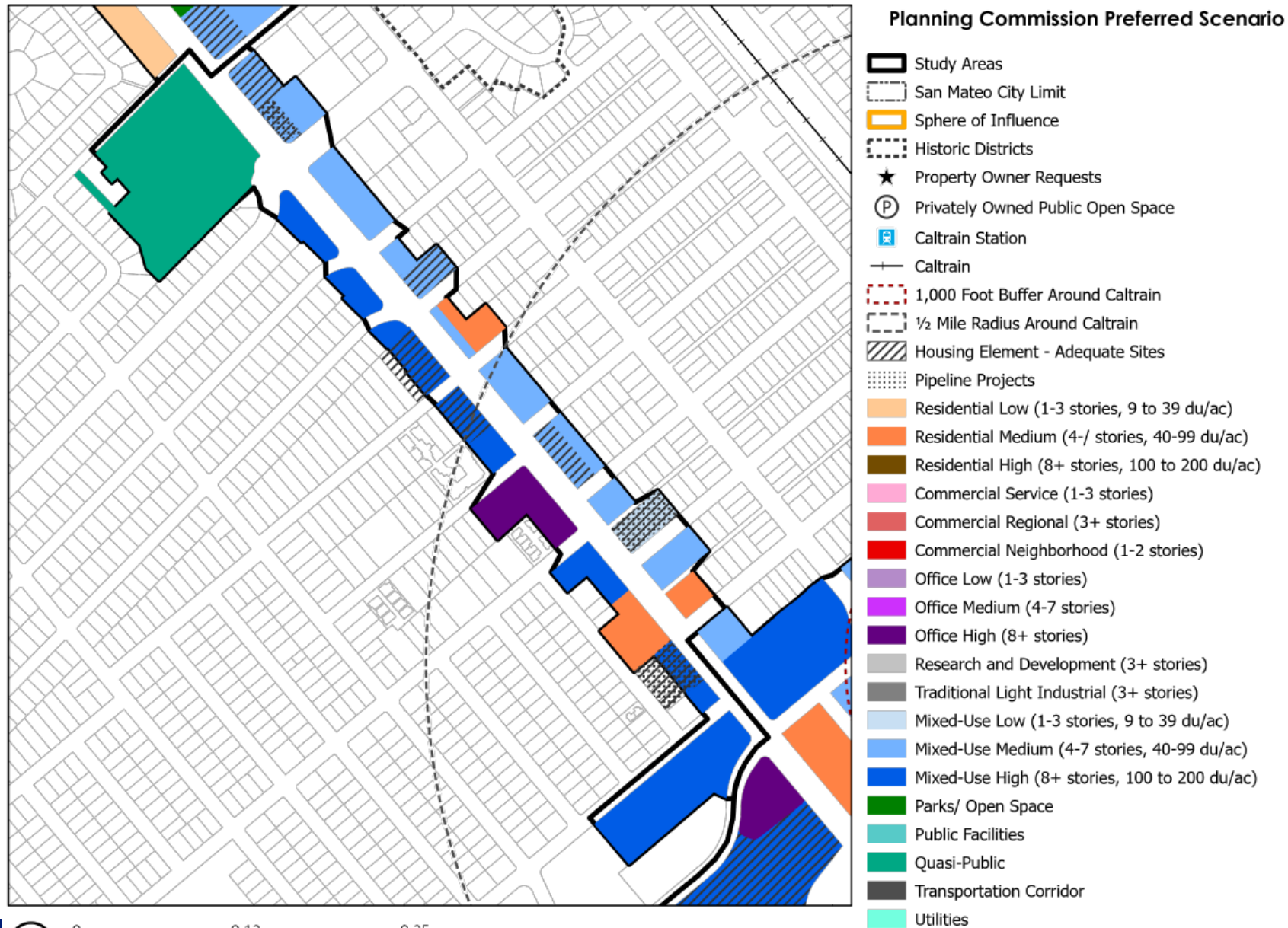
Alternative B



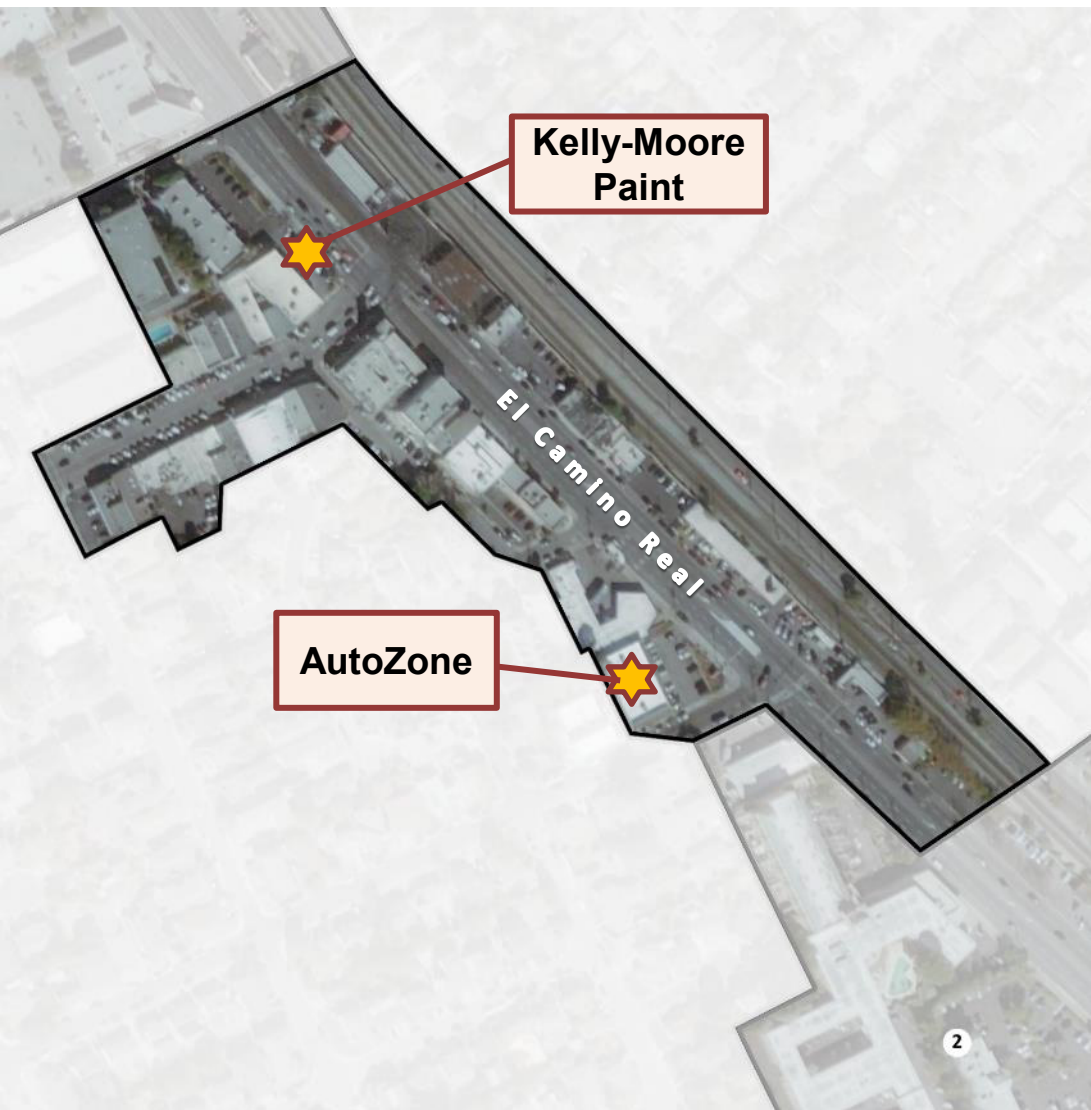
Alternative C



Planning Commission Recommendation



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

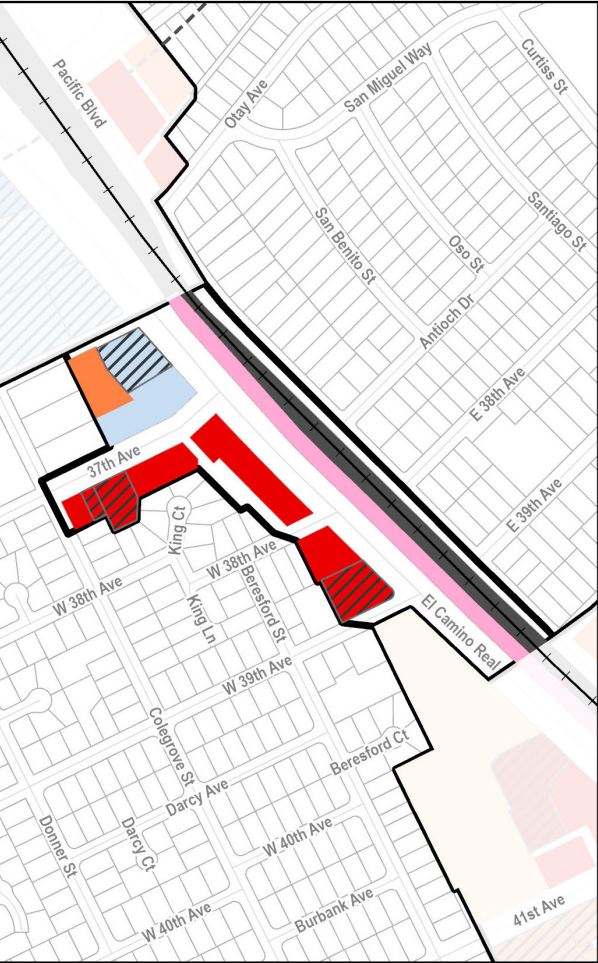
- Adds more homes than Alternative A.
- Adds more jobs than Alternative B.
- West side would be Mixed-Use Low and Commercial Neighborhood.

	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

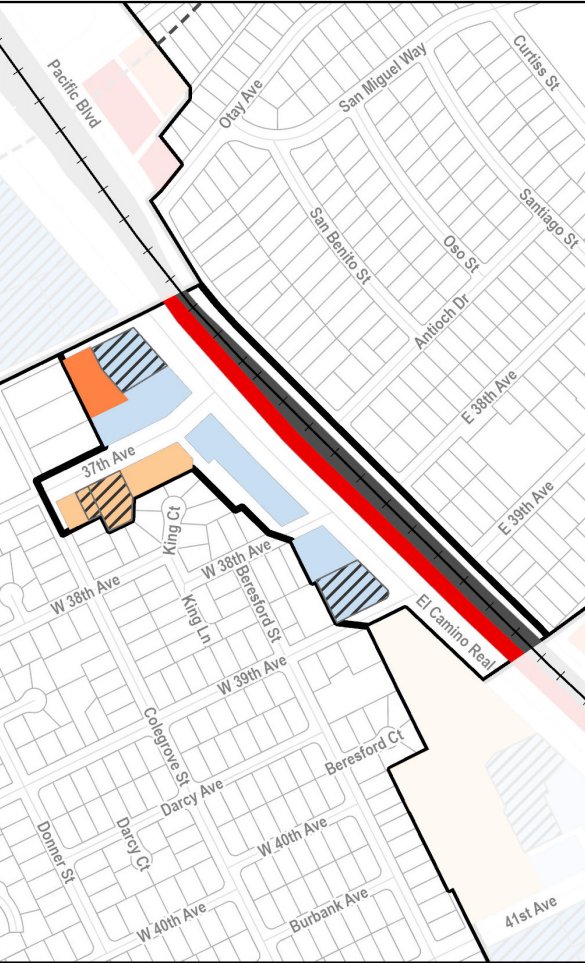
**The above totals are for the entire Study Area 1, which includes El Camino Real North, Central and South.*

Study Area 1- El Camino Real South

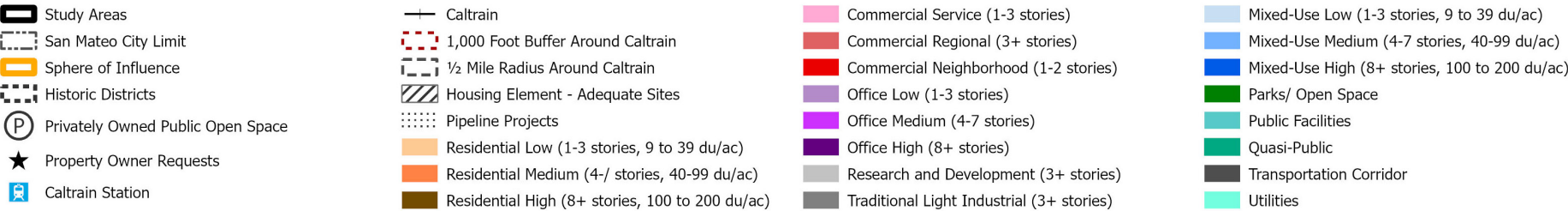
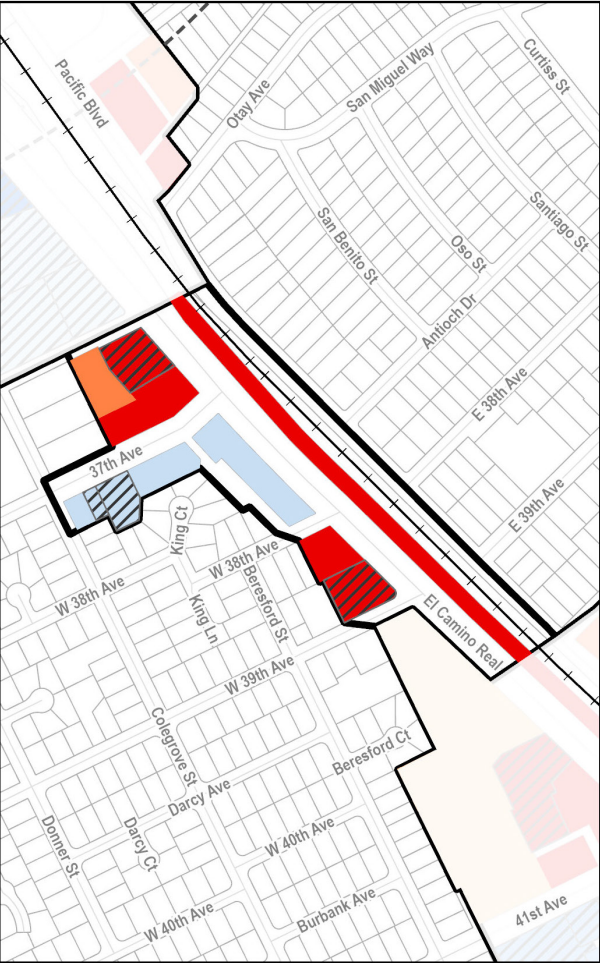
Alternative A



