



Land Use and Circulation Alternatives Evaluation

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



1. Introduction

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

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

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



1.1 REPORT ORGANIZATION

This Alternatives Workbook is organized into the following chapters:

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

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

1.2 WHAT IS A GENERAL PLAN?

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

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

average pollution exposure and social and economic challenges such as low incomes, language barriers, or housing instability.

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

1.3 ALTERNATIVES PROCESS

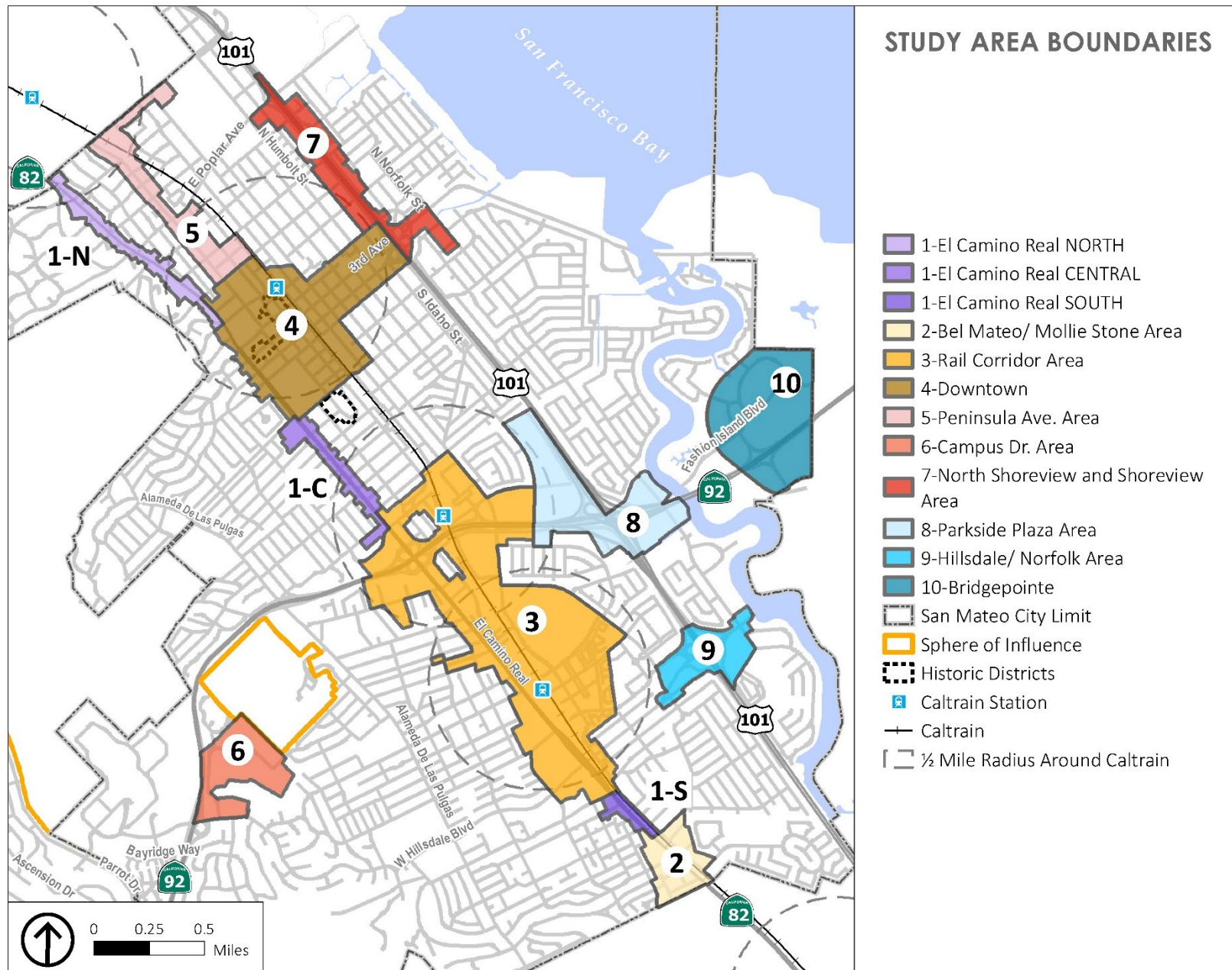
The alternatives presented in this workbook consider different locations and intensities of development that could occur over the next 20 years for each of the 10 Study Areas. They were created to test the pros, cons, and different possible outcomes of a range of possible futures for San Mateo.

Here's how the alternatives were created:

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

2. **Create a Range of Alternatives for each Study Area.** Three draft land use and circulation alternatives were created for each Study Area to consider different locations and intensities of development that could occur over the next 20 years. The range of three alternatives was vetted through a process of community meetings and input from the General Plan Subcommittee, Planning Commission, and City Council.
3. **Evaluate and Compare Alternatives.** This report evaluates and compares the alternatives to help facilitate selecting a Preferred Scenario.
4. **Choose a Preferred Scenario for Further Study.** Using this alternatives evaluation as a tool, the City will solicit community input on their preferences for the city's future growth and development. The Preferred Scenario will be developed through a robust public engagement process. The Preferred Scenario will be created by mixing and matching various features of each alternative. The City Council will provide final direction on the Preferred Scenario.
5. **Refine the Preferred Scenario.** The Preferred Scenario will become the basis for the land use and circulation maps in the Draft General Plan and will undergo extensive additional analysis in the Draft Environmental Impact Report. The Environmental Impact Report, or EIR, is required under the California Environmental Quality Act (CEQA) to identify and mitigate any potential environmental effects of adopting the updated General Plan. In addition to growth within the Study Areas, the General Plan will anticipate and allow for continued growth outside of the Study Areas based on existing regulations.
6. **Continued Participation.** After the Preferred Scenario is selected, the public will continue to play an important role. The City will ask the community for input on the Draft General Plan and the Draft Environmental Impact Report. Public participation at these key steps is vital to shaping a plan that represents the values and vision of the community.

Figure 1. Study Area Boundaries



1.4 COVID-19 PANDEMIC

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

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

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

1.5 SENATE BILL 9

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

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

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

2. Description of Alternatives

2.1 LAND USE ALTERNATIVES

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

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

LAND USE PLACE TYPES

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

The Place Types Menu describes the density range permitted by each land use designation and the type of use that would be permitted based on the land use category. Most land use categories in the alternatives are similar to the existing General Plan land use designations, however there are a few differences. The biggest change is that Residential High and Mixed-Use High categories permit greater heights and densities

than currently allowed under the voter approved initiative Measure Y. The current General Plan 2030 designation of Residential High most closely matches the Residential Medium category used for these alternatives.