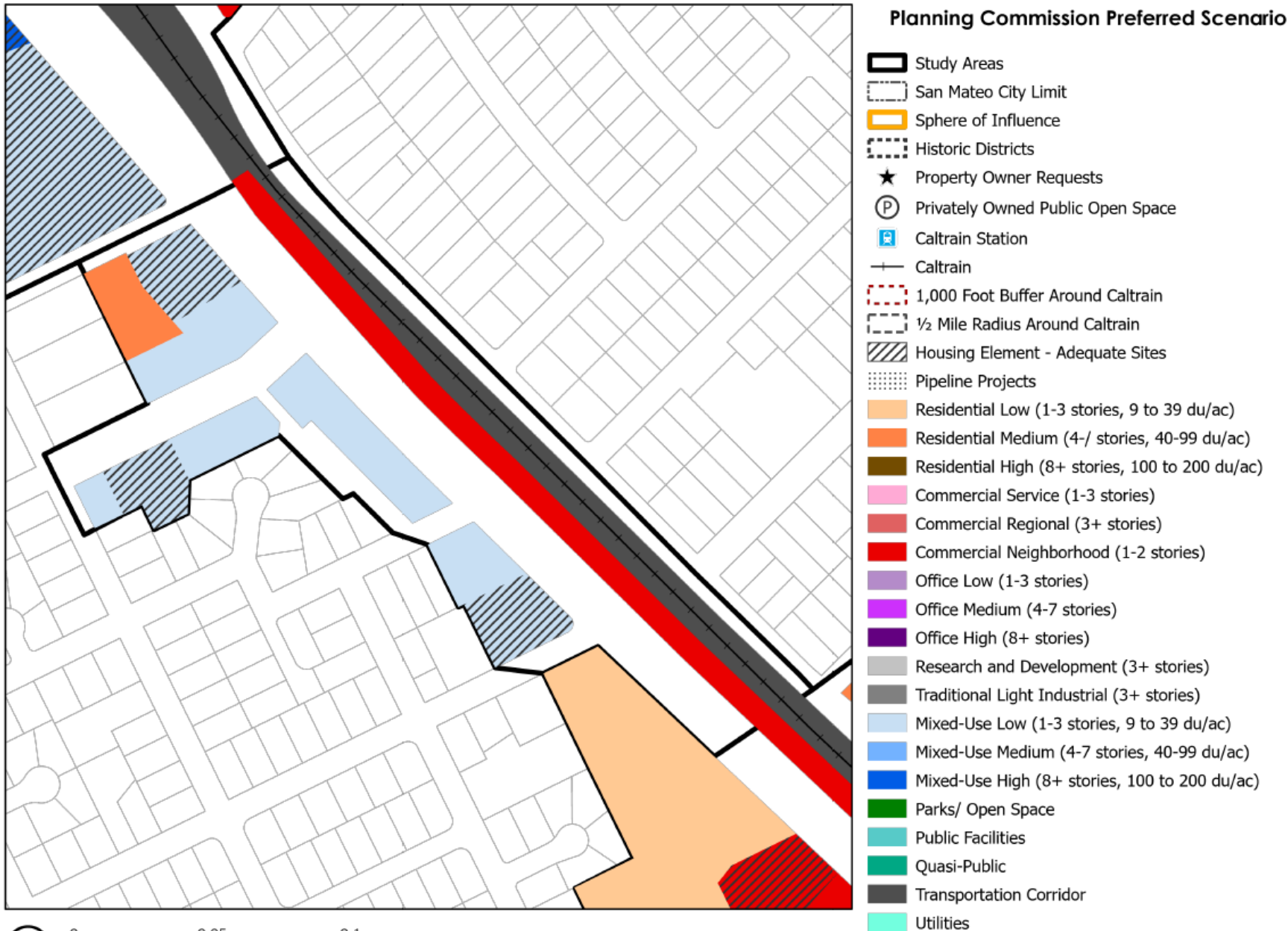
Alternative B



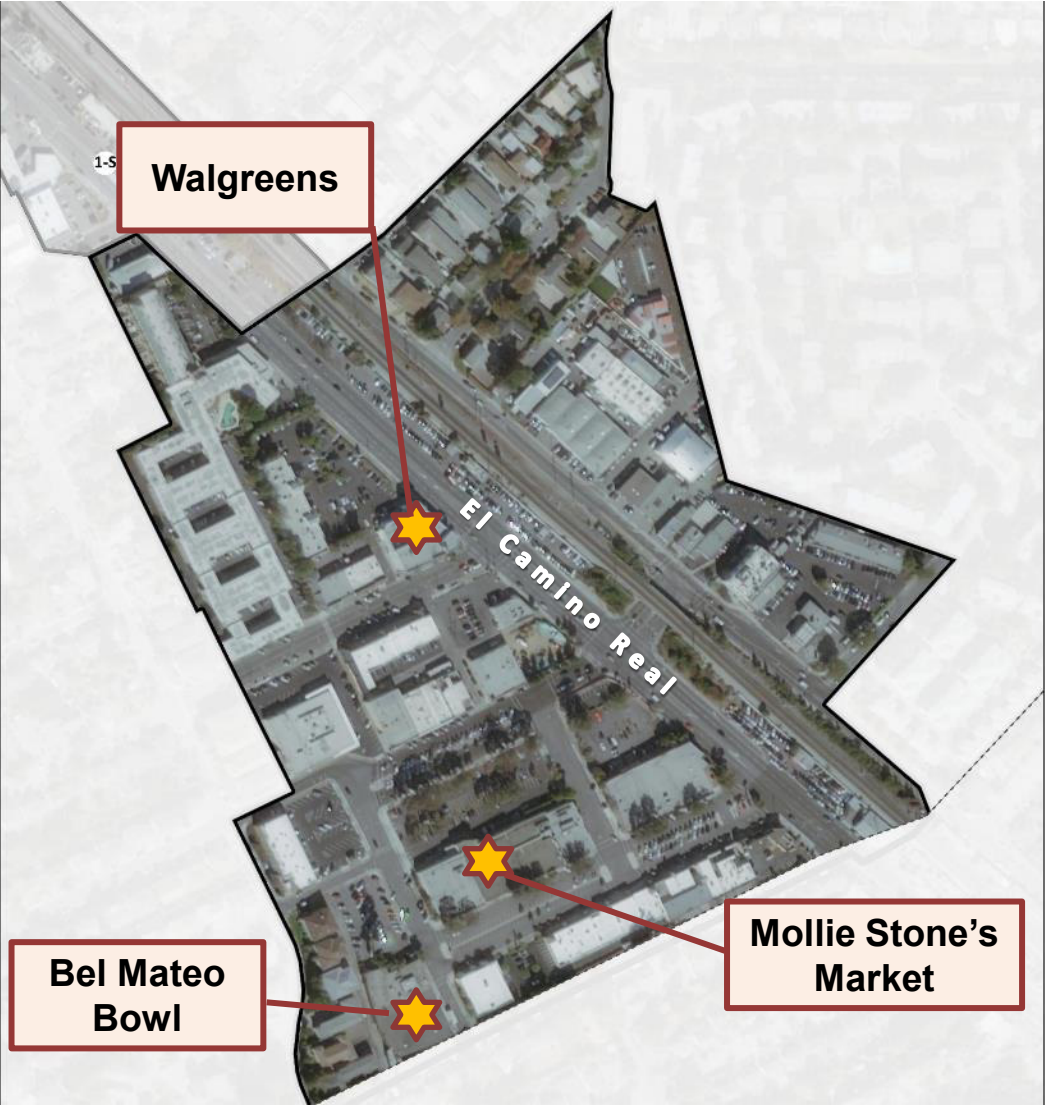
Alternative C



Planning Commission Recommendation



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.

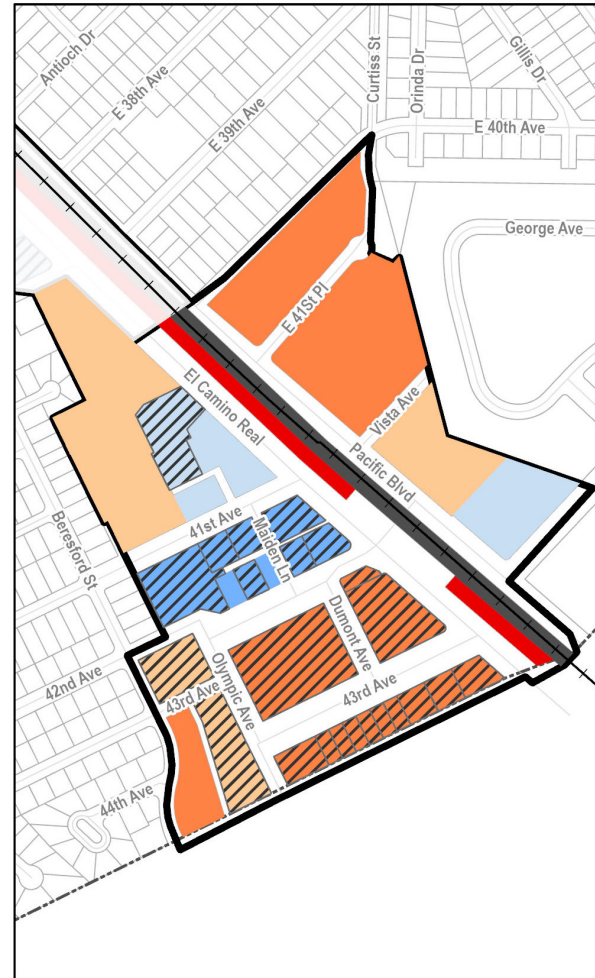
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+500	+700	+600
Population	+1,295	+1,813	+1,554
Jobs	-70	-200	-100

Study Area 2 – Bel Mateo/Mollie Stone Area

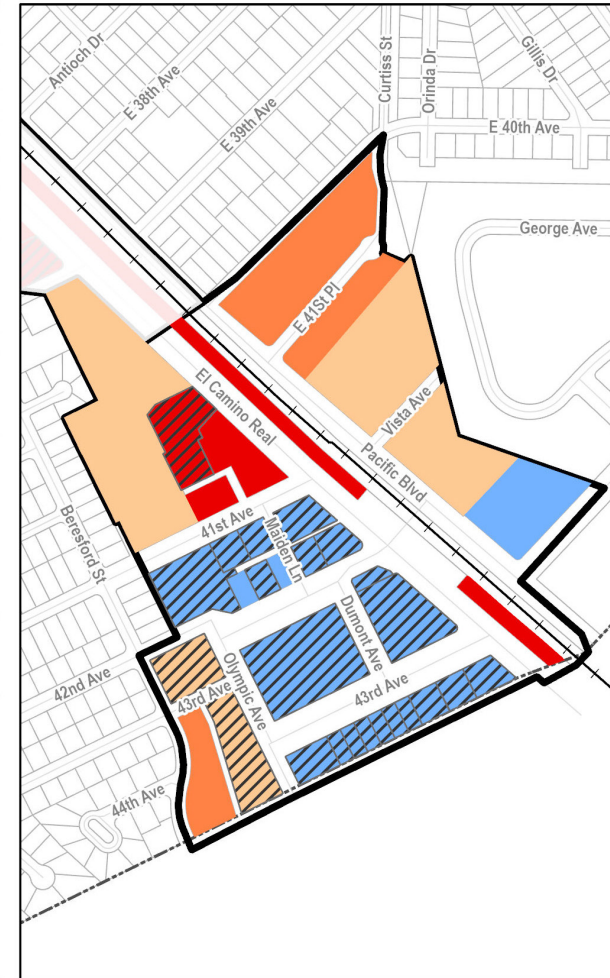
Alternative A



Alternative B



Alternative C



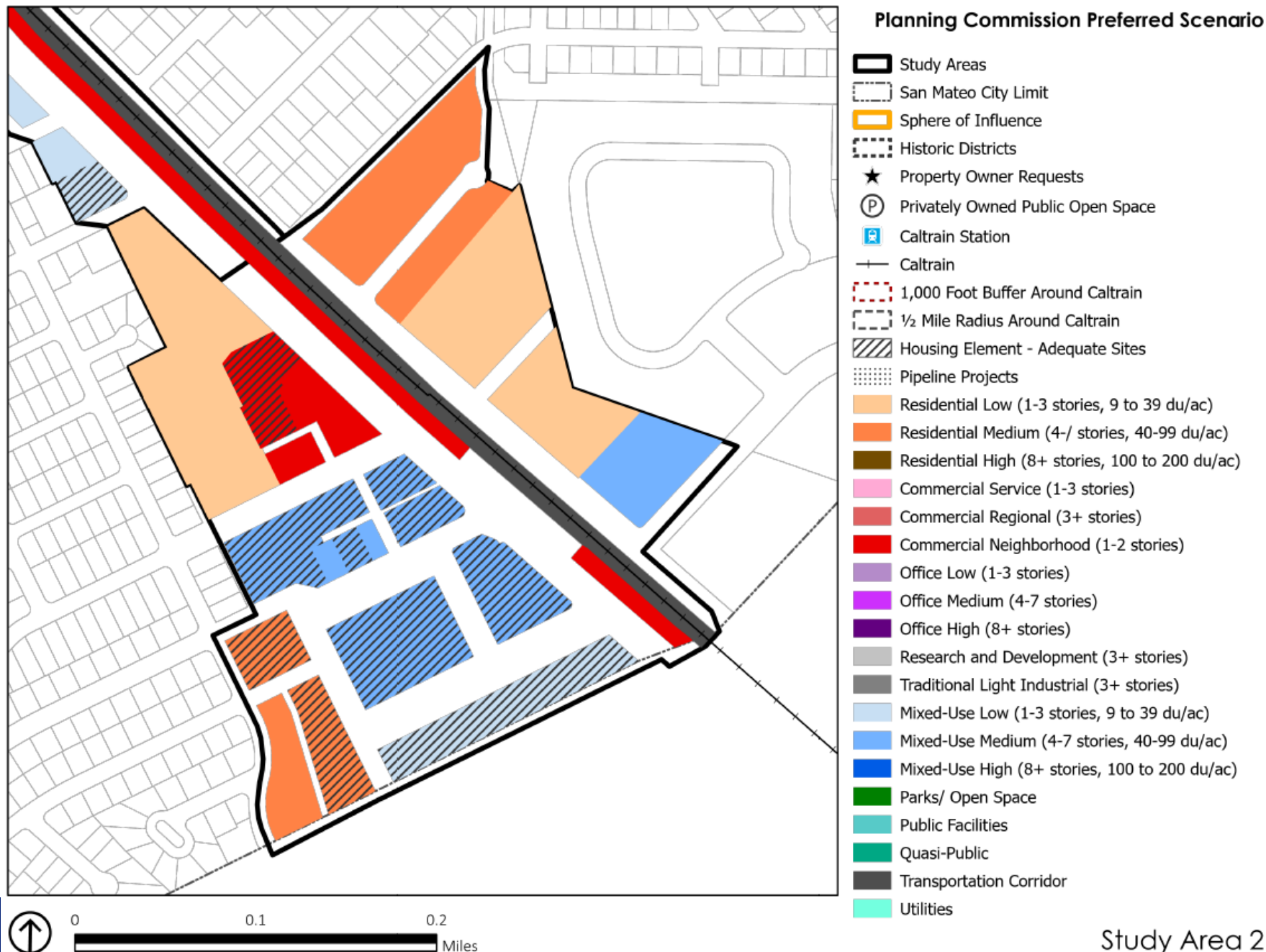
- Study Areas
- San Mateo City Limit
- Sphere of Influence
- Historic Districts
- Privately Owned Public Open Space
- Property Owner Requests
- Caltrain Station

- Caltrain
- 1,000 Foot Buffer Around Caltrain
- 1/2 Mile Radius Around Caltrain
- Housing Element - Adequate Sites
- Pipeline Projects
- 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)

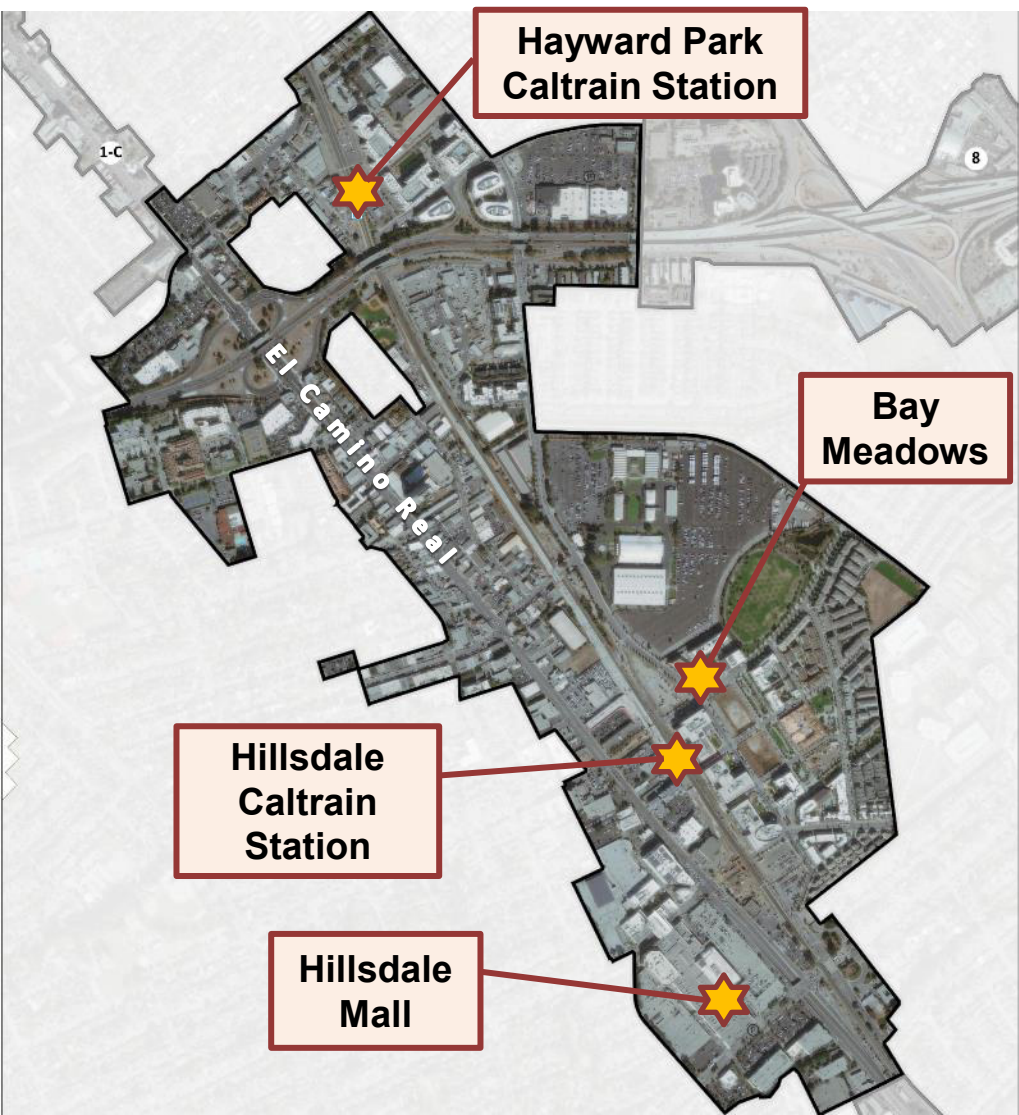
- Commercial Service (1-3 stories)
- Commercial Regional (3+ stories)
- Commercial Neighborhood (1-2 stories)
- Office Low (1-3 stories)
- Office Medium (4-7 stories)
- Office High (8+ stories)
- Research and Development (3+ stories)
- Traditional Light Industrial (3+ stories)

- 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

Planning Commission Recommendation



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.