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

PROJECTED BUILDOUT

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

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

Table 1 Projected Buildout Citywide

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

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

Figure 2. Land Use Alternative A

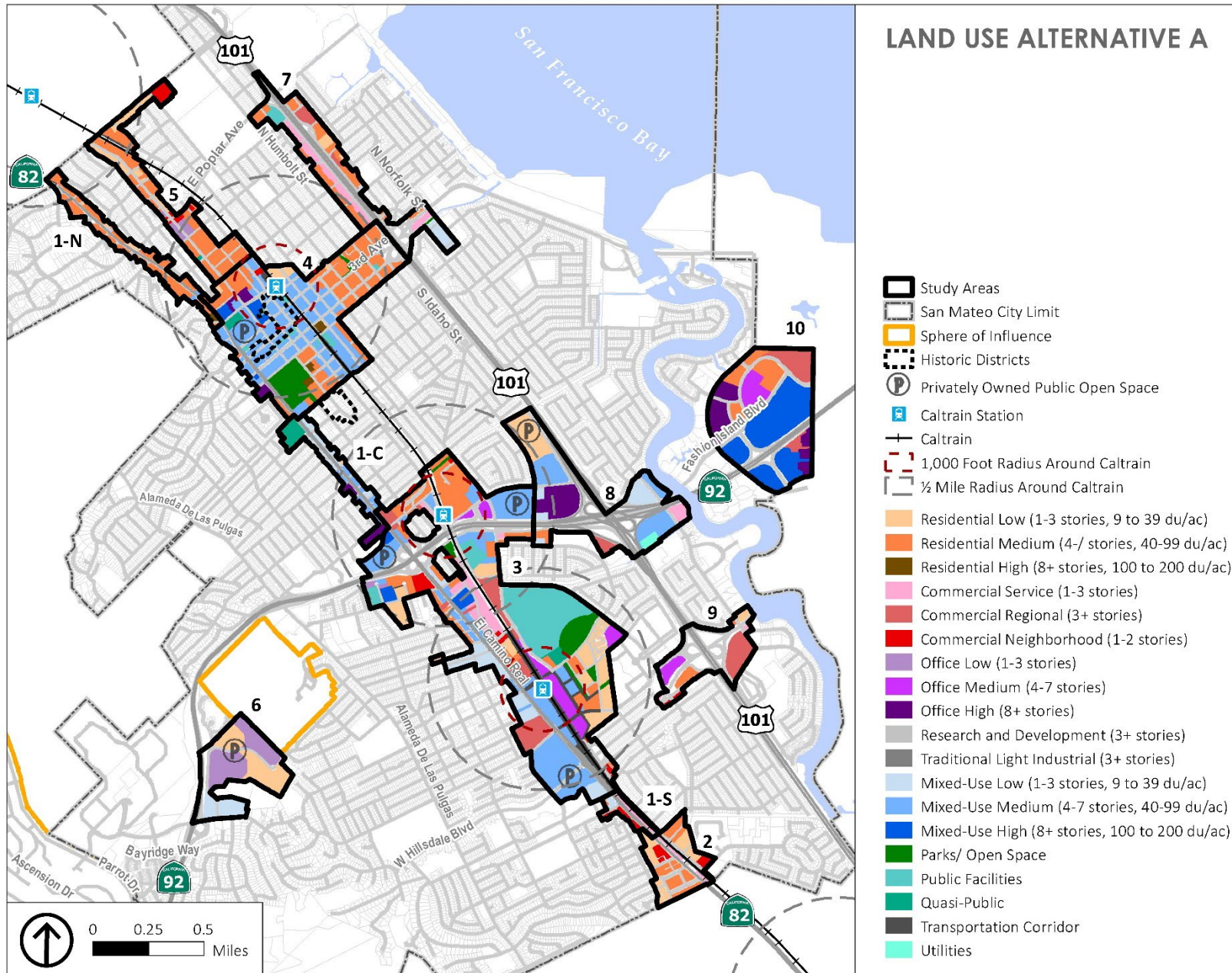


Figure 3. Land Use Alternative B

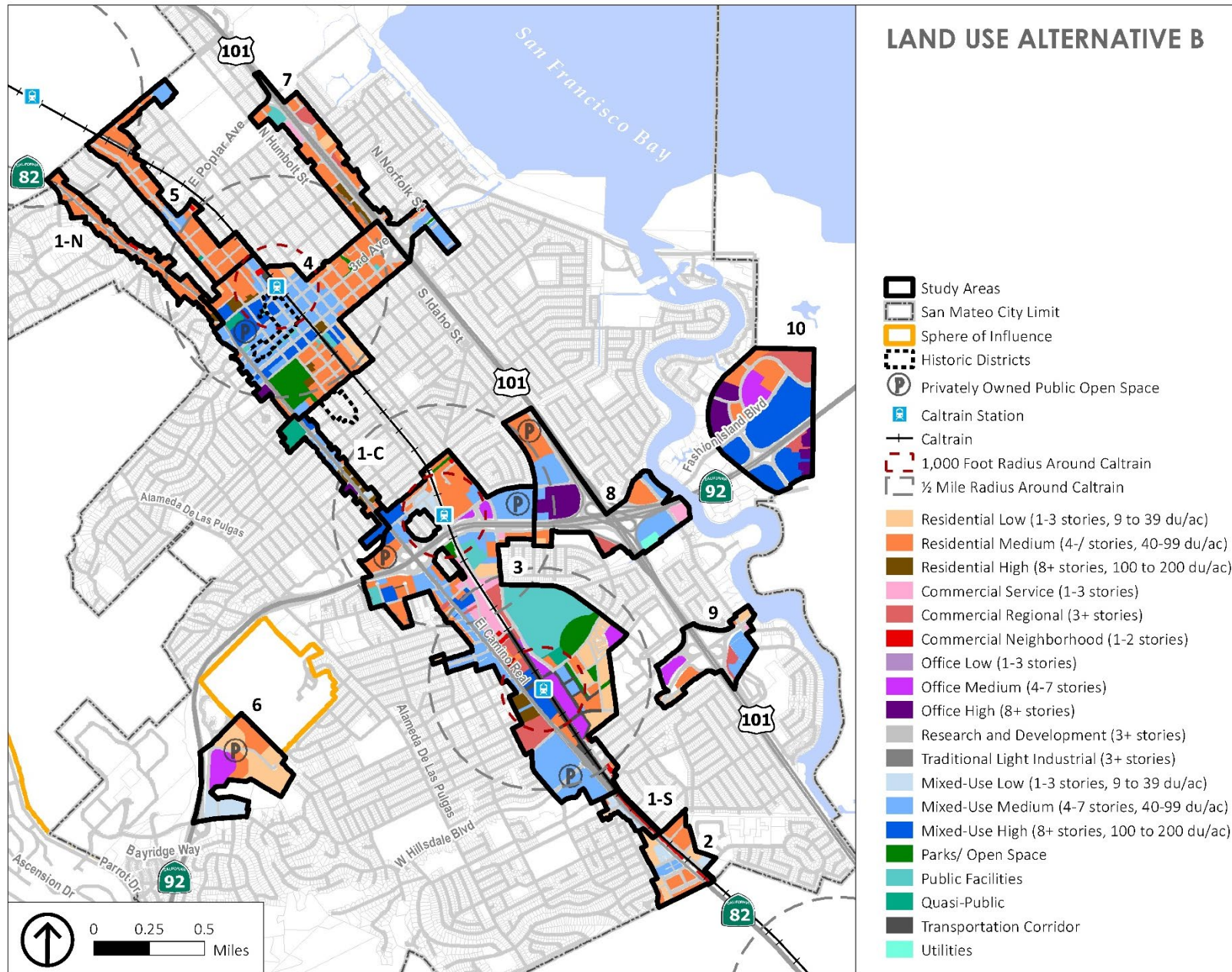


Figure 4. Land Use Alternative C

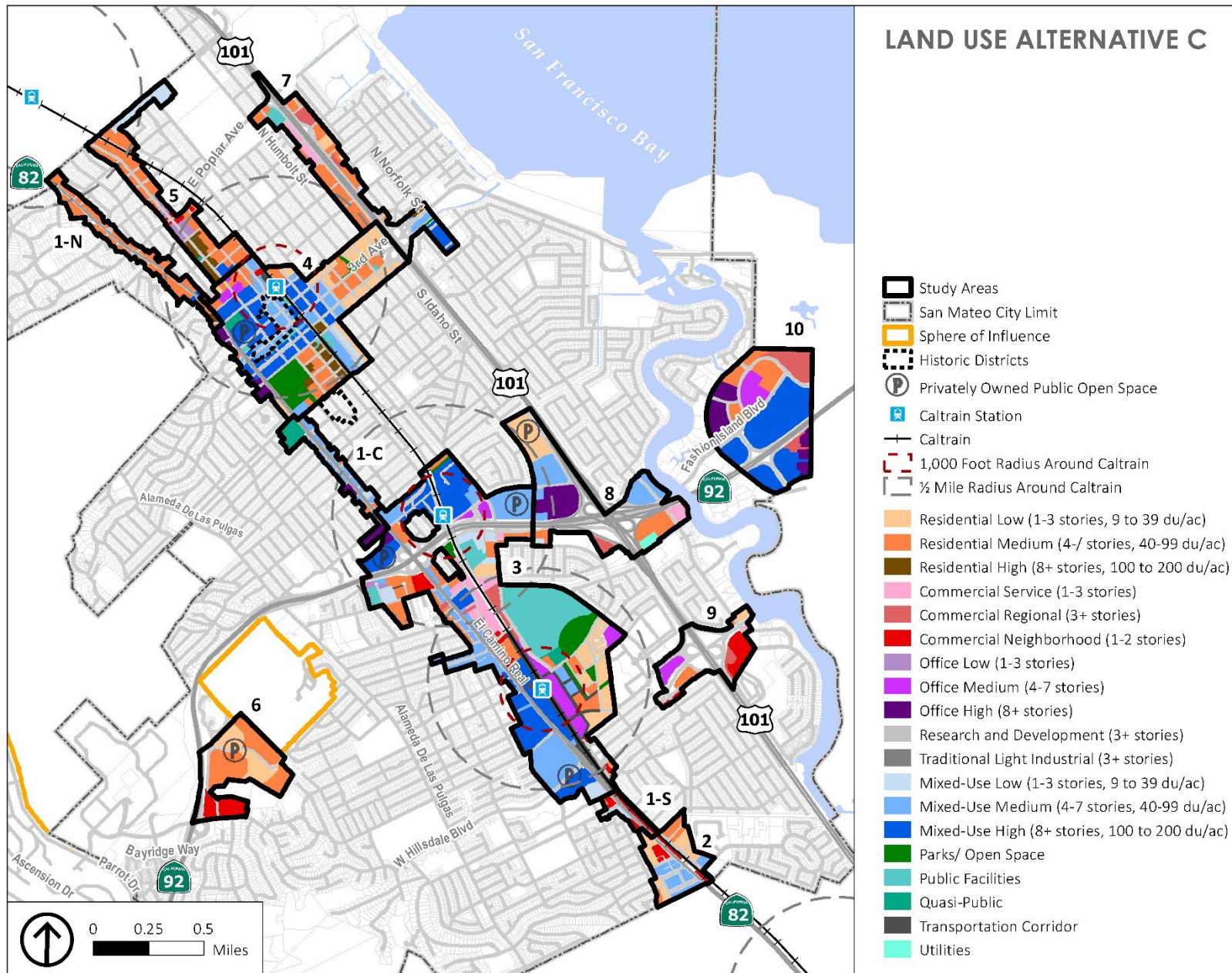






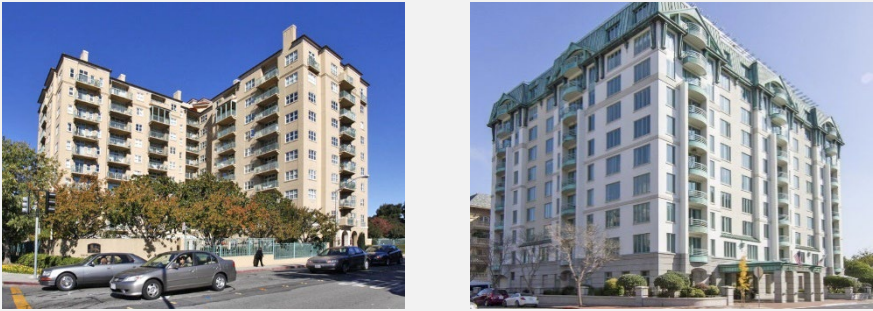
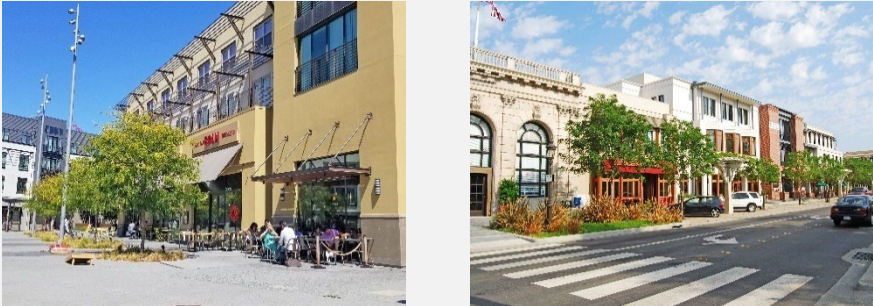
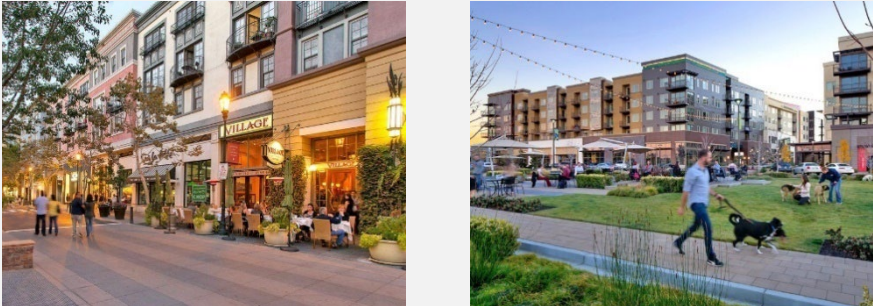















Figure 5. Place Type Menu








REF	CATEGORY	PHOTO/ILLUSTRATION	
RESIDENTIAL			
	<p>Single Family</p> <ul style="list-style-type: none"> • 1-2 story, detached homes including “in law” units (also known as ADU’s) • Up to 9 units per acre 		
	<p>Residential Low</p> <ul style="list-style-type: none"> • 1-3 story, attached homes including townhomes, duplexes, triplexes, and fourplexes • 9 to 39 units per acre 		
	<p>Residential Medium</p> <ul style="list-style-type: none"> • 4-7 story buildings including condominiums and apartments • 40 to 99 units per acre 		

REF	CATEGORY	PHOTO/ILLUSTRATION	
	<p>Residential High</p> <ul style="list-style-type: none"> 8+ story buildings including multi-story condominiums and apartments. 100 to 200 units per acre 		
MIXED USE			
	<p>Mixed-Use Low</p> <ul style="list-style-type: none"> 1-3 story buildings with a mix of commercial, office, and/or residential integrated within the same site or the same building. 9 to 39 units per acre 0.25 FAR retail 1.0 FAR office 		
	<p>Mixed-Use Medium</p> <ul style="list-style-type: none"> 4-7 story buildings with a mix of commercial, office, and/or residential integrated within the same site or the same building. 40 to 99 units per acre 0.25 FAR retail 3.0 FAR office 		
	<p>Mixed-Use High</p> <ul style="list-style-type: none"> 8+ story buildings with a mix of commercial, office, and/or residential integrated within the same site or the same building. 100 to 200 units per acre 0.25 FAR retail 5.0 FAR office 		

REF	CATEGORY	PHOTO/ILLUSTRATION	
COMMERCIAL			
	<p>Commercial Neighborhood</p> <ul style="list-style-type: none"> • 1-2 story buildings with small shops, restaurants, salons, gyms, or shopping centers that serve the immediate neighborhood. • 1.0 FAR 		
	<p>Commercial Service</p> <ul style="list-style-type: none"> • 1-3 story buildings with businesses such as automotive repair, pet hospitals, or self-storage. • 1.0 FAR 		
	<p>Commercial Regional</p> <ul style="list-style-type: none"> • 3+ story buildings with large shopping centers such as Hillsdale Mall and Bridgepointe Shopping Center. • 1.0 to 2.5 FAR 		

REF	CATEGORY	PHOTO/ILLUSTRATION	
OFFICE			
	<p>Office Low</p> <ul style="list-style-type: none"> • 1-3 story buildings with medical or professional offices. • 1.0 FAR 		
	<p>Office Medium</p> <ul style="list-style-type: none"> • 4-7 story buildings with medical or professional offices. • 3.0 FAR 		
	<p>Office High</p> <ul style="list-style-type: none"> • 8+ story buildings with medical or professional offices. • 5.0 FAR 		

REF	CATEGORY	PHOTO/ILLUSTRATION	
INDUSTRIAL			
	<p>Traditional Light Industrial</p> <ul style="list-style-type: none"> - 1-2 story buildings with light manufacturing, warehousing, and distribution facilities. - 1.0 FAR 		
	<p>Research and Development</p> <ul style="list-style-type: none"> - 3+ story buildings with professional office uses and manufacturing, laboratories, makers' spaces, and assembly processes to support the development of new products. - 1.0 to 2.0 FAR 		

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

REF	CATEGORY	PHOTO/ILLUSTRATION
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MULTI-MODAL CIRCULATION IMPROVEMENTS

Pedestrian Supportive Improvements – such as sidewalks, pedestrian bridges, pedestrian cut-throughs, pedestrian bridges, bulb-outs/curb extensions, street lighting, and street trees.



Bicycle Supportive Improvements – such as sharrows, bike lanes, separated bike paths, bike bridges, signage, bike racks, bike repair stations, etc. Community members have already provided input during the Bicycle Master Plan update process, refer to the Proposed Bicycle Network map.

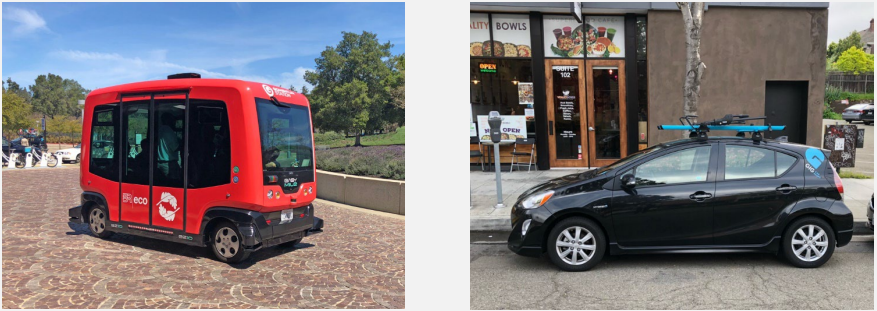


Transit Supportive Improvements – the City can partner with transit providers such as Caltrain and SamTrans on transit stop improvements such as covered bus shelters, lighting, benches, signage, bicycle storage lockers, pedestrian underpass, dedicated areas for buses, dedicated areas for drop-off/pick-up, commuter parking, etc.



Circulation and Safety Improvements – improvements that address circulation on multiple levels such as grade separations, directional signage, dedicated areas for bike share facilities, etc.



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

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

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

Table 2 Projected Buildout by Study Area

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

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

LAND USE ALTERNATIVE MAPS BY STUDY AREA

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

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

Table 3 Study Area Descriptions

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

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

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

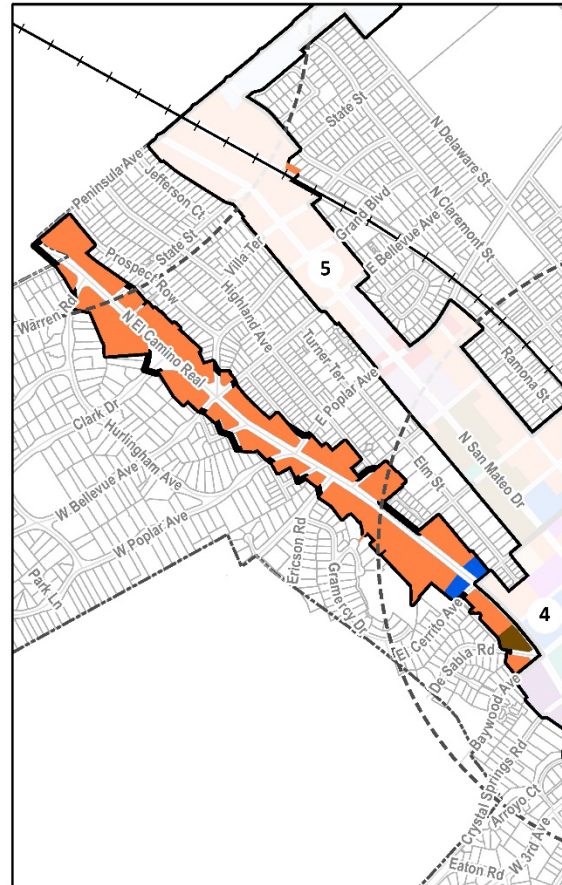
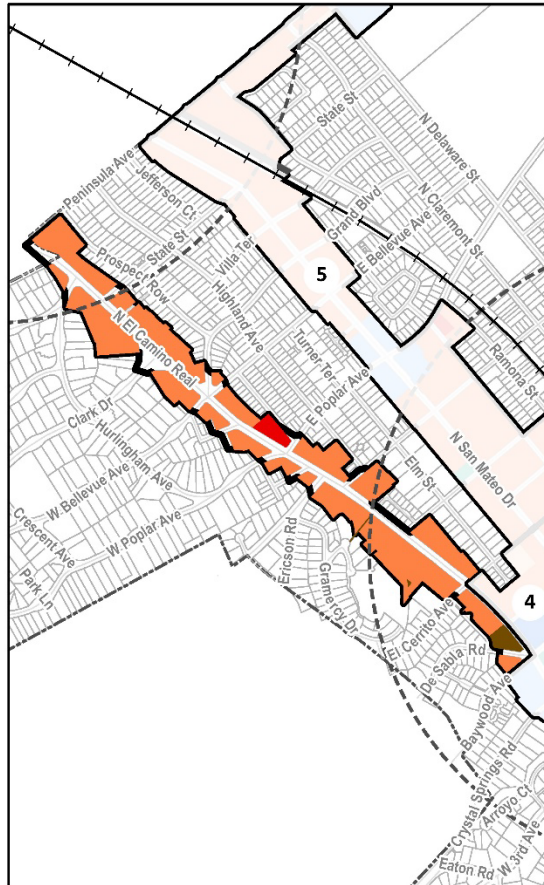
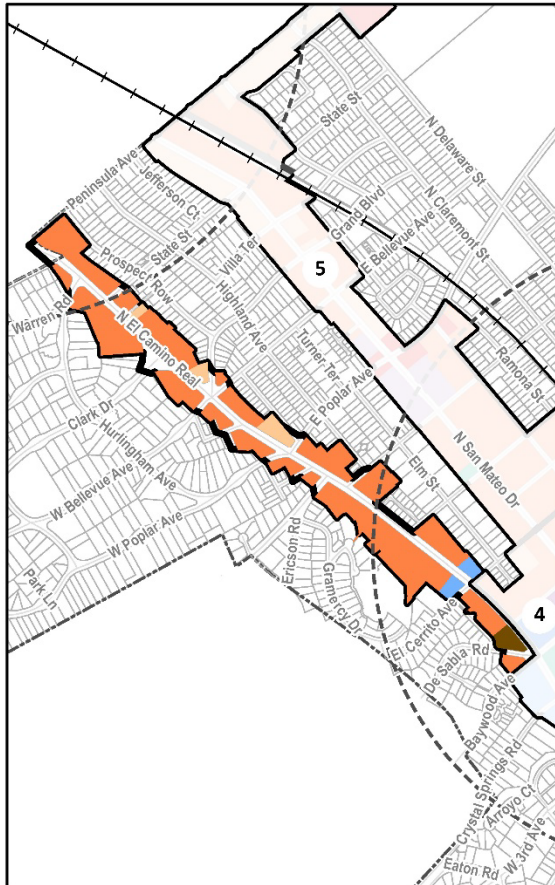
Source: PlaceWorks, 2021