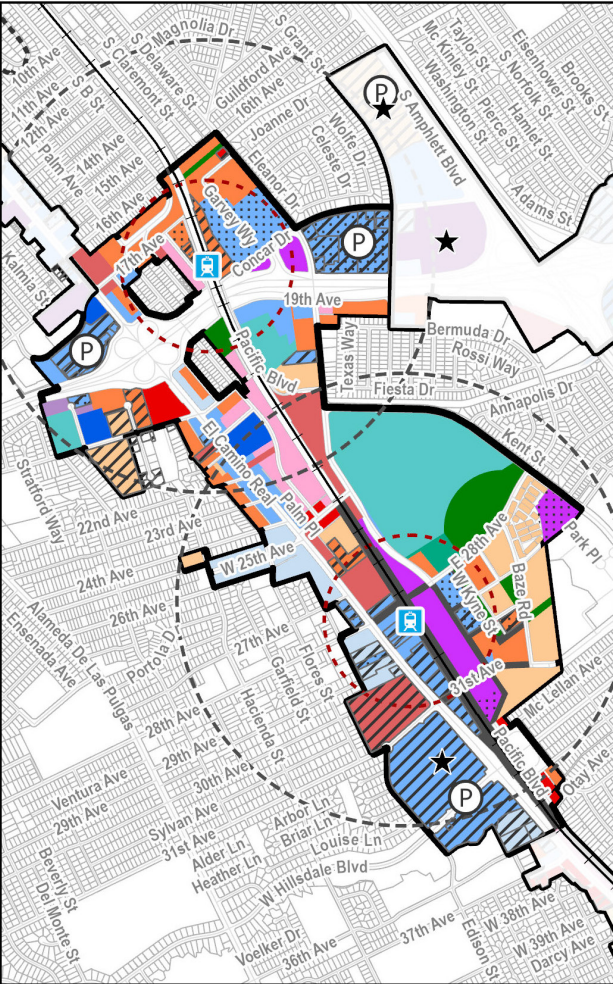
Alternative C

- 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.

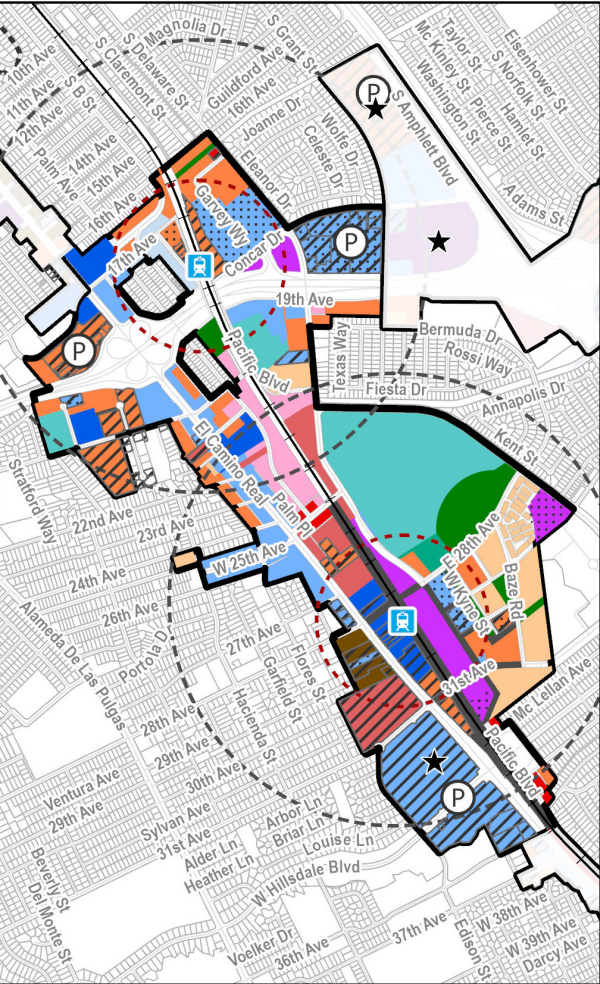
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+5,000	+5,160	+7,210
Population	+12,950	+13,364	+18,674
Jobs	+2,010	+2,460	+3,200

Study Area 3 – Rail Corridor Area

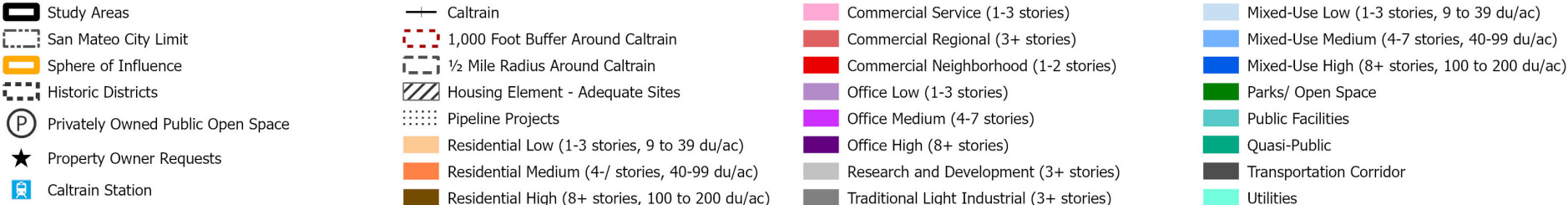
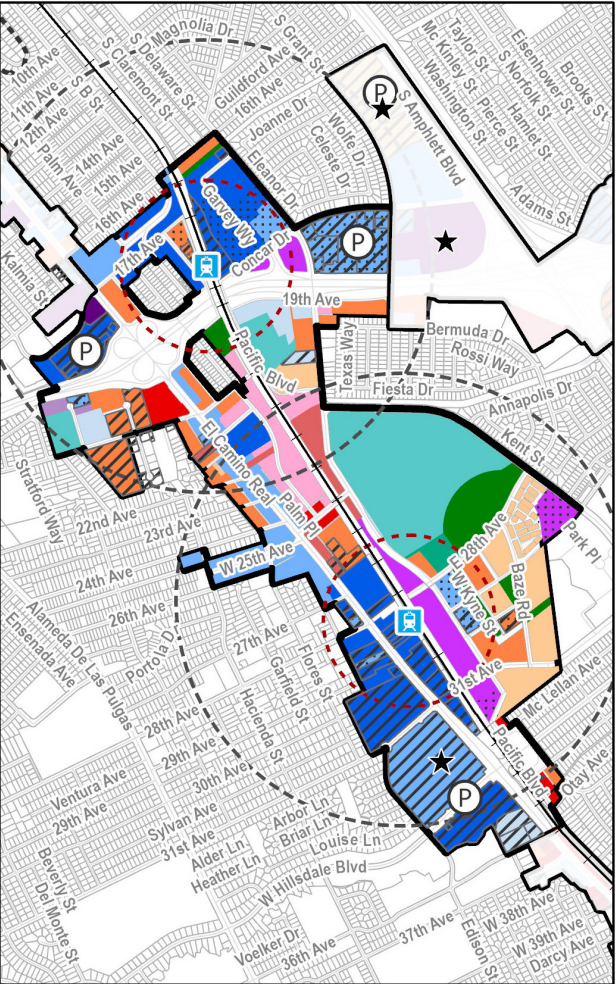
Alternative A



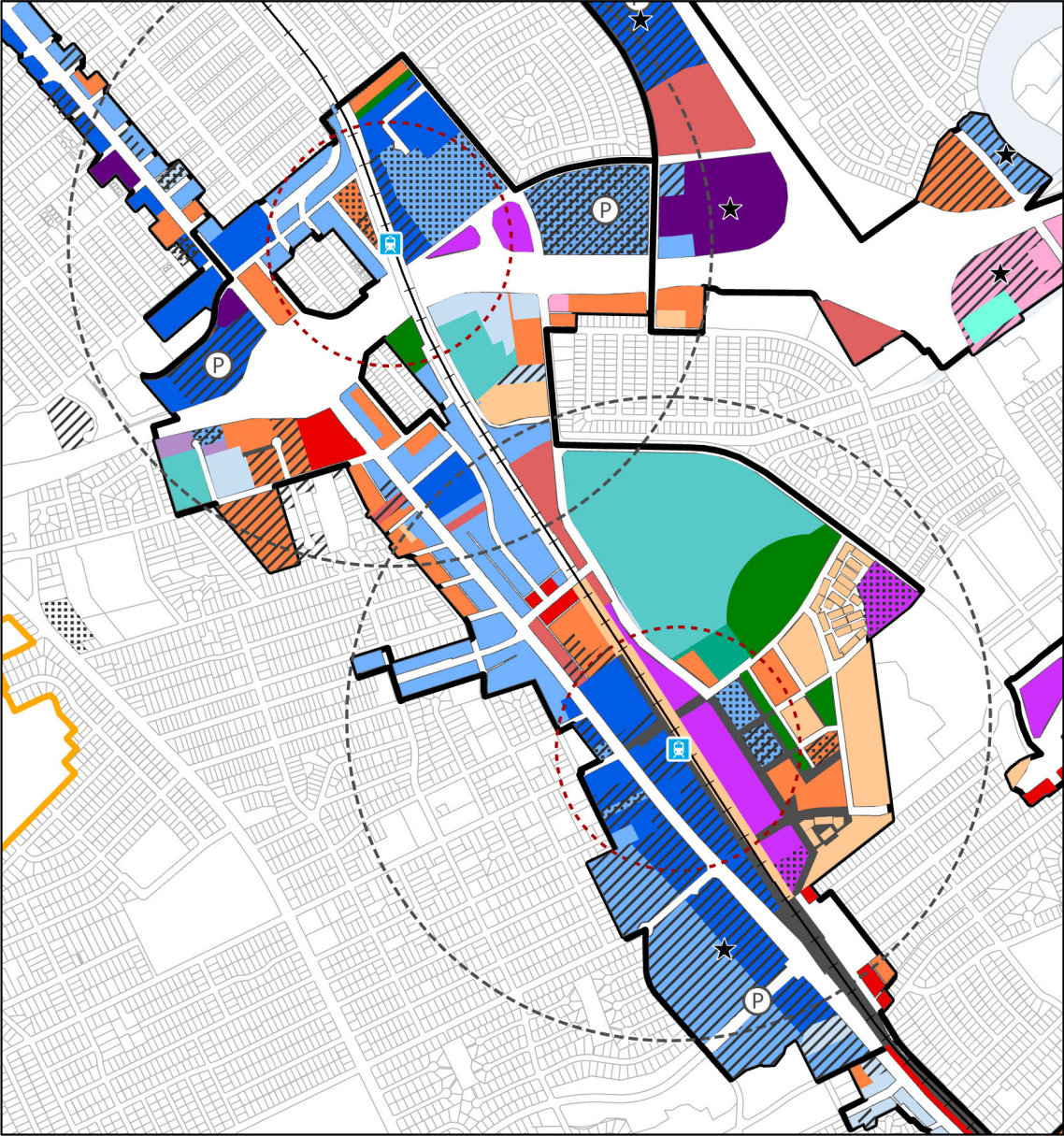
Alternative B



Alternative C

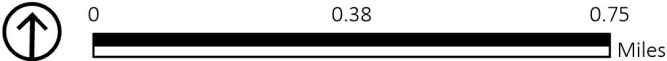


Planning Commission Recommendation



Planning Commission Preferred Scenario

- Study Areas
- San Mateo City Limit
- Sphere of Influence
- Historic Districts
- Property Owner Requests
- Privately Owned Public Open Space
- Caltrain Station
- Caltrain
- 1,000 Foot Buffer Around Caltrain
- 1/2 Mile Radius Around Caltrain
- Housing Element - Adequate Sites
- Pipeline Projects
- 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 3

Study Area 3 -Property Owner Requests

Study Area	Property Owner	Location	Request
3	Bohannon Development Company	Hillsdale Shopping Center Area 11 properties	Combination of Mixed-Use High and Mixed-Use Medium

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

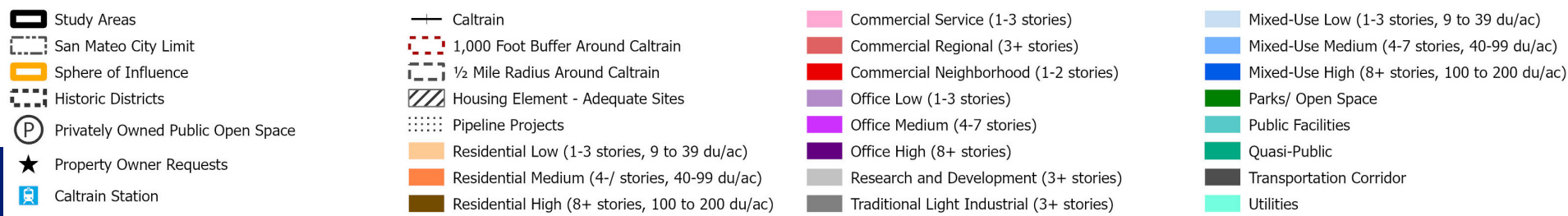
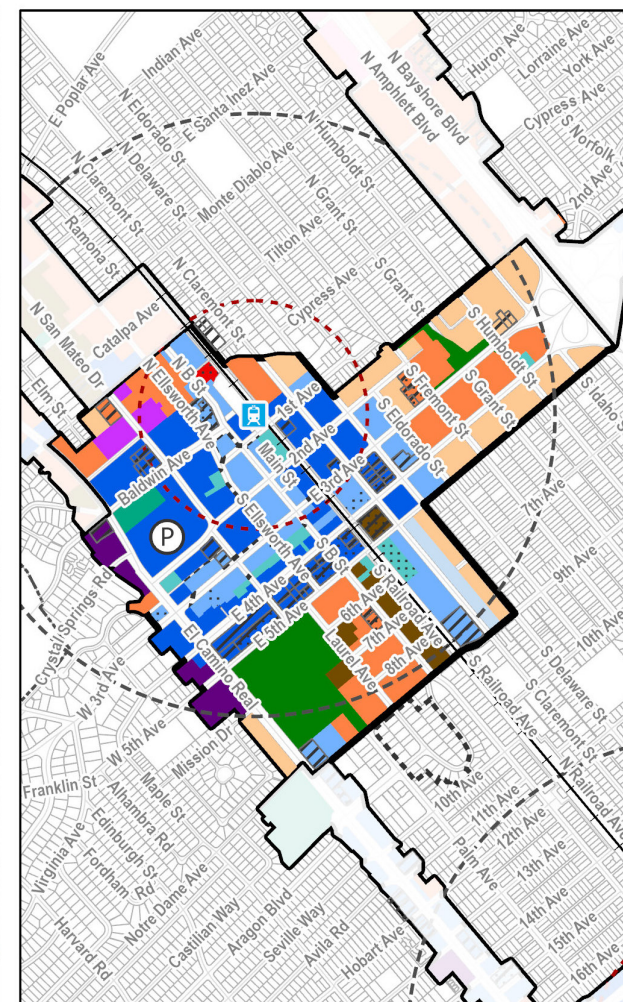
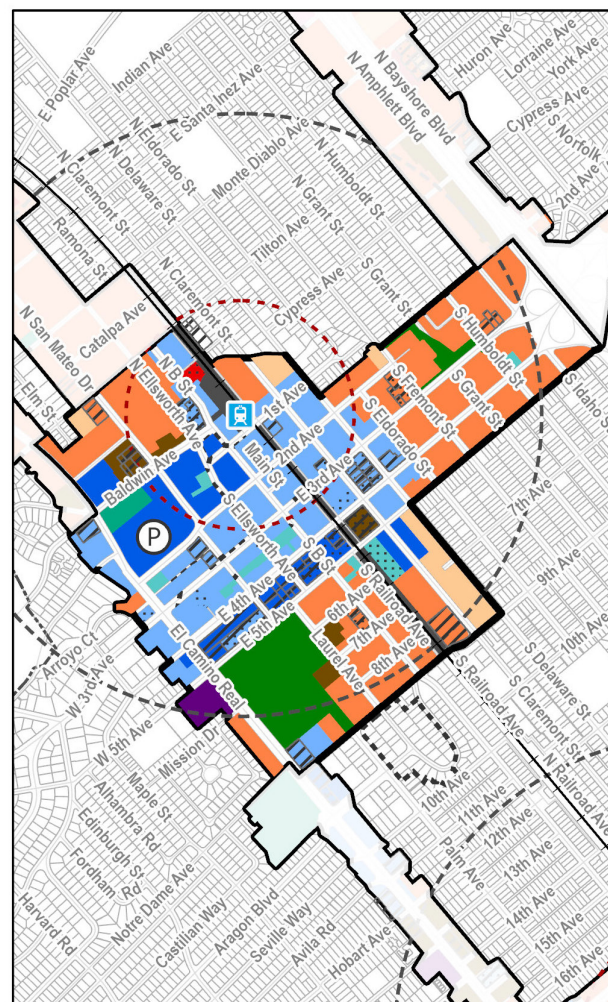
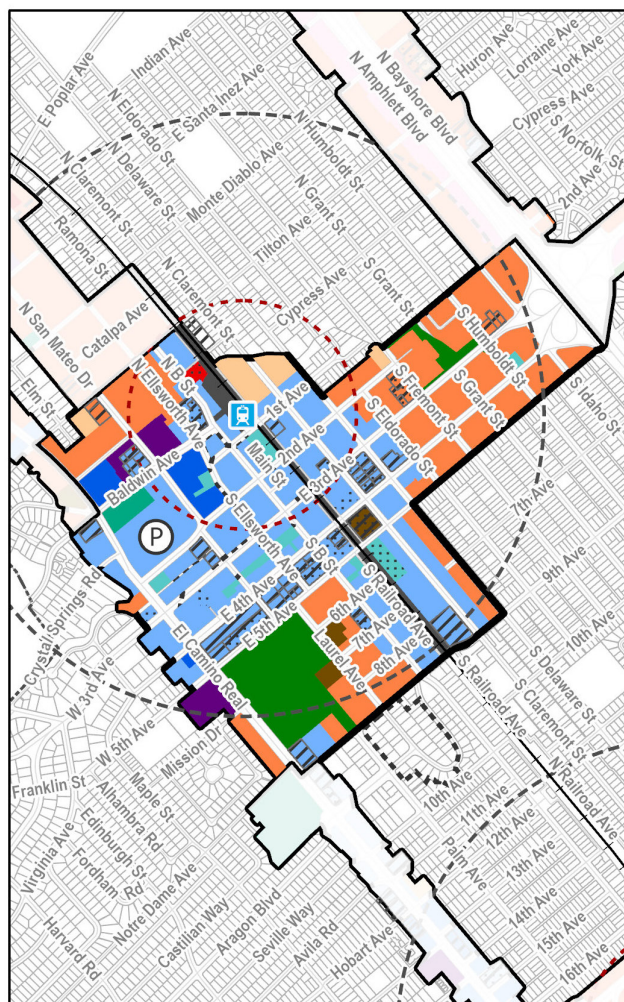
- Adds the greatest number of homes.
- Adds more jobs than Alternatives A and B.
- Is similar to the Downtown Specific Plan Built Form Alternative 3, which increased heights near transit and lower heights in transition to residential areas.