Figure 6. Study Area 1-North

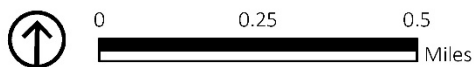
Alternative A

Alternative B

Alternative C



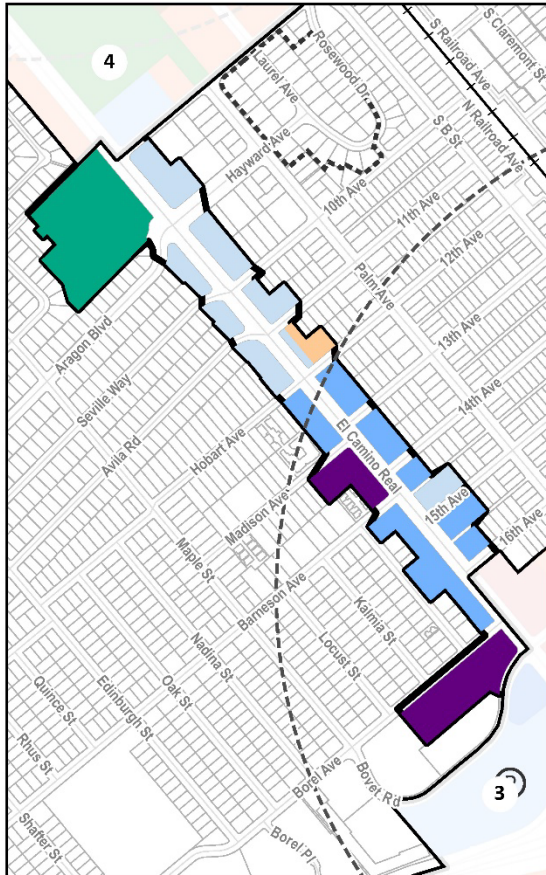
- Study Areas
- San Mateo City Limit
- Sphere of Influence
- Historic Districts
- Privately Owned Public Open Space
- Caltrain Station
- Caltrain
- 1,000 Foot Buffer Around Caltrain
- 1/2 Mile Radius Around Caltrain
- Residential Low (1-3 stories, 9 to 39 du/ac)
- Residential Medium (4-7 stories, 40-99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



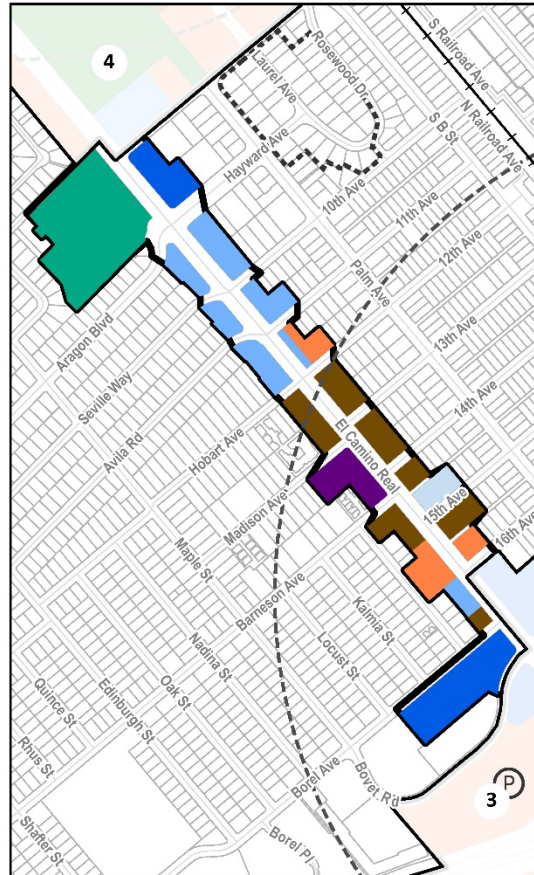
Study Area 1-N

Figure 7. Study Area 1-Central

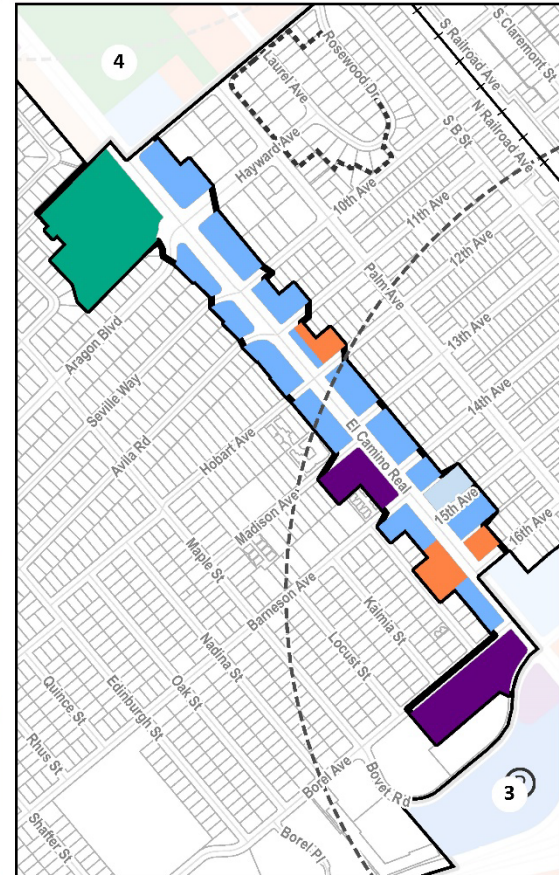
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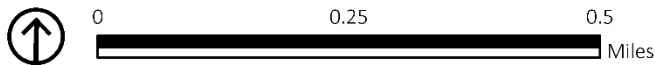
Alternative B



Alternative C



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



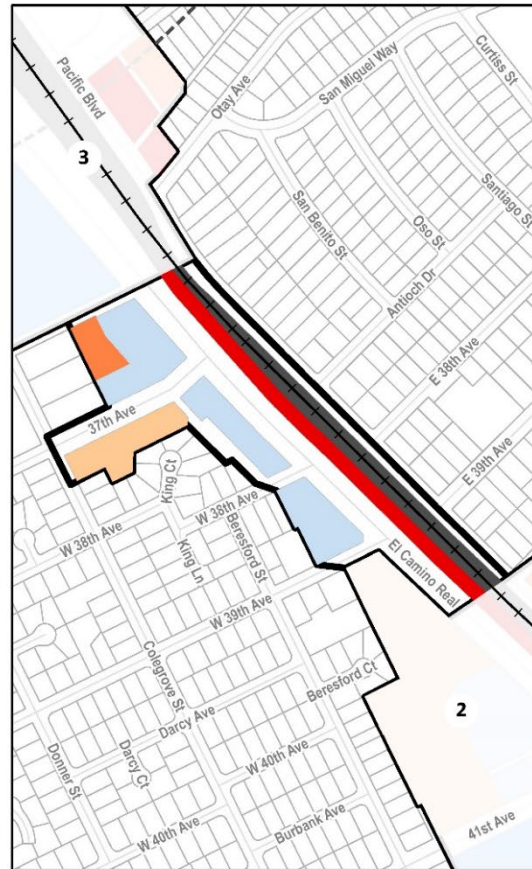
Study Area 1-C

Figure 8. Study Area 1-South

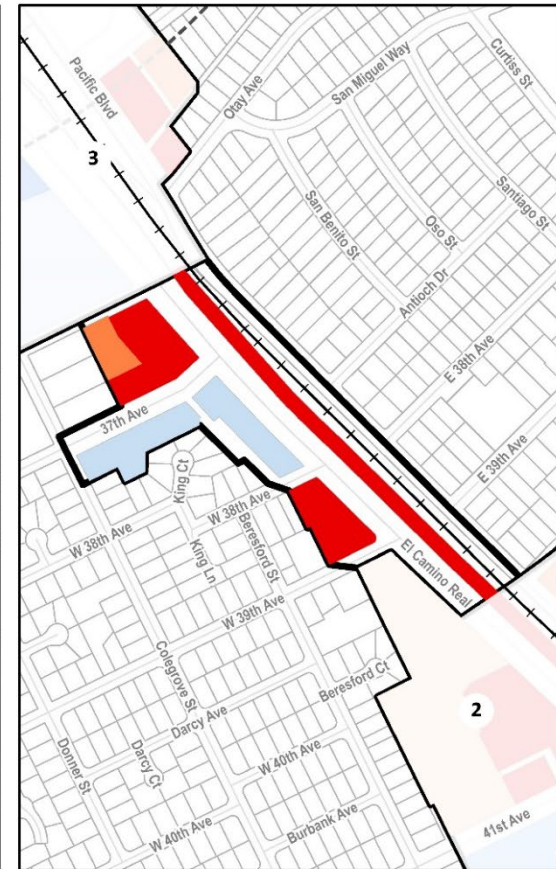
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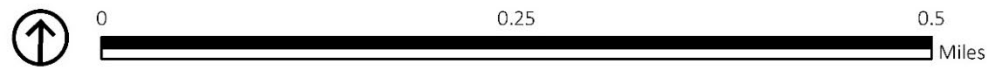
Alternative B



Alternative C



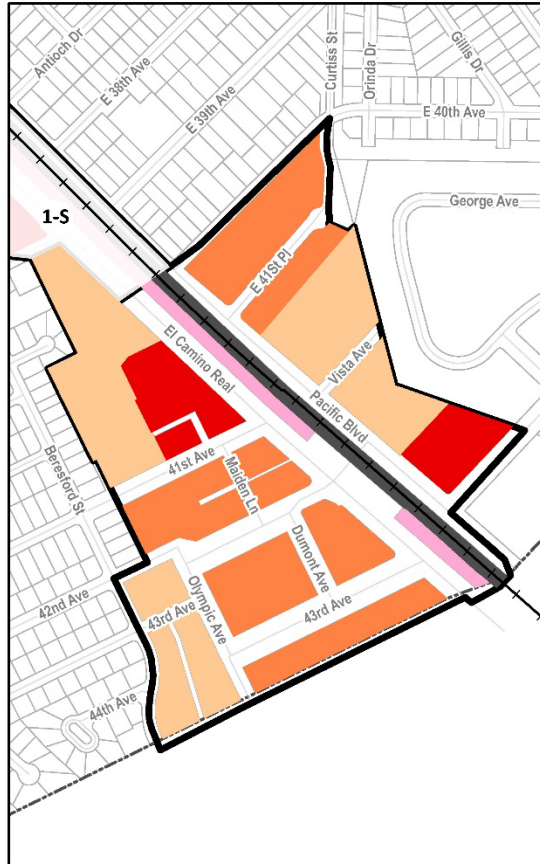
- | | | | |
|-----------------------------------|---|---|-------------------------|
| Study Areas | 1,000 Foot Buffer Around Caltrain | Office Low (1-3 stories) | Parks/ Open Space |
| San Mateo City Limit | 1/2 Mile Radius Around Caltrain | Office Medium (4-7 stories) | Public Facilities |
| Sphere 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) | |



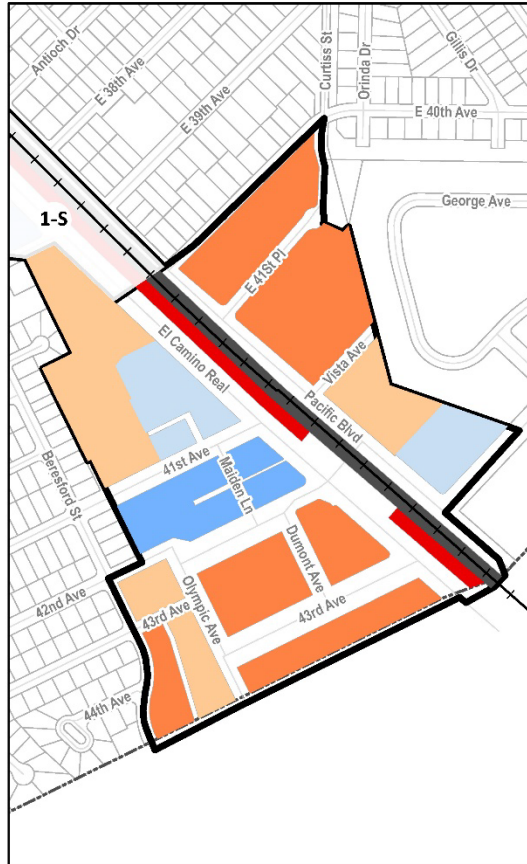
Study Area 1-S

Figure 9. Study Area 2

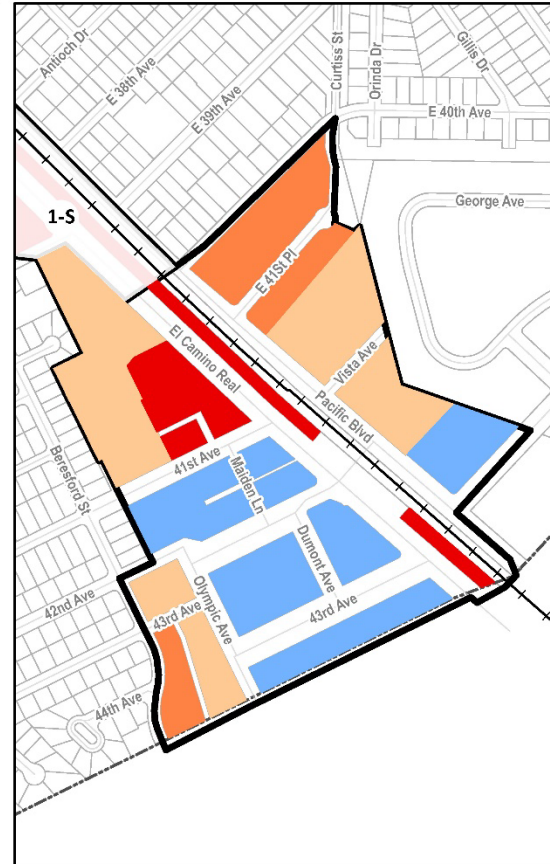
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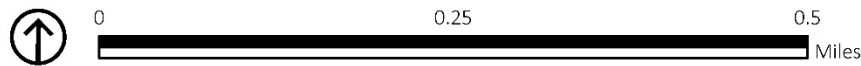
Alternative B



Alternative C



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



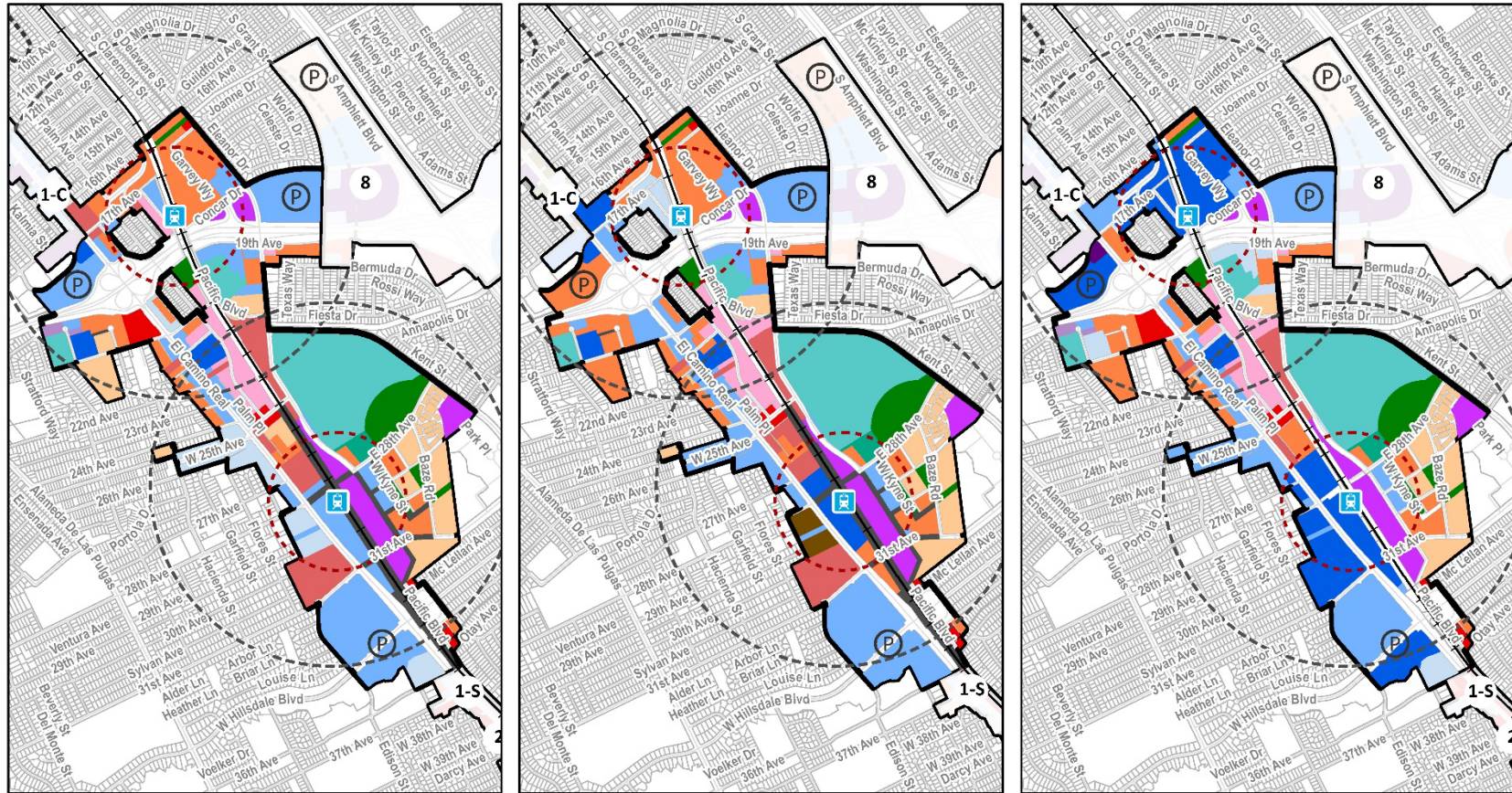
Study Area 2

Figure 10. Study Area 3

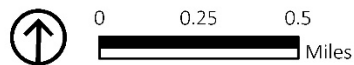
Alternative A

Alternative B

Alternative C



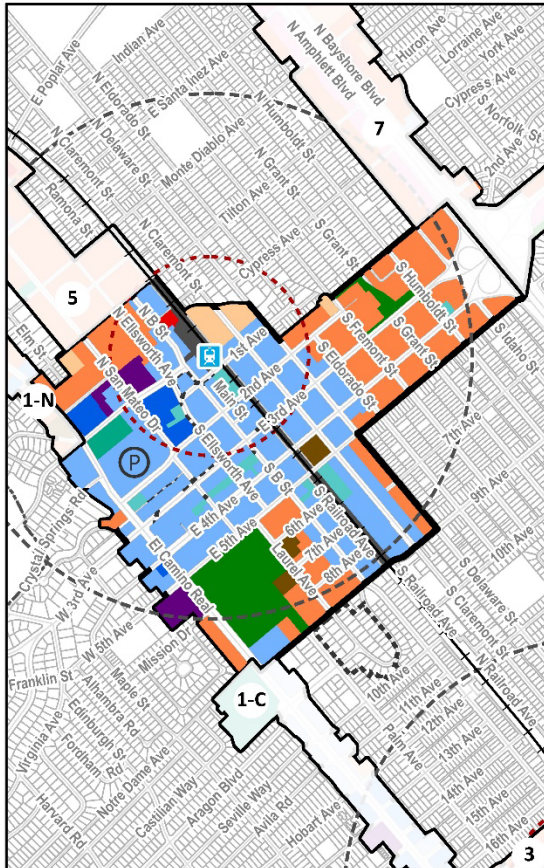
- Study Areas
- San Mateo City Limit
- Sphere of Influence
- Historic Districts
- Privately Owned Public Open Space
- Caltrain Station
- Caltrain
- 1,000 Foot Buffer Around Caltrain
- 1/2 Mile Radius Around Caltrain
- Residential Low (1-3 stories, 9 to 39 du/ac)
- Residential Medium (4-7 stories, 40-99 du/ac)
- Residential High (8+ stories, 100 to 200 du/ac)
- Commercial Service (1-3 stories)
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- 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



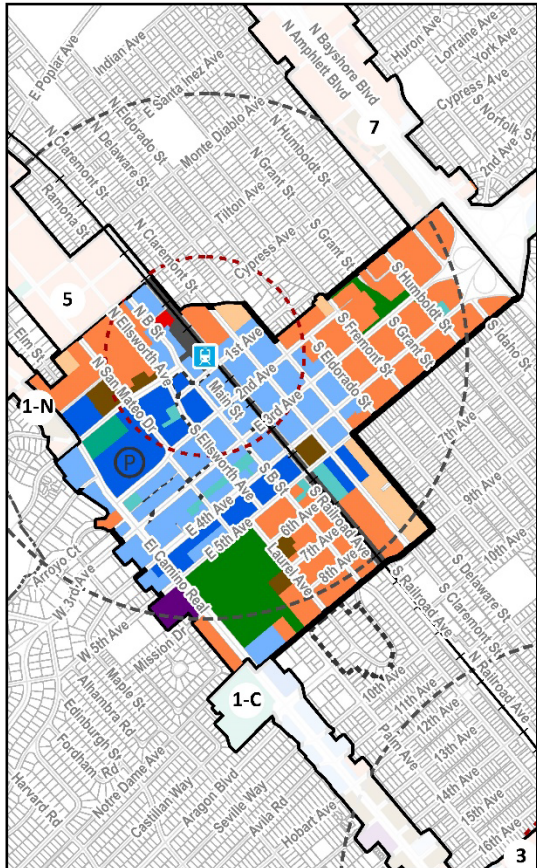
Study Area 3

Figure 11. Study Area 4

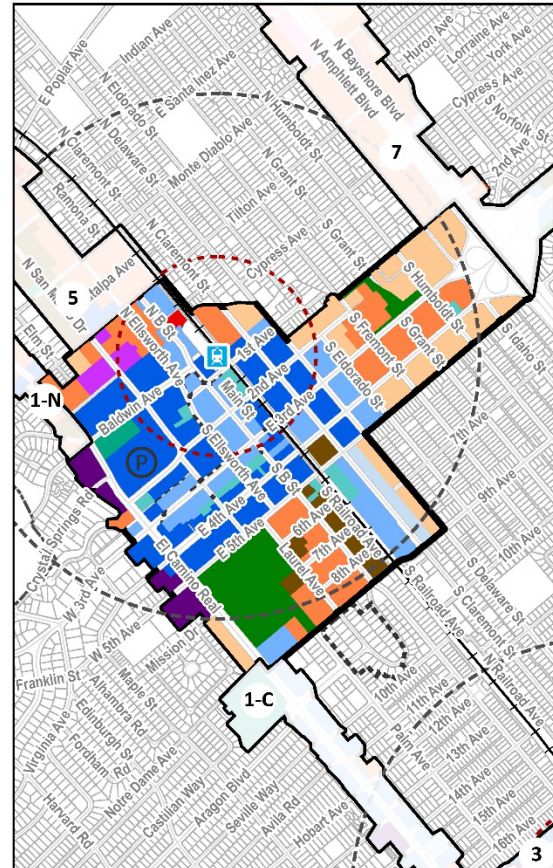
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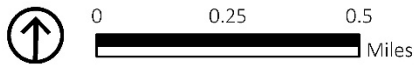
Alternative B