	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

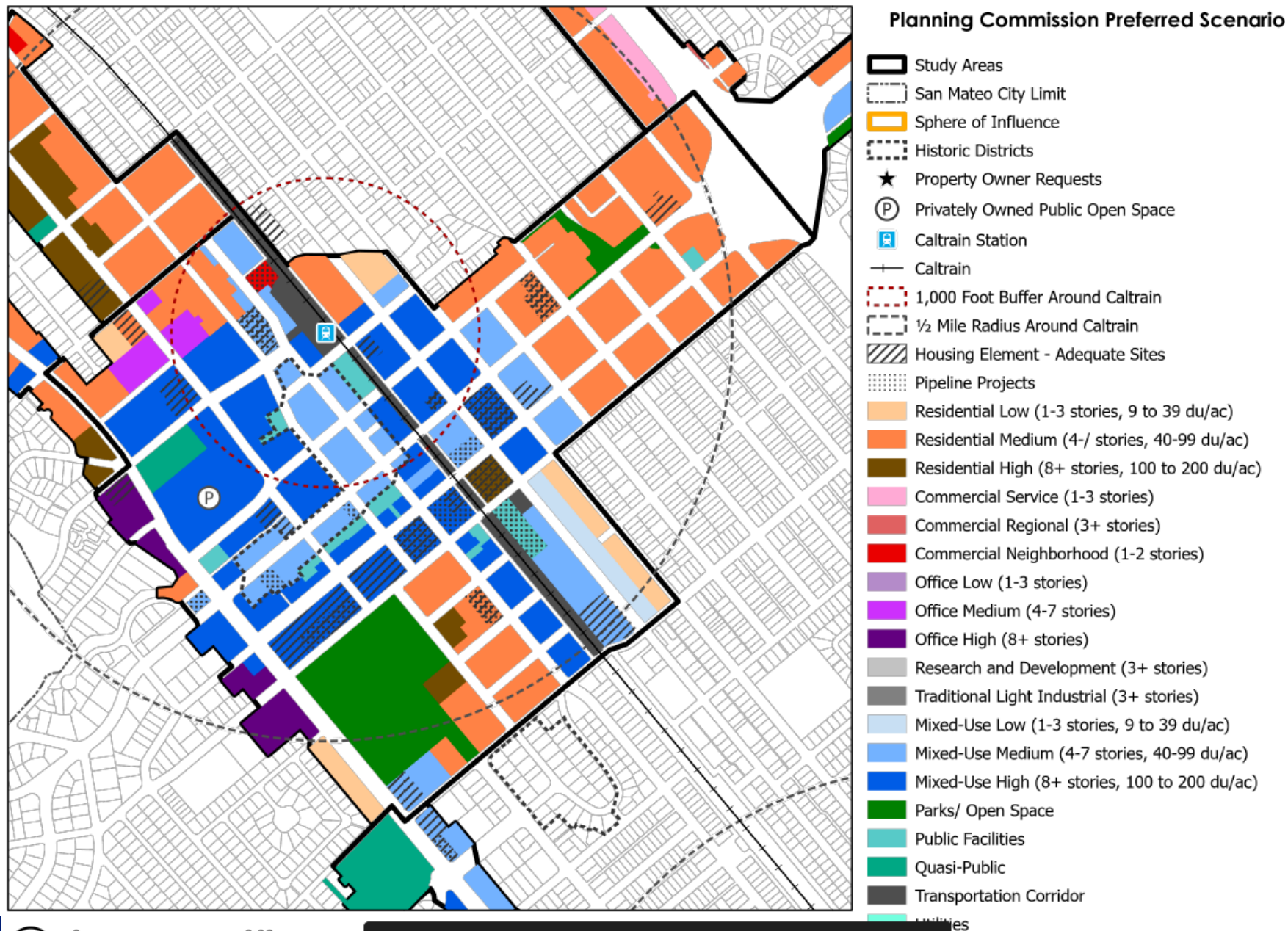
Alternative A

Alternative B

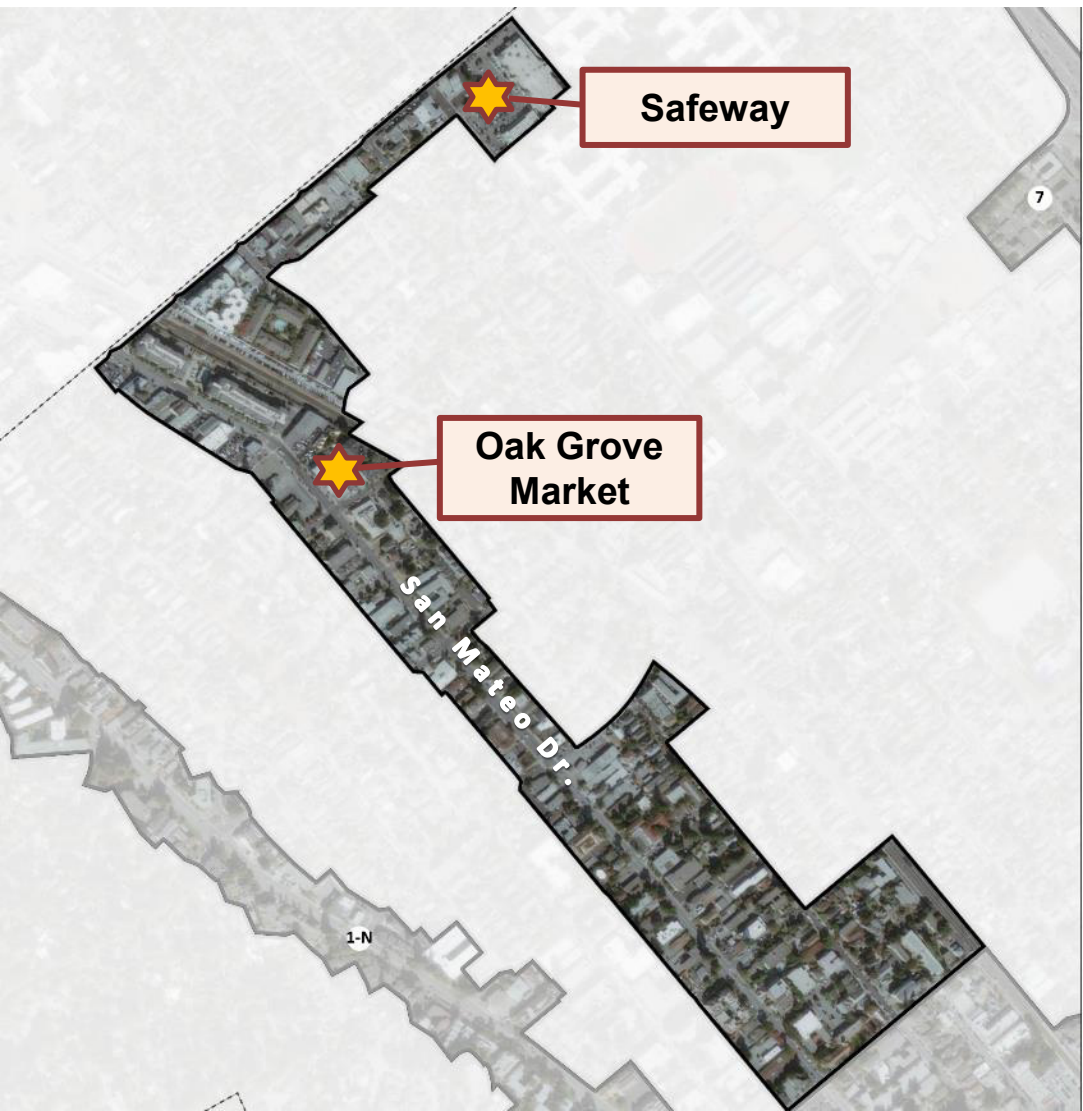
Alternative C



Planning Commission Recommendation



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.

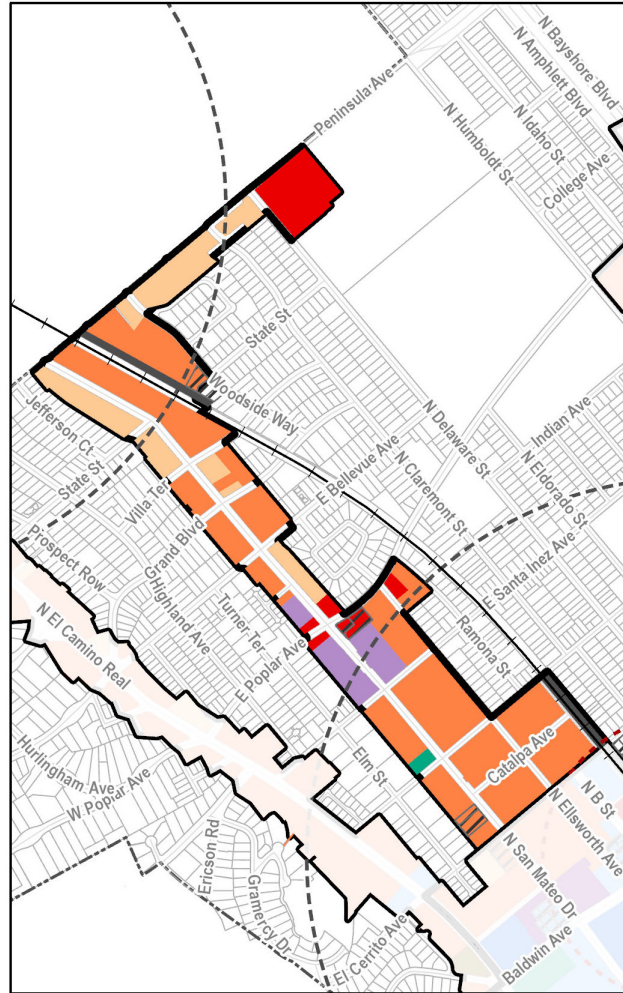
Alternative C

- 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.

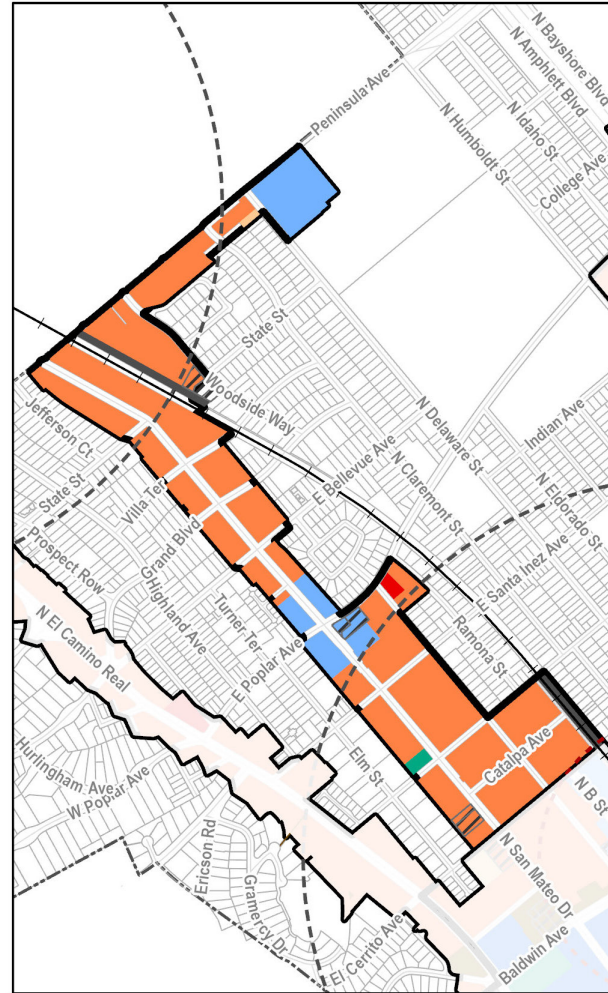
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+90	+200	+300
Population	+233	+518	+777
Jobs	+40	+90	+40

Study Area 5 – Peninsula Avenue Area

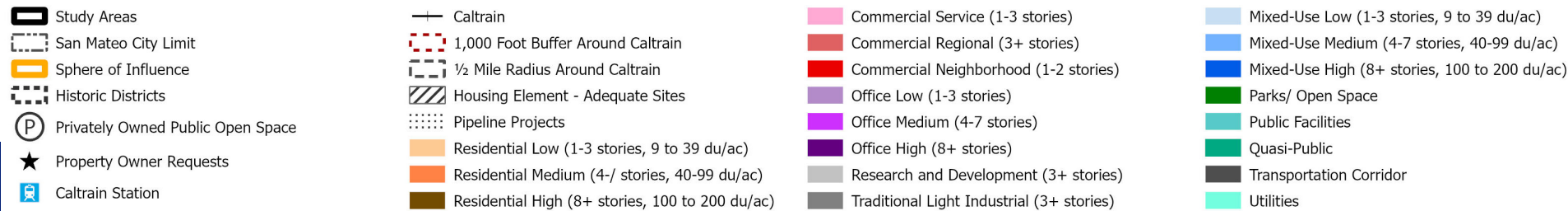
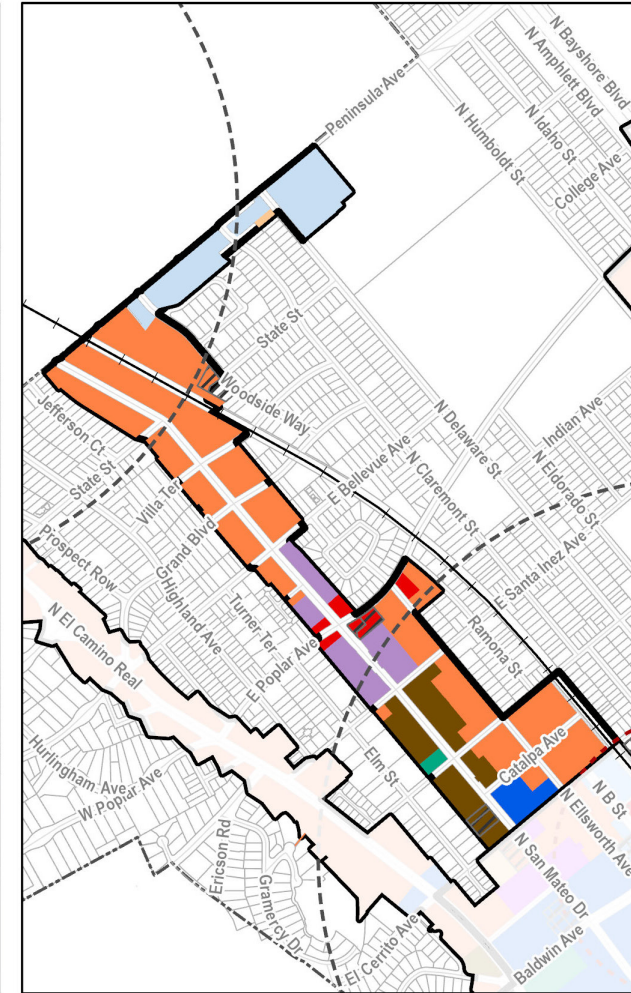
Alternative A