Alternative C



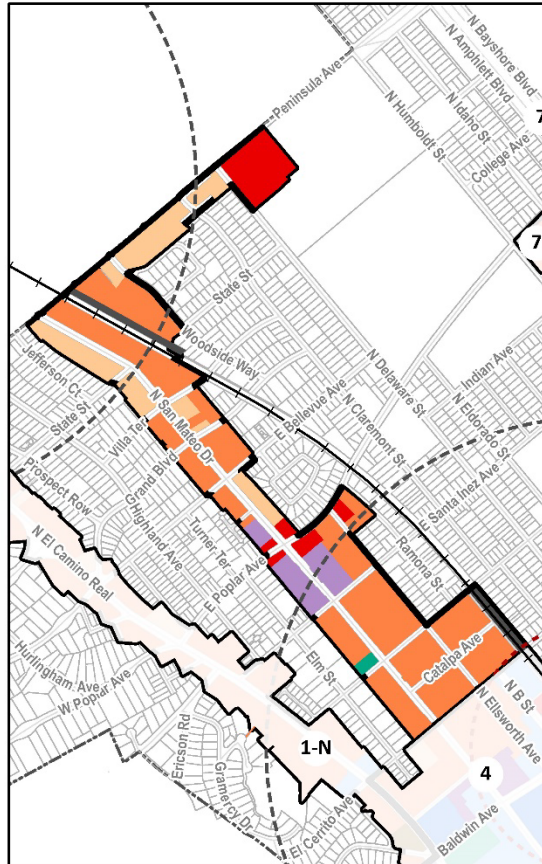
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|-----------------------------------|---|---|-------------------------|
| Study Areas | 1,000 Foot Buffer Around Caltrain | Office Low (1-3 stories) | Parks/ Open Space |
| San Mateo City Limit | 1/2 Mile Radius Around Caltrain | Office Medium (4-7 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) | |



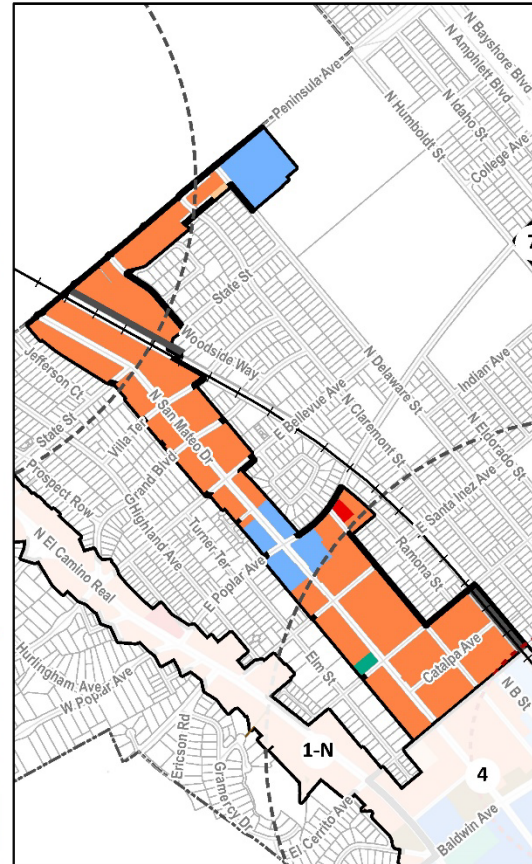
Study Area 4

Figure 12. Study Area 5

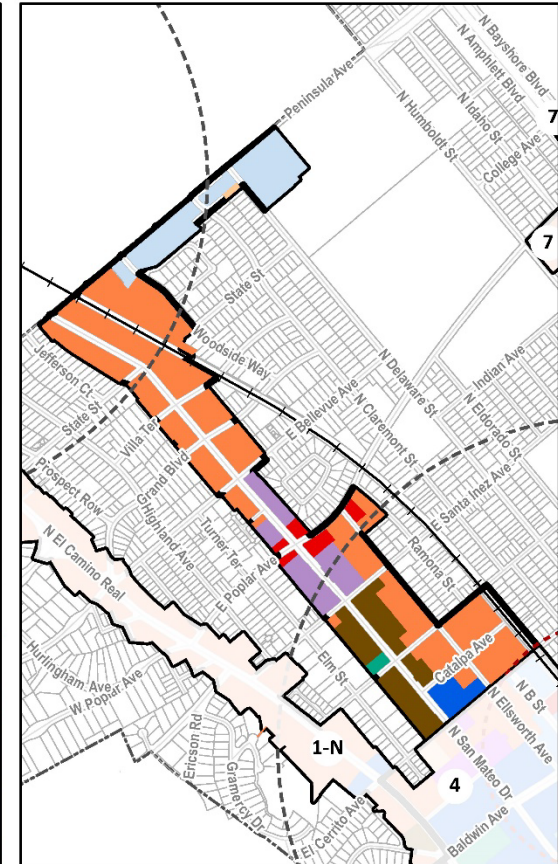
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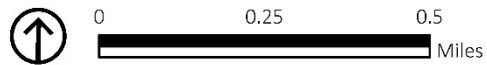
Alternative B



Alternative C



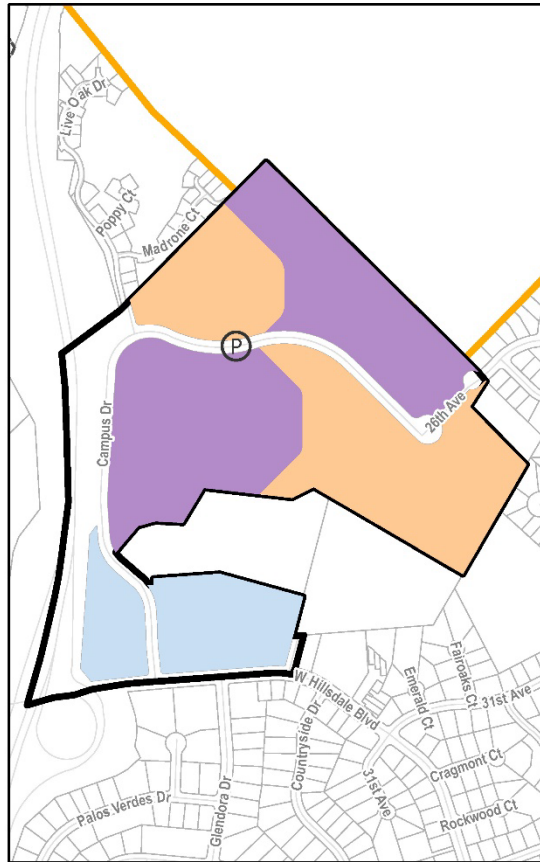
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|-----------------------------------|---|---|-------------------------|
| Study Areas | 1,000 Foot Buffer Around Caltrain | Office Low (1-3 stories) | Parks/ Open Space |
| San Mateo City Limit | 1/2 Mile Radius Around Caltrain | Office Medium (4-7 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) | |



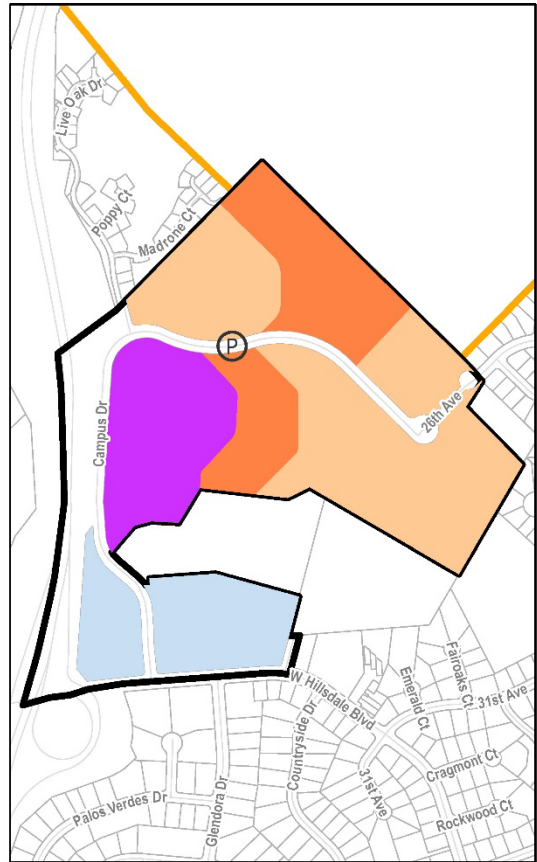
Study Area 5

Figure 13. Study Area 6

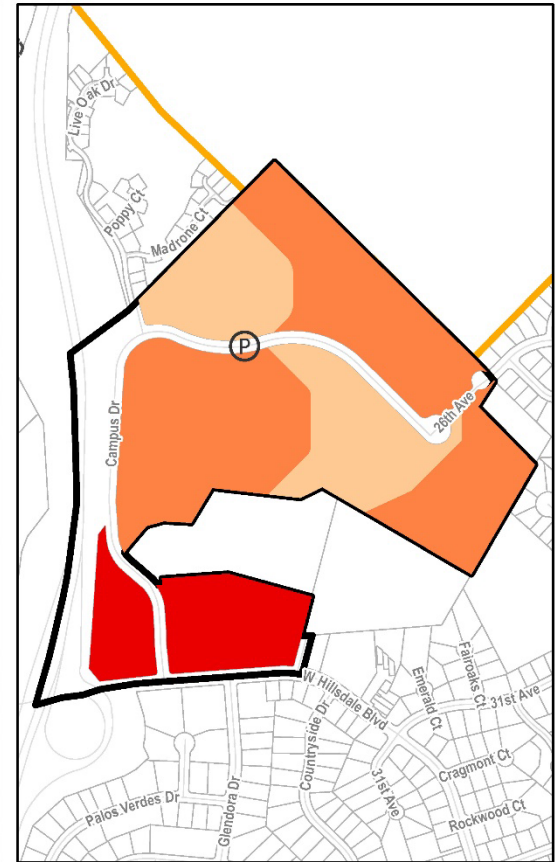
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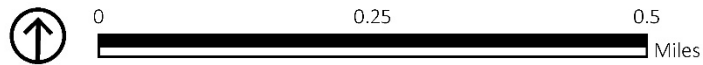
Alternative B



Alternative C



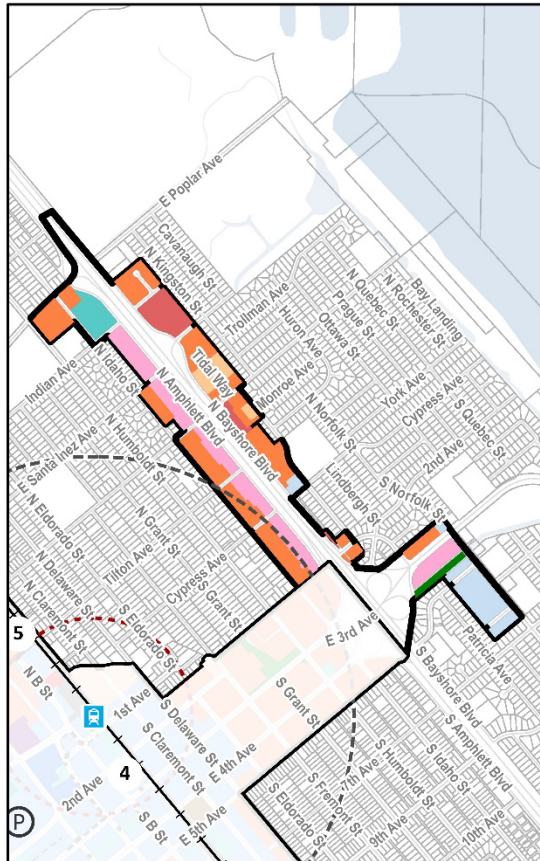
- Study Areas
- San Mateo City Limit
- Sphere of Influence
- Historic Districts
- Privately Owned Public Open Space
- Caltrain Station
- Caltrain
- 1,000 Foot Buffer Around Caltrain
- 1/2 Mile Radius Around Caltrain
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- Residential Medium (4-7 stories,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



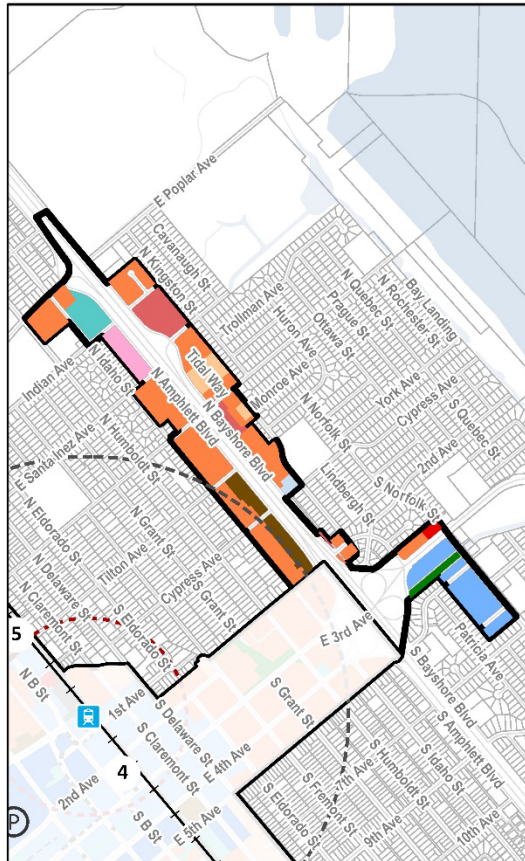
Study Area 6

Figure 14. Study Area 7

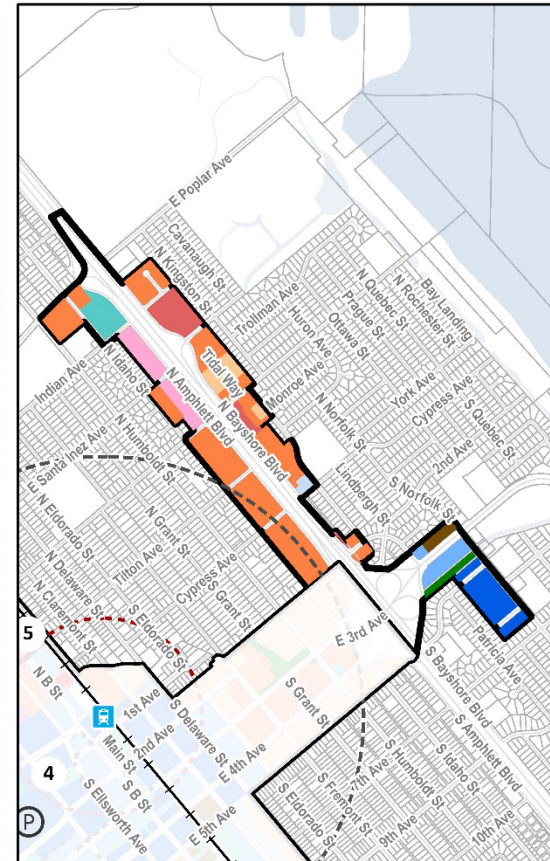
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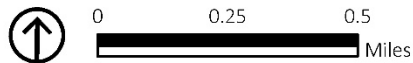
Alternative B



Alternative C



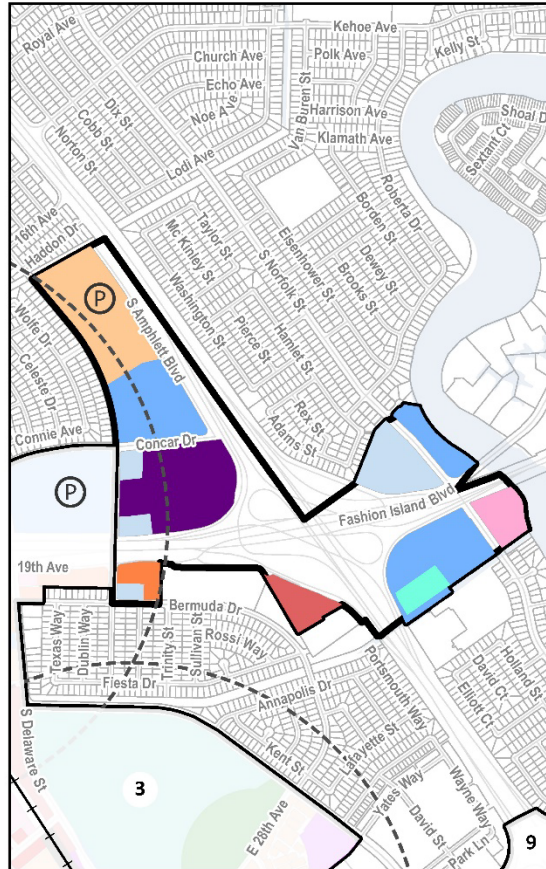
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|-----------------------------------|---|---|-------------------------|
| Study Areas | 1,000 Foot Buffer Around Caltrain | Office Low (1-3 stories) | Parks/ Open Space |
| San Mateo City Limit | 1/2 Mile Radius Around Caltrain | Office Medium (4-7 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) | |