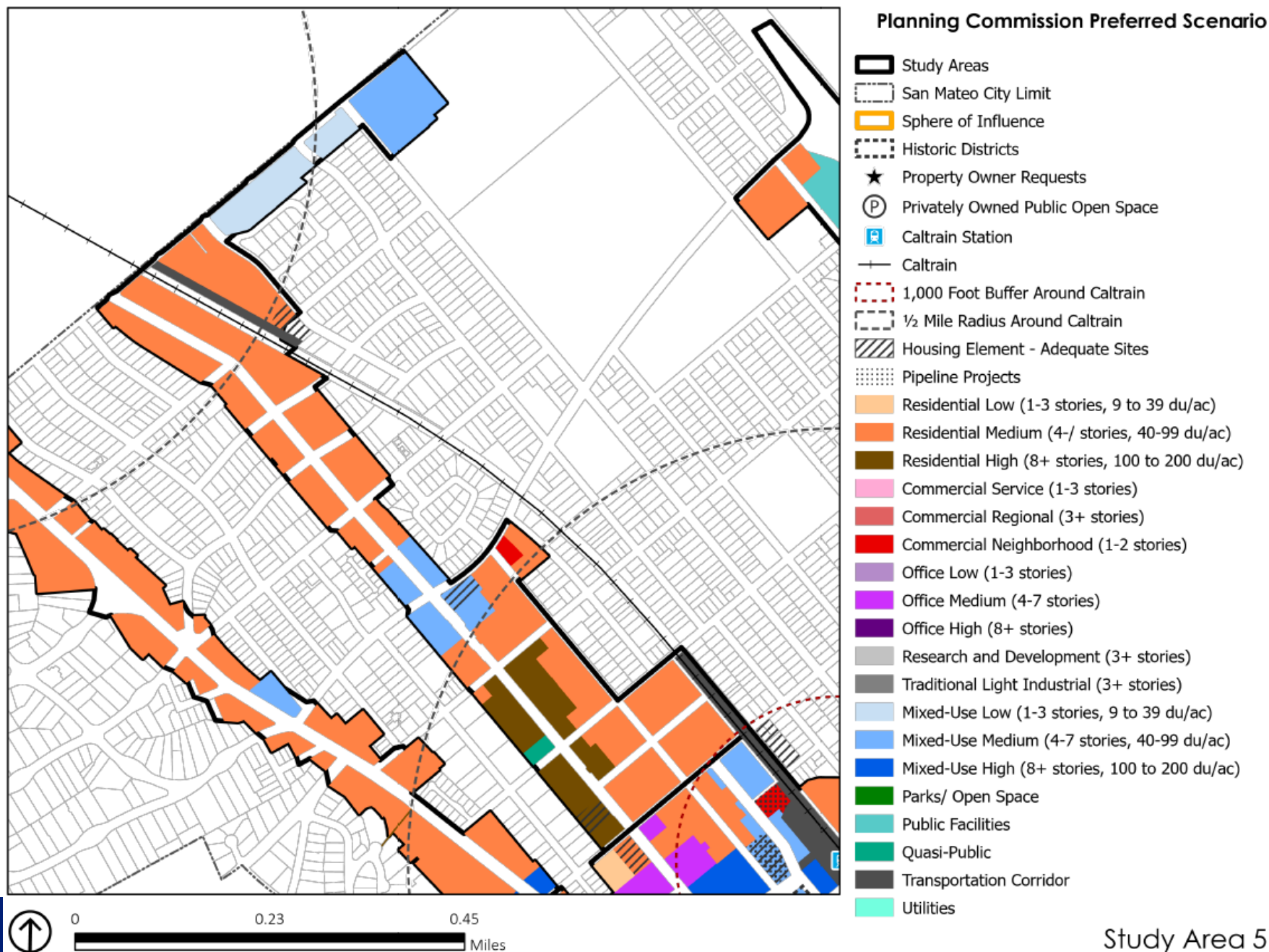
Alternative B



Alternative C



Planning Commission Recommendation



Study Area 5 -Property Owner Requests

Study Area	Property Owner	Location	Request
5	SM County Assoc. of Realtors	850 Woodside Way	Mixed-Use (office + affordable housing)

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.

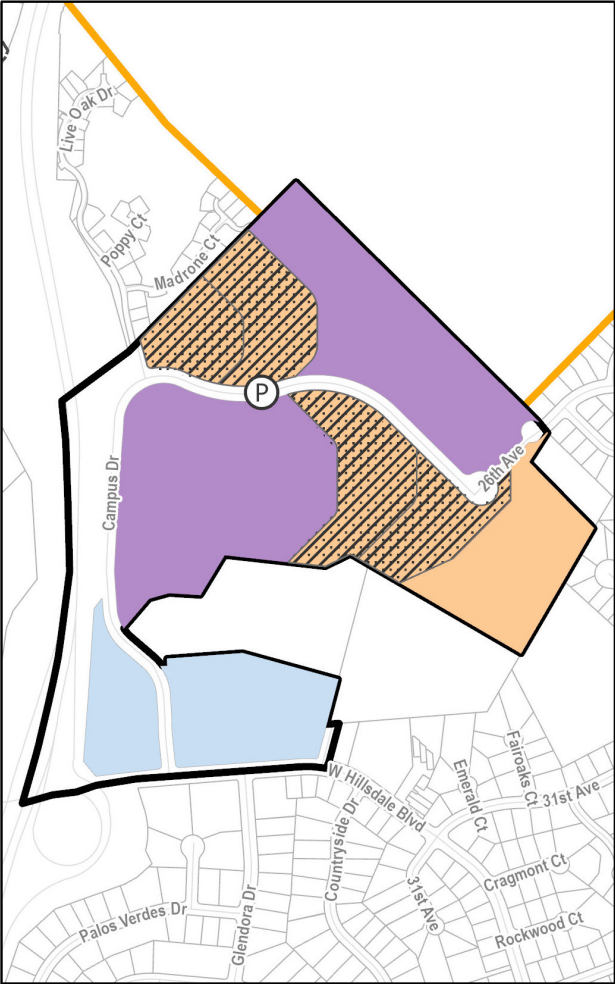
Alternative C

- 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.

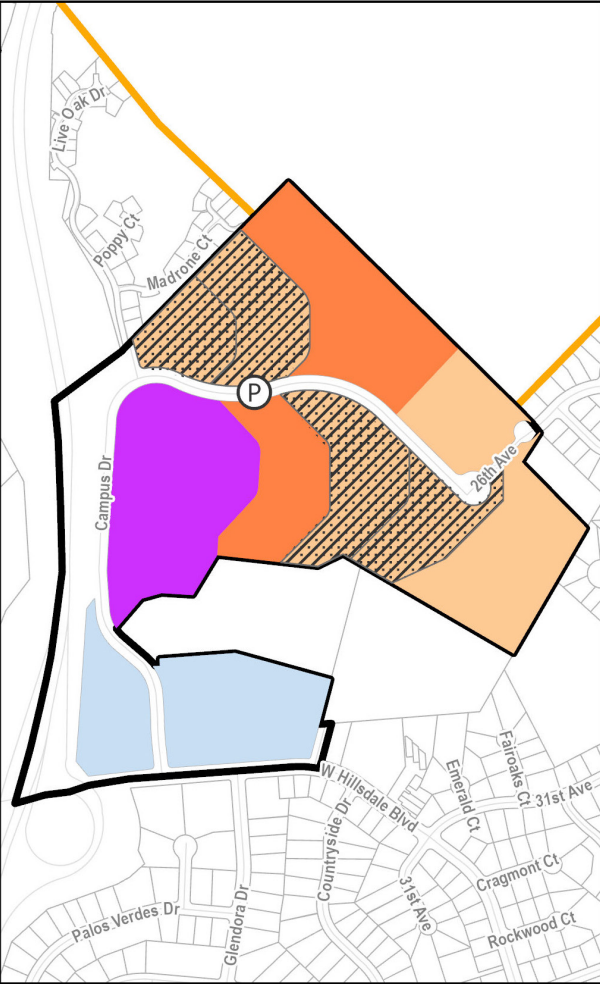
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+320	+500	+700
Population	+829	+1,295	+1,813
Jobs	+880	+1,240	0

Study Area 6 – Campus Drive Area

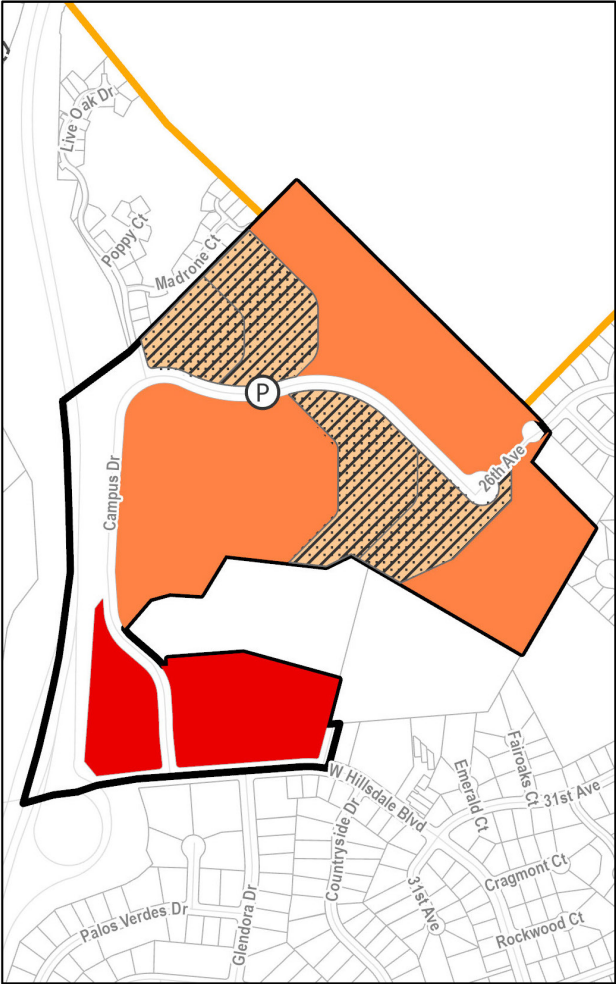
Alternative A



Alternative B



Alternative C



- Study Areas

San Mateo City Limit

Sphere of Influence

Historic Districts

Privately Owned Public Open Space

Property Owner Requests

Caltrain Station

Caltrain

1,000 Foot Buffer Around Caltrain

1/2 Mile Radius Around Caltrain

Housing Element - Adequate Sites

Pipeline Projects

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

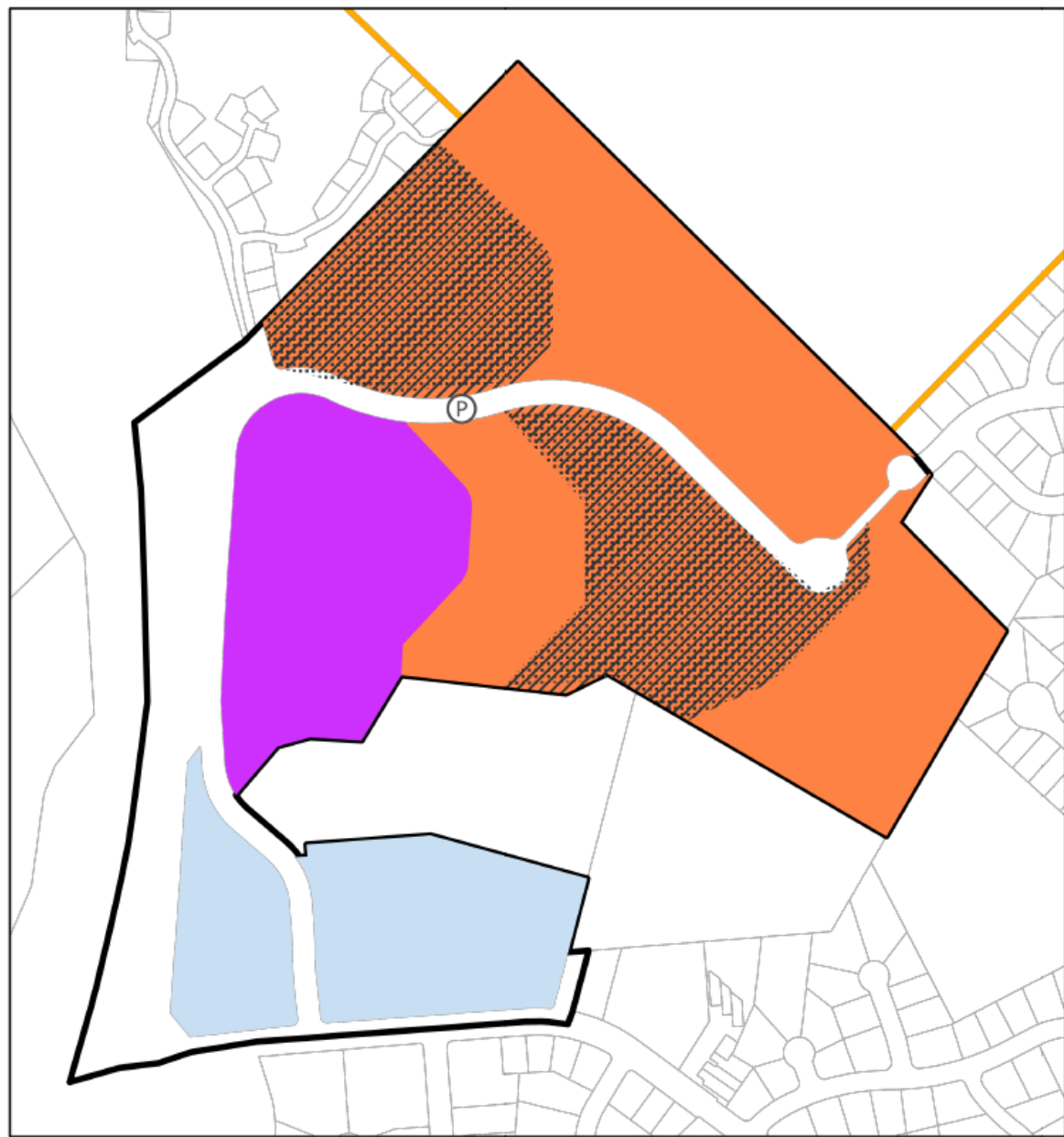
Public Facilities

Quasi-Public

Transportation Corridor

Utilities

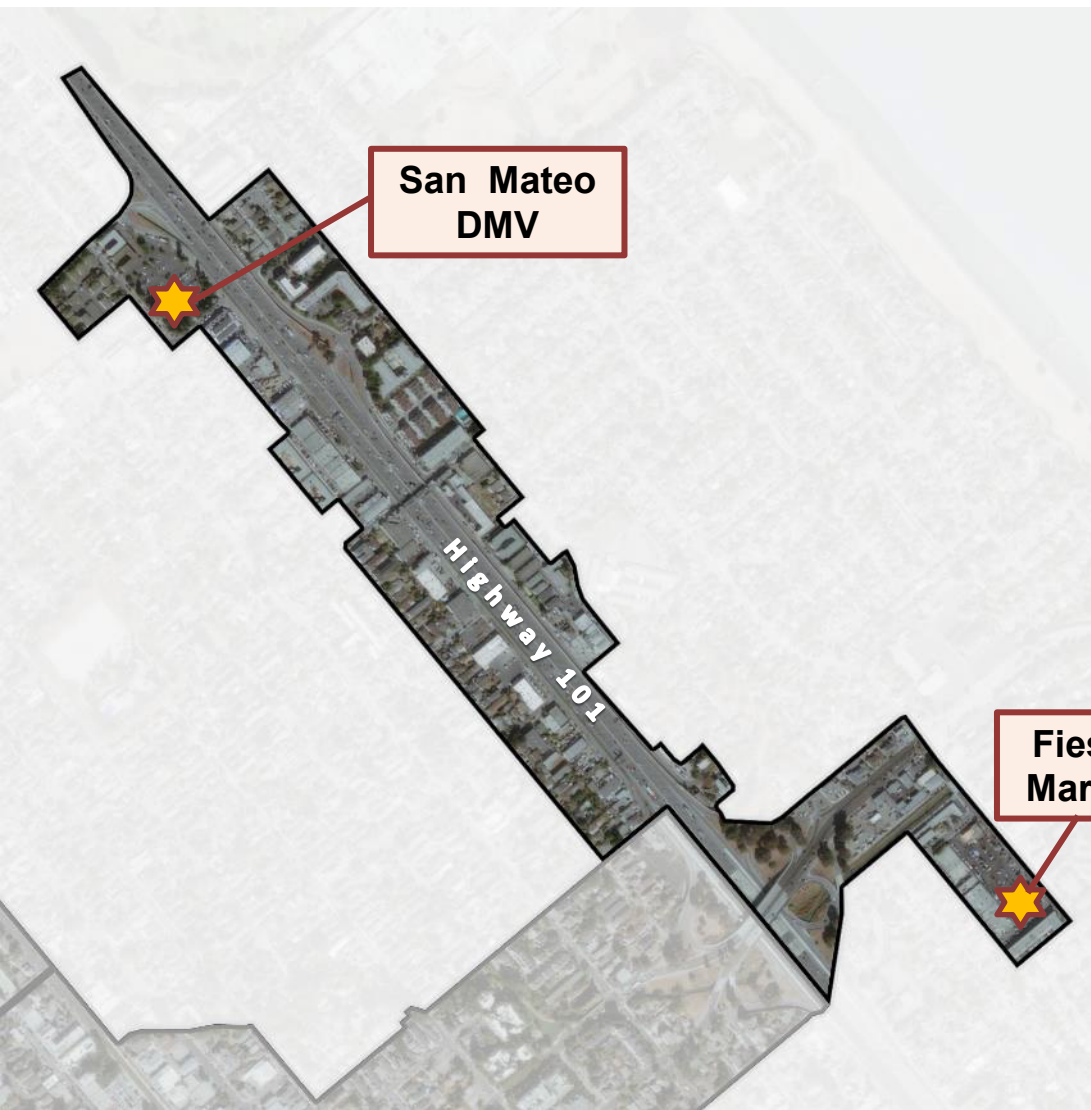
Planning Commission Recommendation



Planning Commission Preferred Scenario

- Study Areas
- San Mateo City Limit
- Sphere of Influence
- Historic Districts
- Property Owner Requests
- Privately Owned Public Open Space
- Caltrain Station
- Caltrain
- 1,000 Foot Buffer Around Caltrain
- 1/2 Mile Radius Around Caltrain
- Housing Element - Adequate Sites
- Pipeline Projects
- Residential Low (1-3 stories, 9 to 39 du/ac)
- Residential Medium (4+ 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.

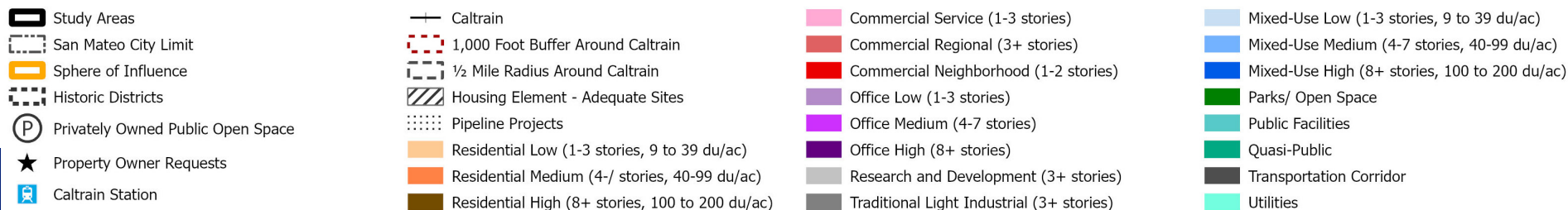
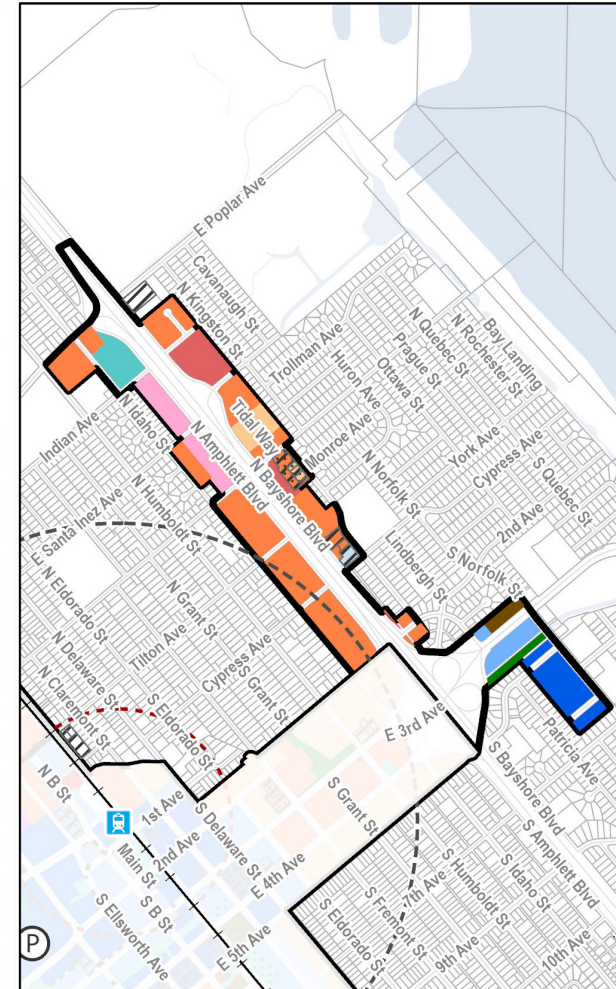
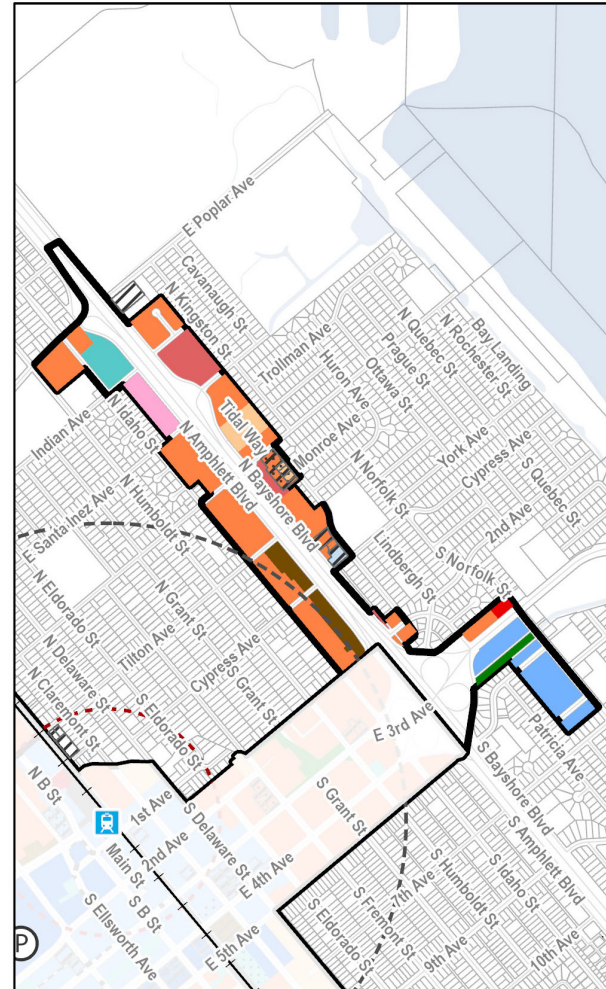
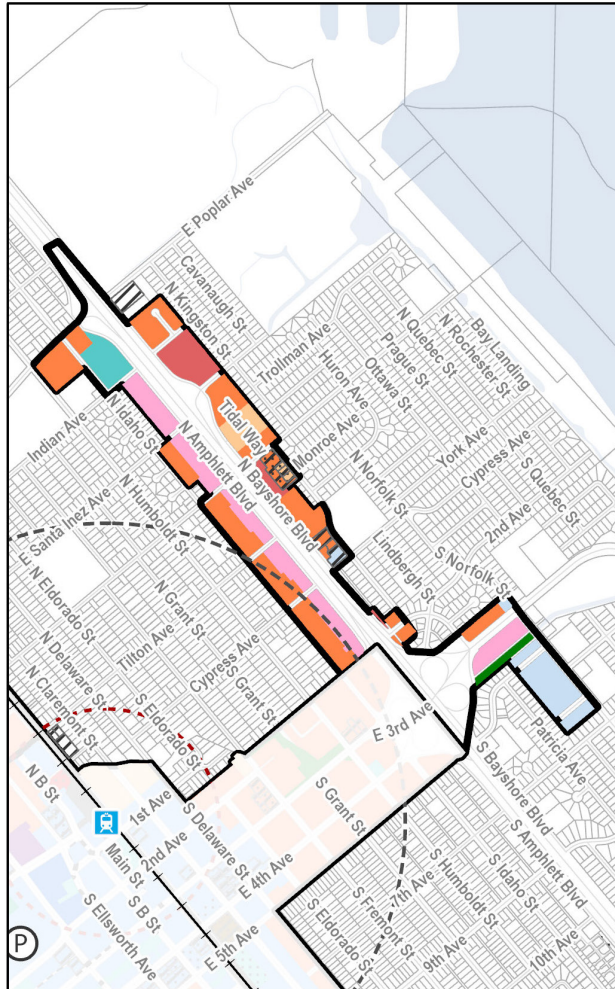
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+100	+390	+1,140
Population	+259	+1,010	+2,953
Jobs	-190	-270	-230

Study Area 7 – North Shoreview and Shoreview Area

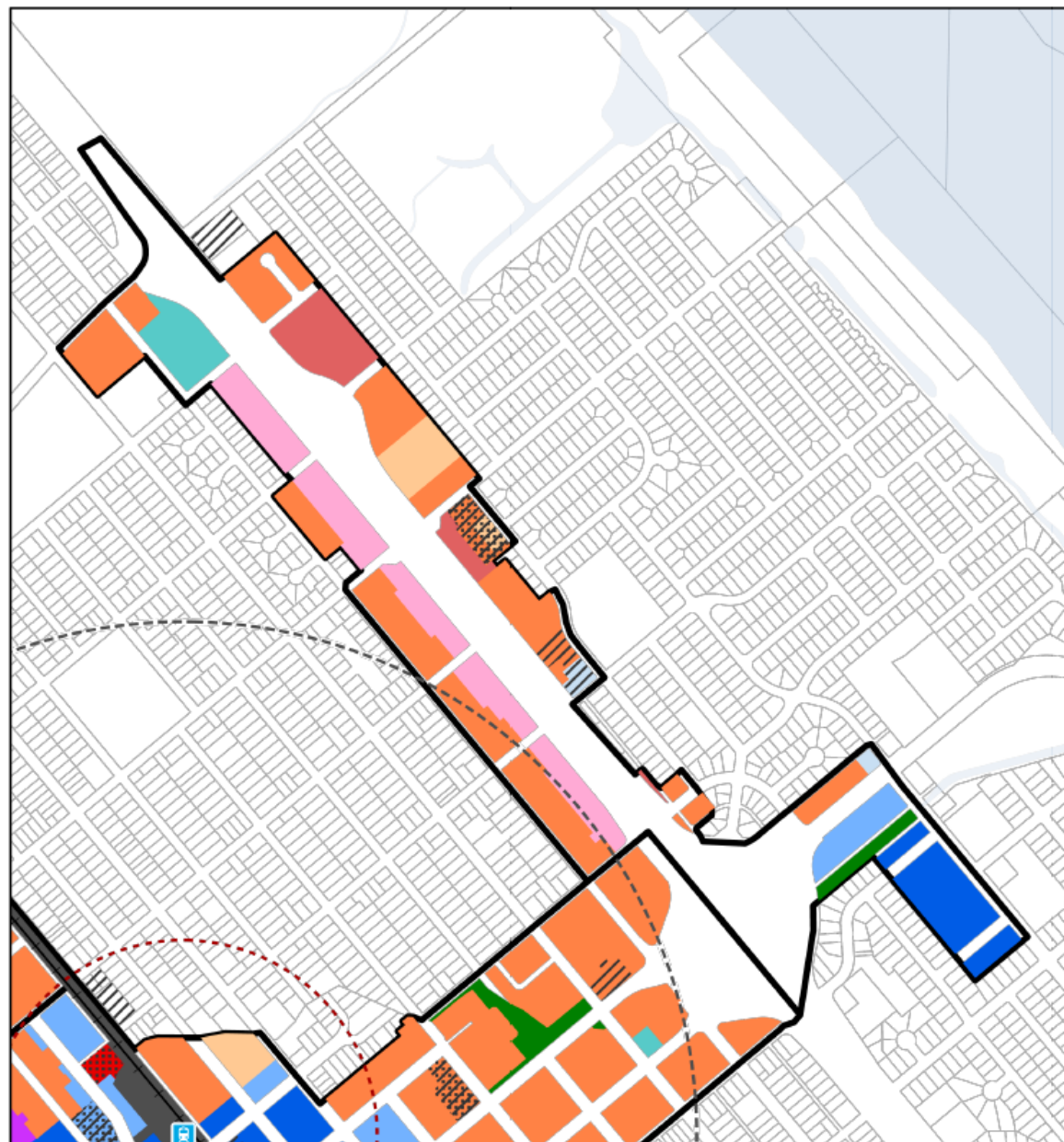
Alternative A

Alternative B

Alternative C



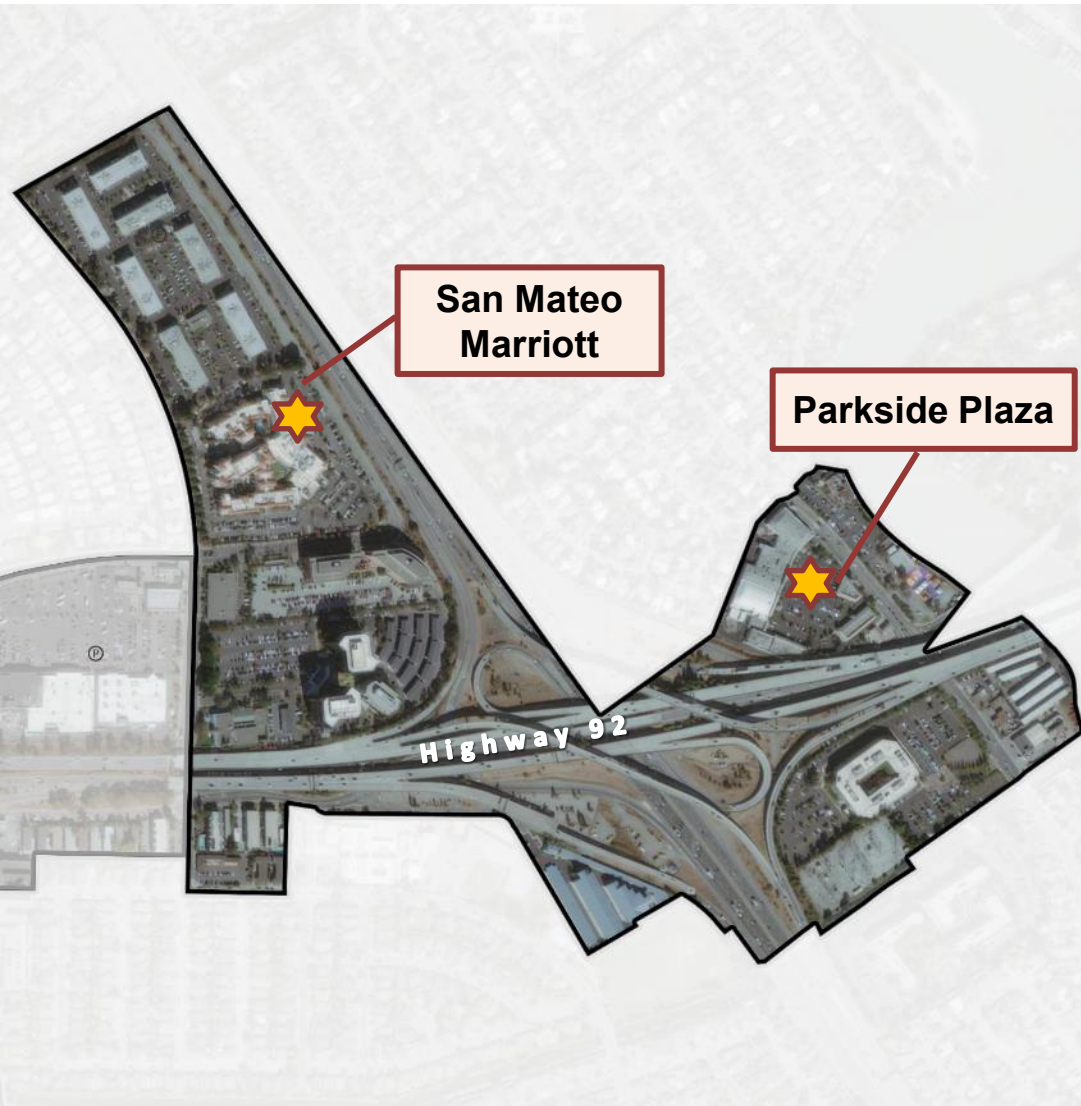
Planning Commission Recommendation



Planning Commission Preferred Scenario

- Study Areas
- San Mateo City Limit
- Sphere of Influence
- Historic Districts
- Property Owner Requests
- Privately Owned Public Open Space
- Caltrain Station
- Caltrain
- 1,000 Foot Buffer Around Caltrain
- 1/2 Mile Radius Around Caltrain
- Housing Element - Adequate Sites
- Pipeline Projects
- 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.

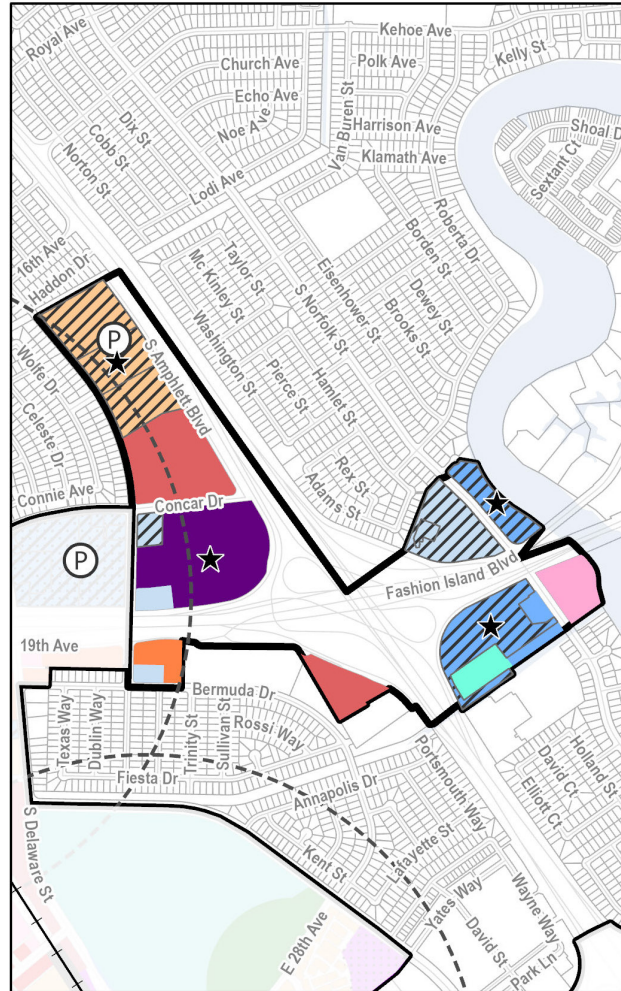
Alternative C

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

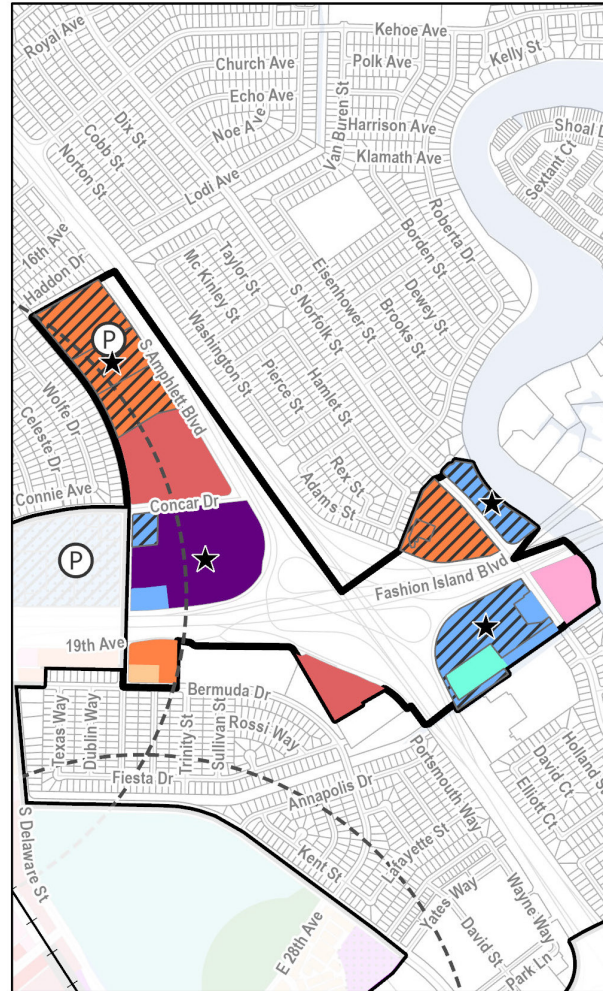
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+1,200	+2,000	+1,710
Population	+3,108	+5,180	+4,429
Jobs	+3,250	+2,330	+2,310

Study Area 8 – Parkside Plaza Area

Alternative A



Alternative B



Alternative C



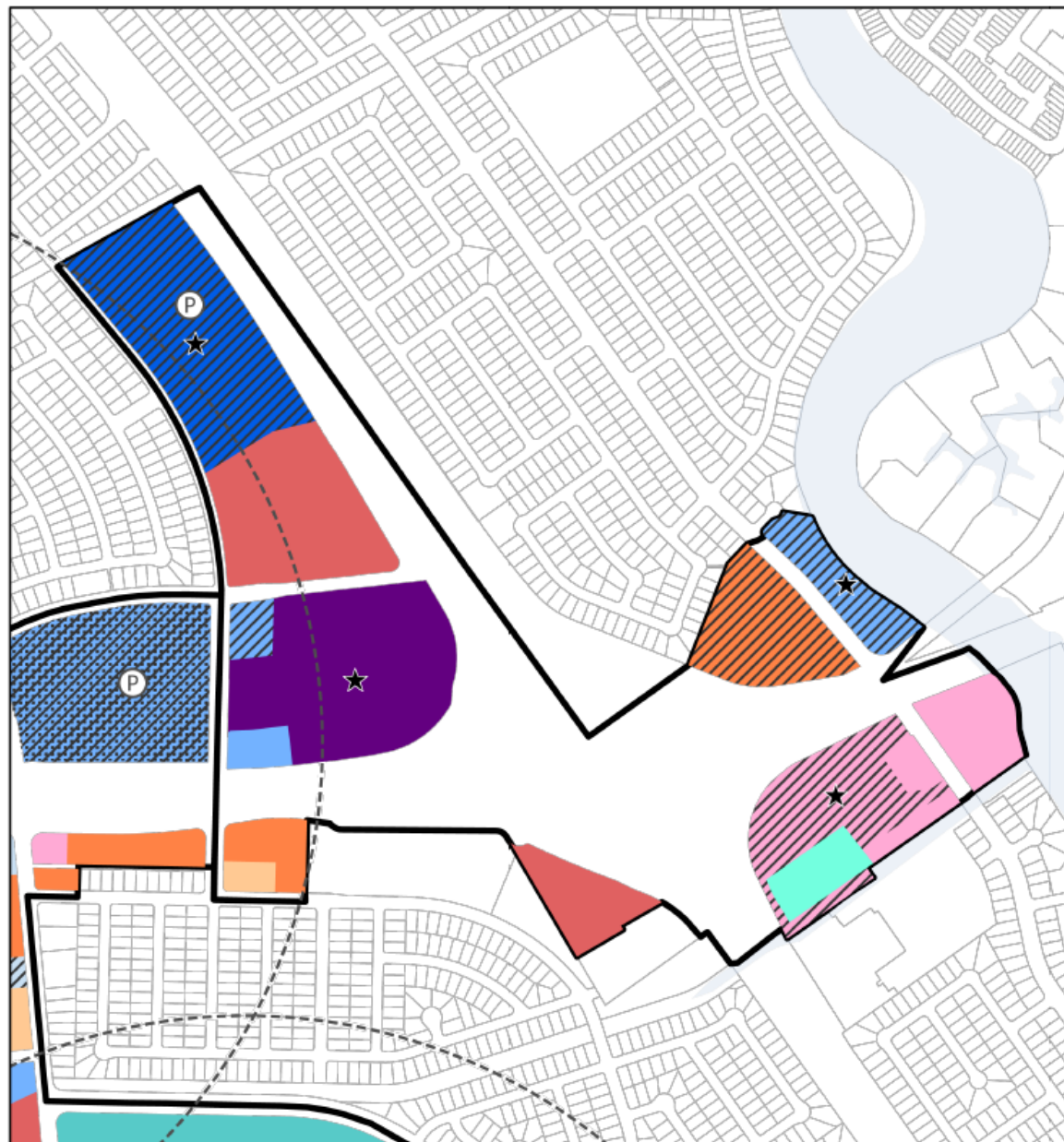
- Study Areas
- San Mateo City Limit
- Sphere of Influence
- Historic Districts
- Privately Owned Public Open Space
- Property Owner Requests
- Caltrain Station

- Caltrain
- 1,000 Foot Buffer Around Caltrain
- 1/2 Mile Radius Around Caltrain
- Housing Element - Adequate Sites
- Pipeline Projects
- 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

Planning Commission Recommendation



Planning Commission Preferred Scenario

- Study Areas
- San Mateo City Limit
- Sphere of Influence
- Historic Districts
- Property Owner Requests
- Privately Owned Public Open Space
- Caltrain Station
- Caltrain
- 1,000 Foot Buffer Around Caltrain
- 1/2 Mile Radius Around Caltrain
- Housing Element - Adequate Sites
- Pipeline Projects
- 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 - Property Owner Requests

Study Area	Property Owner	Location	Request
8	PS Business Parks	1670, 1700 & 1720 S. Amphlett Boulevard Bayshore Corporate Center	Mixed-Use Medium/High
8	Crossroads Property	1825, 1855 & 1875 S. Grant St The Crossroads San Mateo	Allow R&D as part of Office High
8	Windy Hill & Property Owner	1885 S. Norfolk St The Fish Market Restaurant	Residential Med or Mixed-Use Med
8	Seagate Properties Inc.	1900 S. Norfolk Street The Atrium	Mixed-Use Medium

Study Area 9 – Hillside/ Norfolk Area



This study area is located near the Highway 101 and Hillside 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.

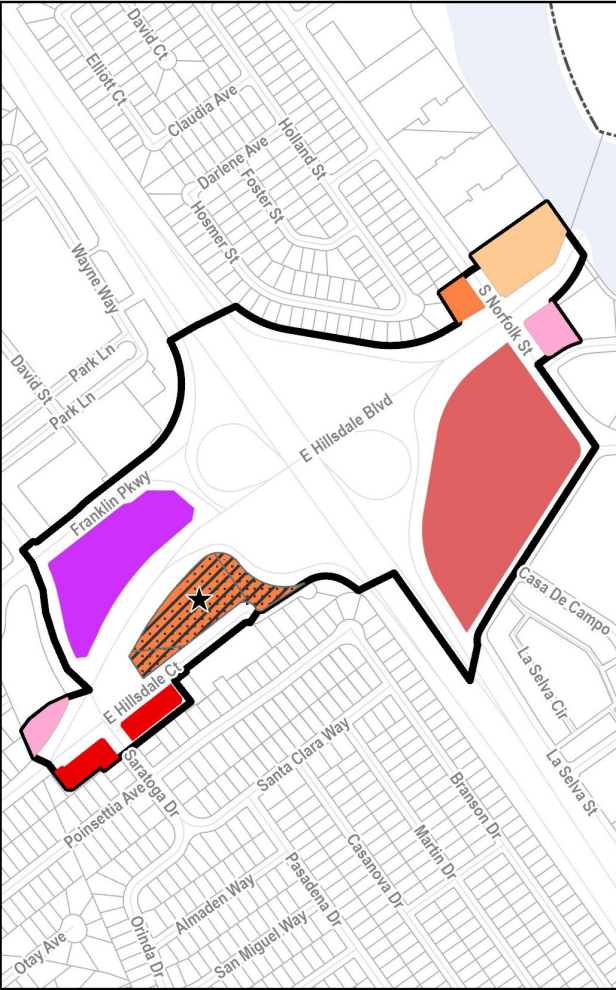
Alternative C

- 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.

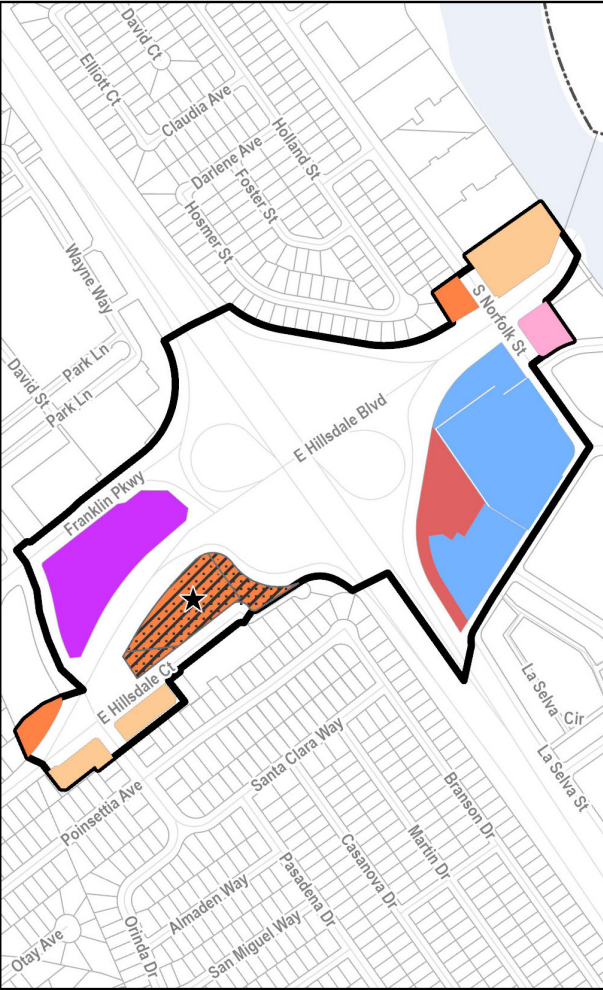
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+160	+350	+200
Population	+414	+907	+518
Jobs	+600	+590	+520

Study Area 9 – Hillsdale/Norfolk Area

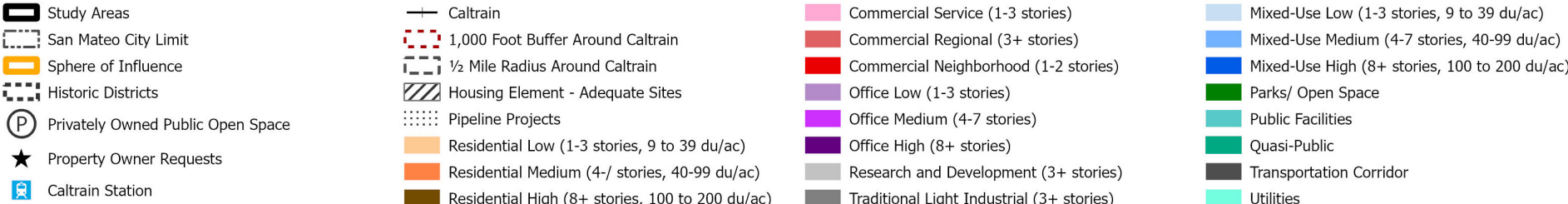
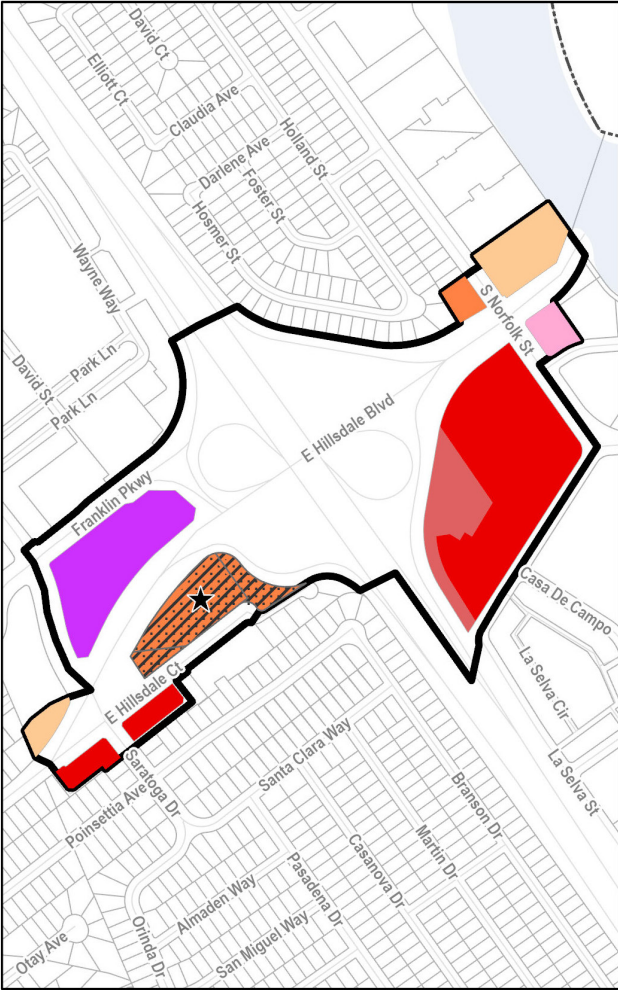
Alternative A



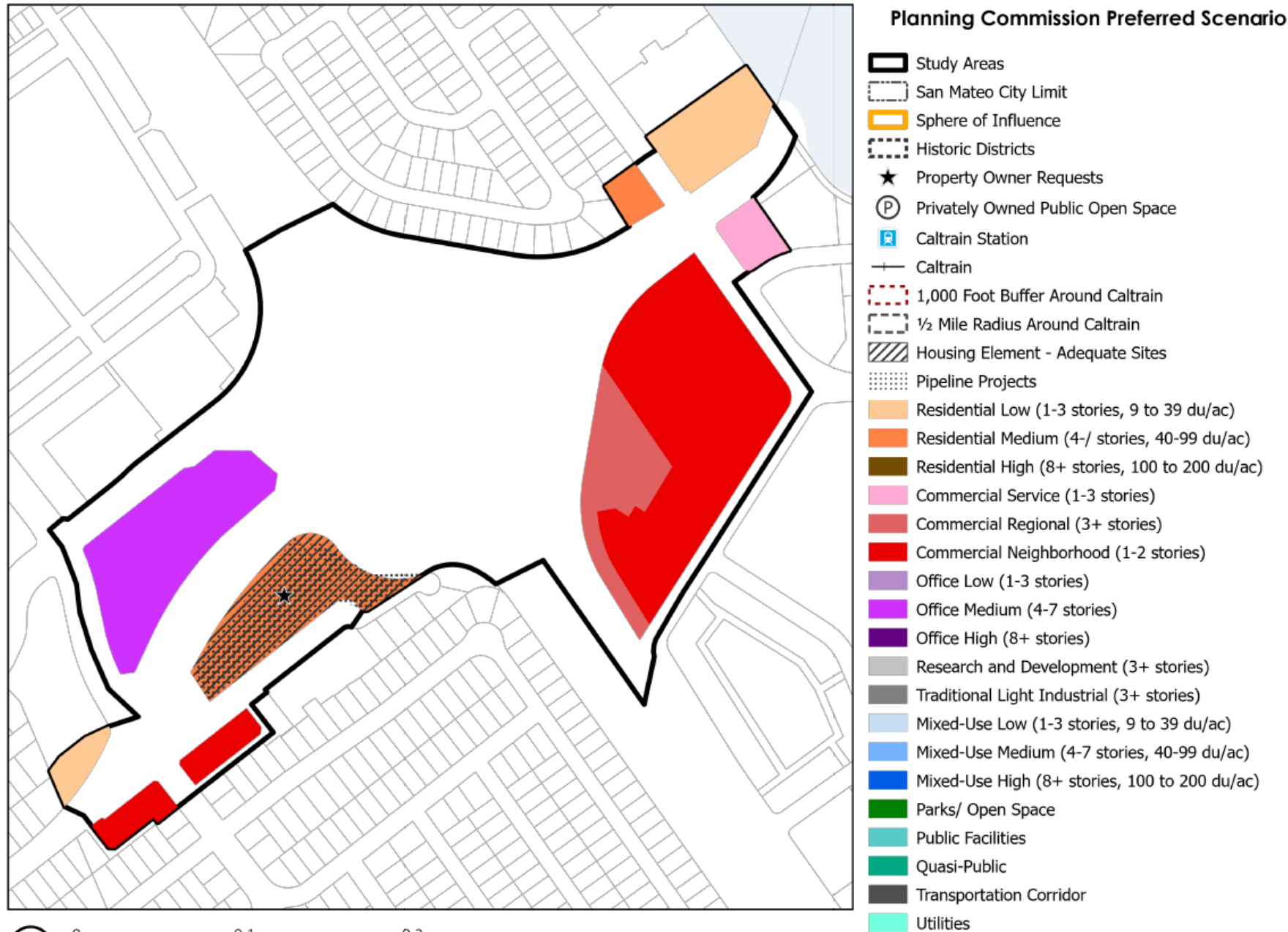
Alternative B



Alternative C



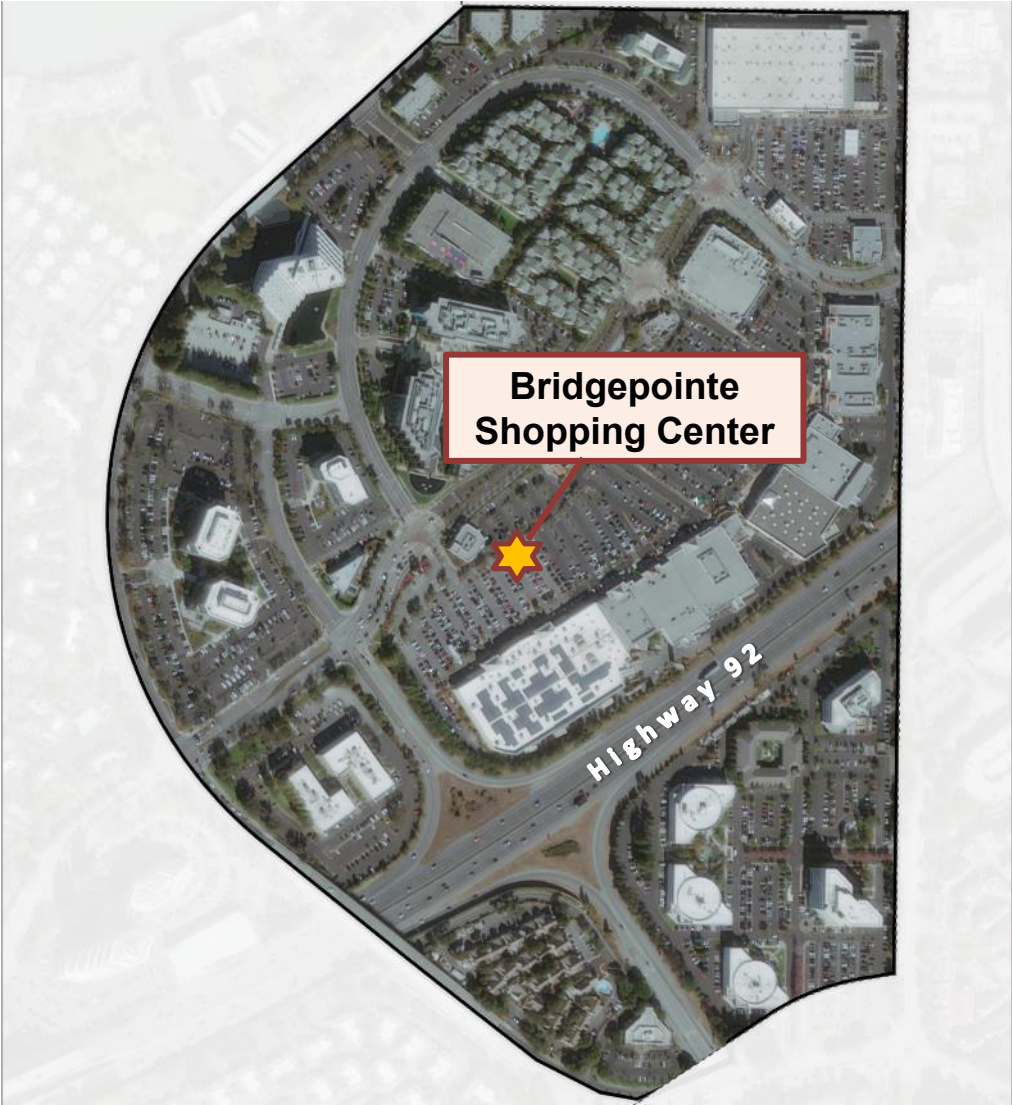
Planning Commission Recommendation



Study Area 9 - Property Owner Requests

Study Area	Property Owner	Location	Request
9	477 Hillsdale, LLC	341 & 477 E. Hillsdale Blvd Hillsdale Inn	Residential Medium

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.

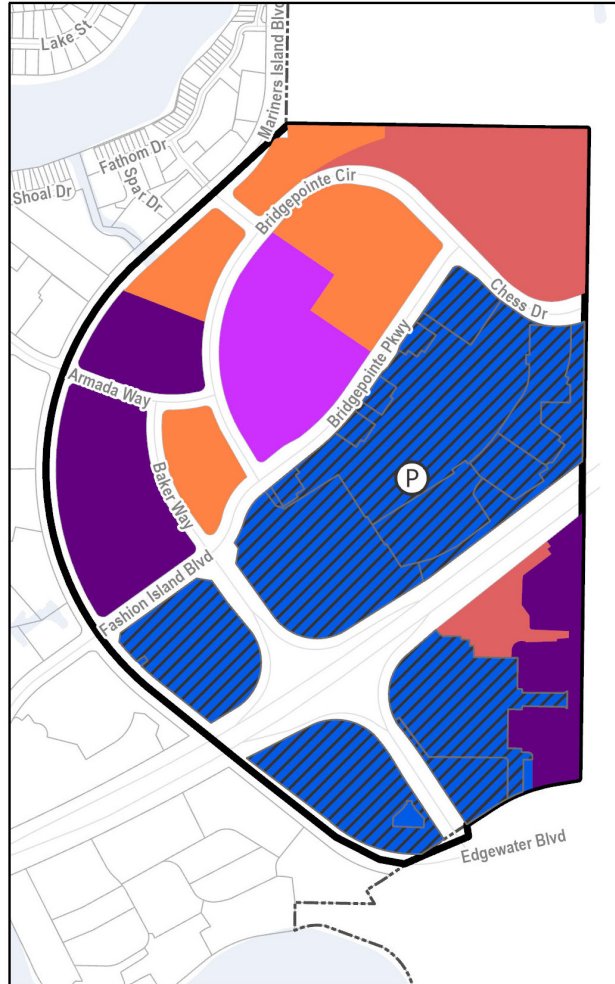
Alternative C

- 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.

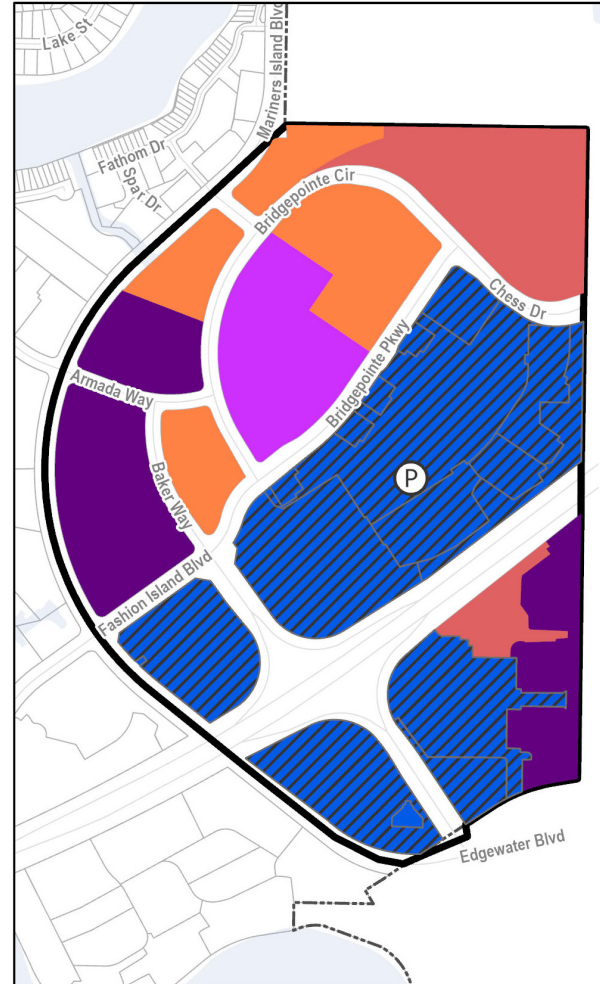
	Alternative A (Net New)	Alternative B (Net New)	Alternative C (Net New)
Homes	+1,900 (same for all three alternatives)		
Population	+4,921 (same for all three alternatives)		
Jobs	+6,870	+8,500	+6,840

Study Area 10 - Bridgepointe

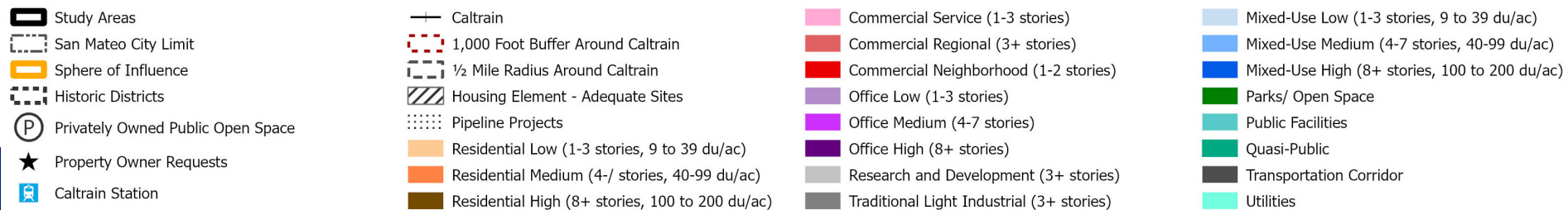
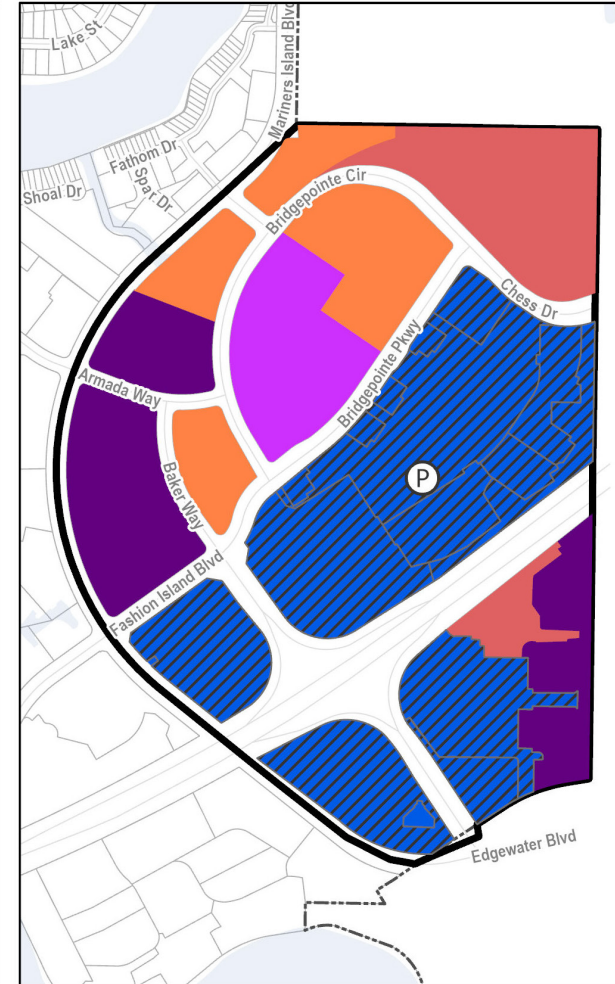
Alternative A



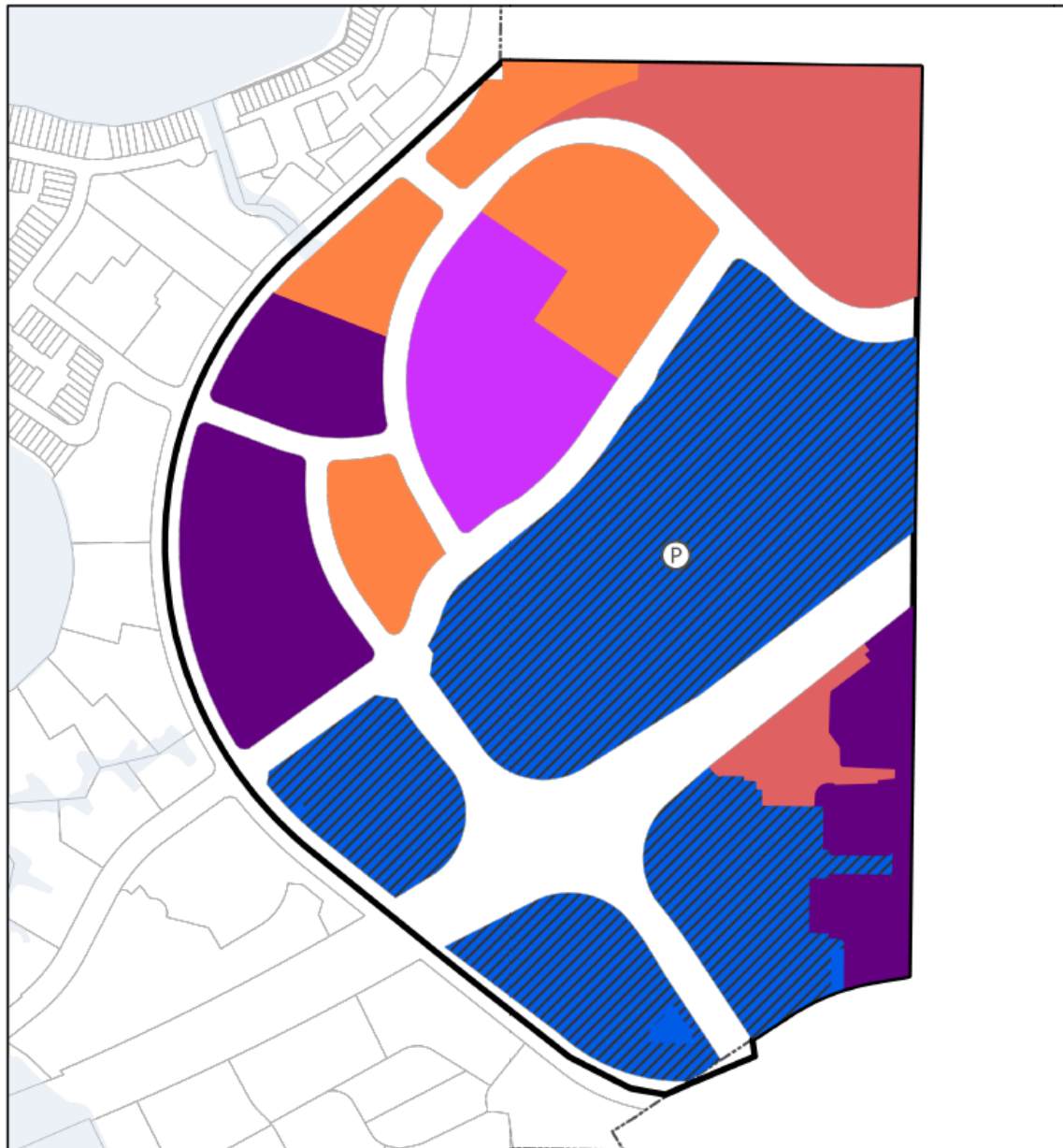
Alternative B



Alternative C



Planning Commission Recommendation



Planning Commission Preferred Scenario

- Study Areas
- San Mateo City Limit
- Sphere of Influence
- Historic Districts
- Property Owner Requests
- Privately Owned Public Open Space
- Caltrain Station
- Caltrain
- 1,000 Foot Buffer Around Caltrain
- 1/2 Mile Radius Around Caltrain
- Housing Element - Adequate Sites
- Pipeline Projects
- 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

- No modifications recommended
- Do not allow residential uses directly adjacent to SR-92