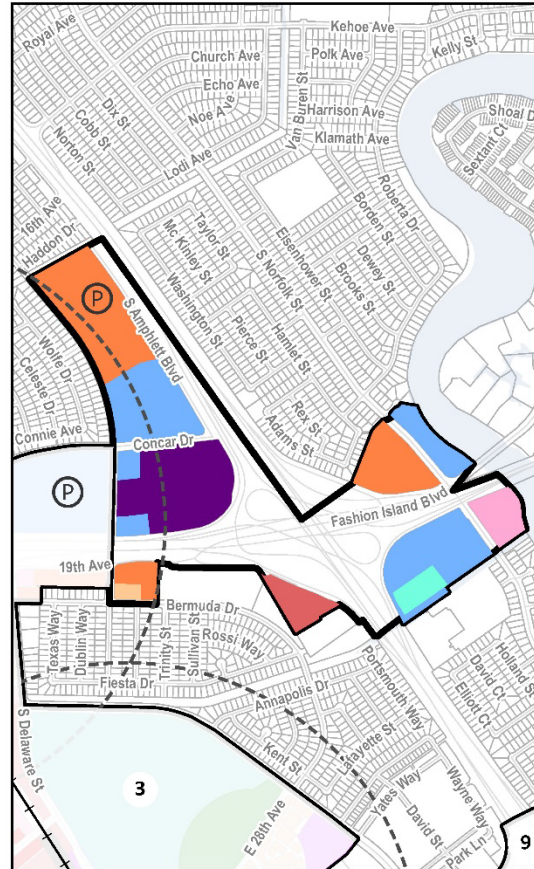
Study Area 7

Figure 15. Study Area 8

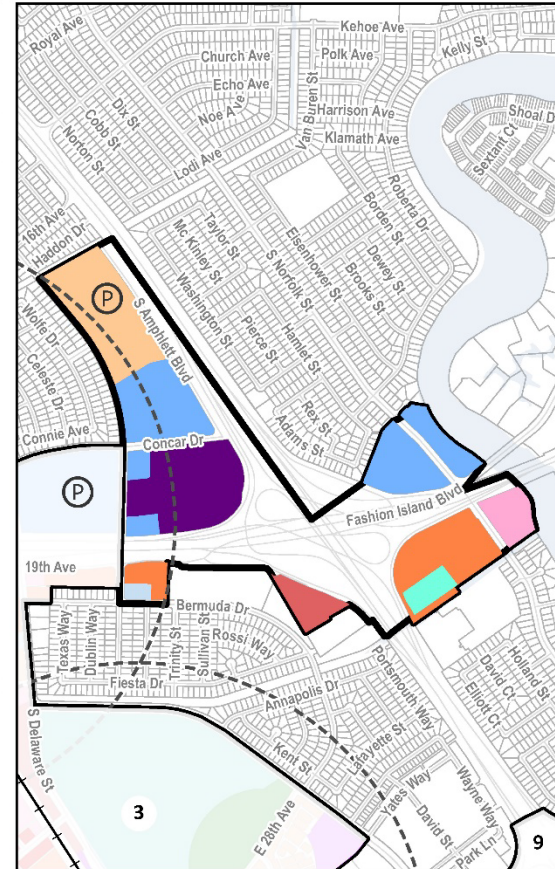
Alternative A



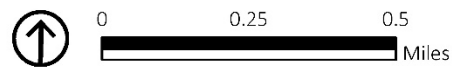
Alternative B



Alternative C



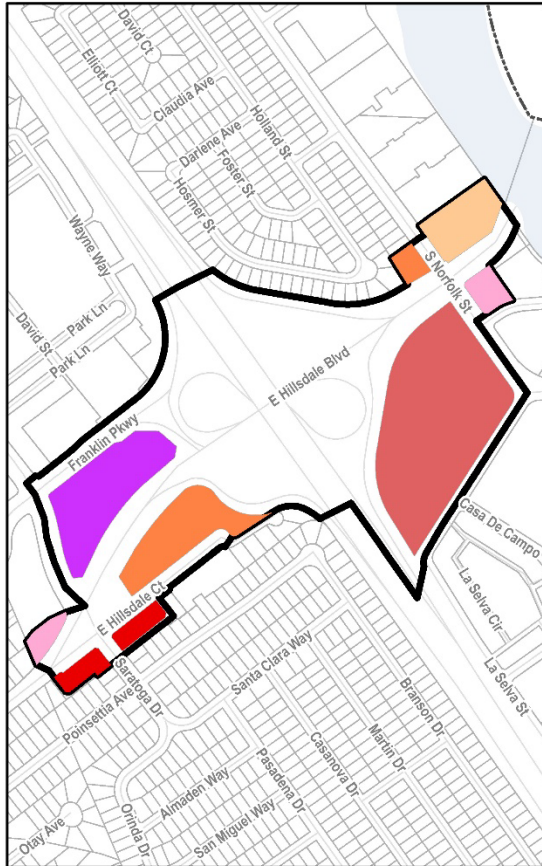
- Study Areas
- San Mateo City Limit
- Sphere of Influence
- Historic Districts
- Privately Owned Public Open Space
- Caltrain Station
- Caltrain
- 1,000 Foot Buffer Around Caltrain
- 1/2 Mile Radius Around Caltrain
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- Commercial Neighborhood (1-2 stories)
- Office Low (1-3 stories)
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- Research and Development (3+ stories)
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- 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



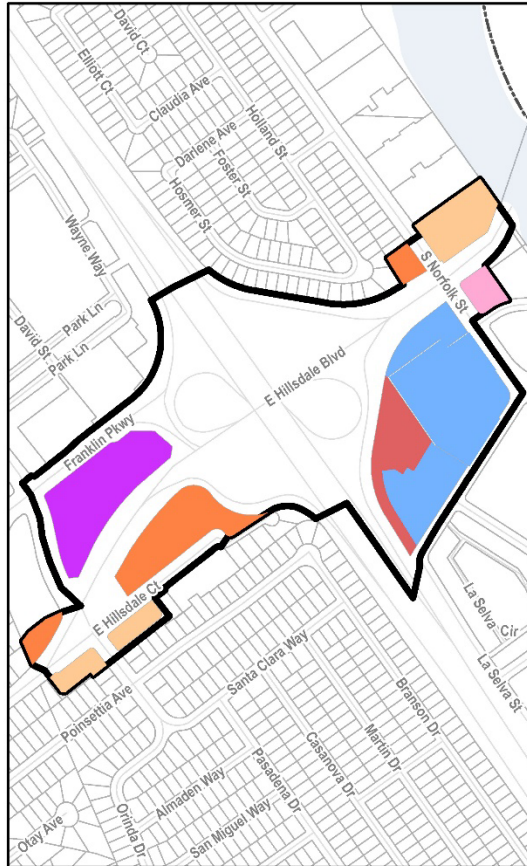
Study Area 8

Figure 16. Study Area 9

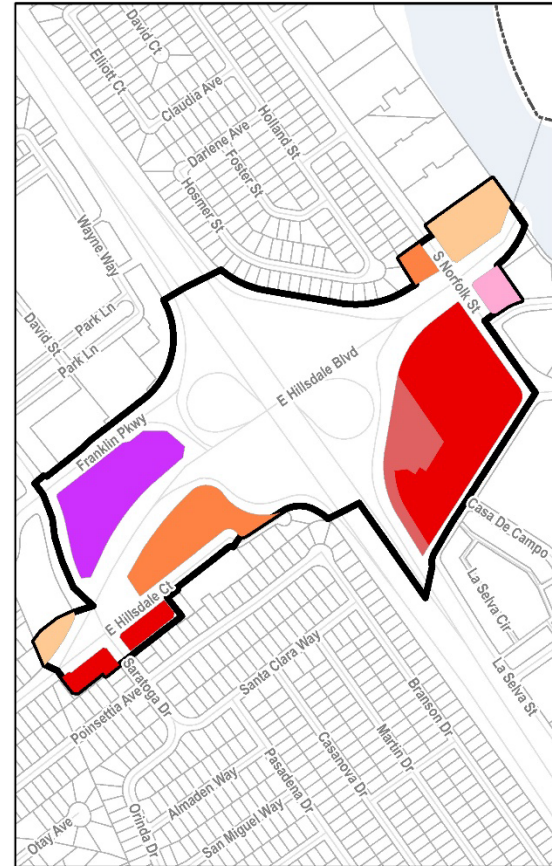
Alternative A



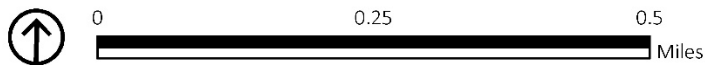
Alternative B



Alternative C



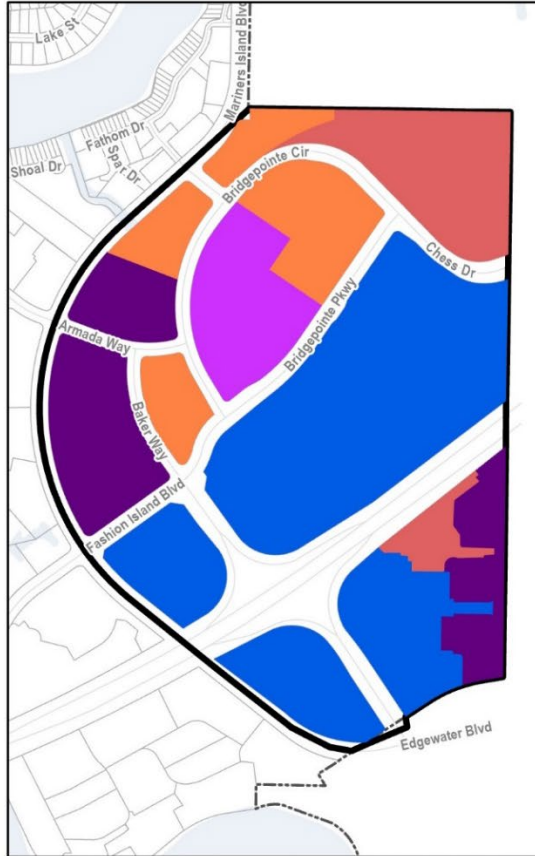
- | | | | |
|-----------------------------------|---|---|-------------------------|
| Study Areas | 1,000 Foot Buffer Around Caltrain | Office Low (1-3 stories) | Parks/ Open Space |
| San Mateo City Limit | 1/2 Mile Radius Around Caltrain | Office Medium (4-7 stories) | Public Facilities |
| Sphere 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) | |



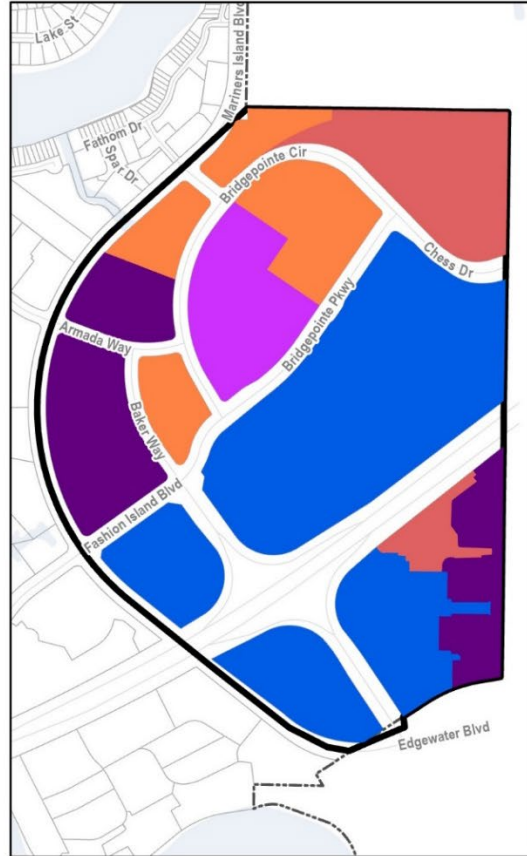
Study Area 9

Figure 17. Study Area 10

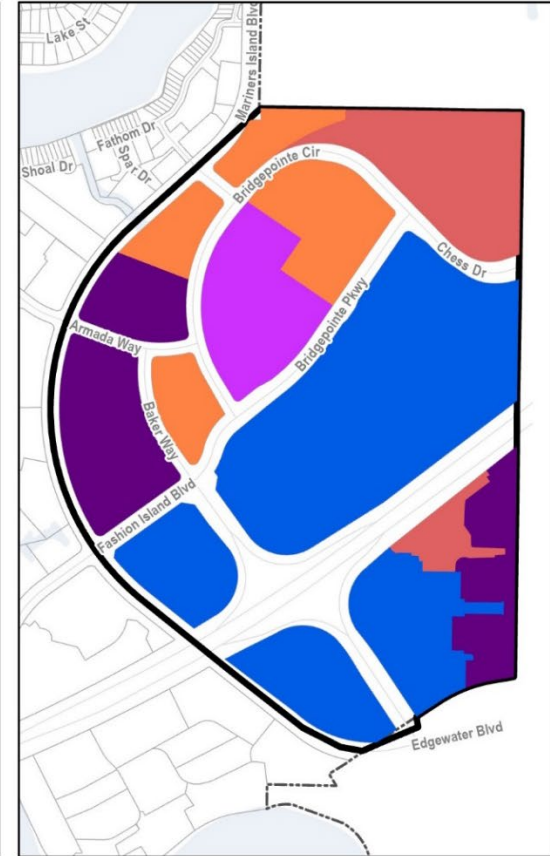
Alternative A*



Alternative B*

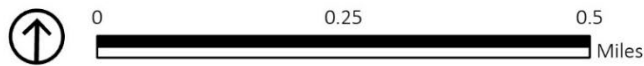


Alternative C*



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

- | | | | |
|-----------------------------------|---|---|-------------------------|
| 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); Mixed-Use High | |



Study Area 10

2.2 CIRCULATION ALTERNATIVES

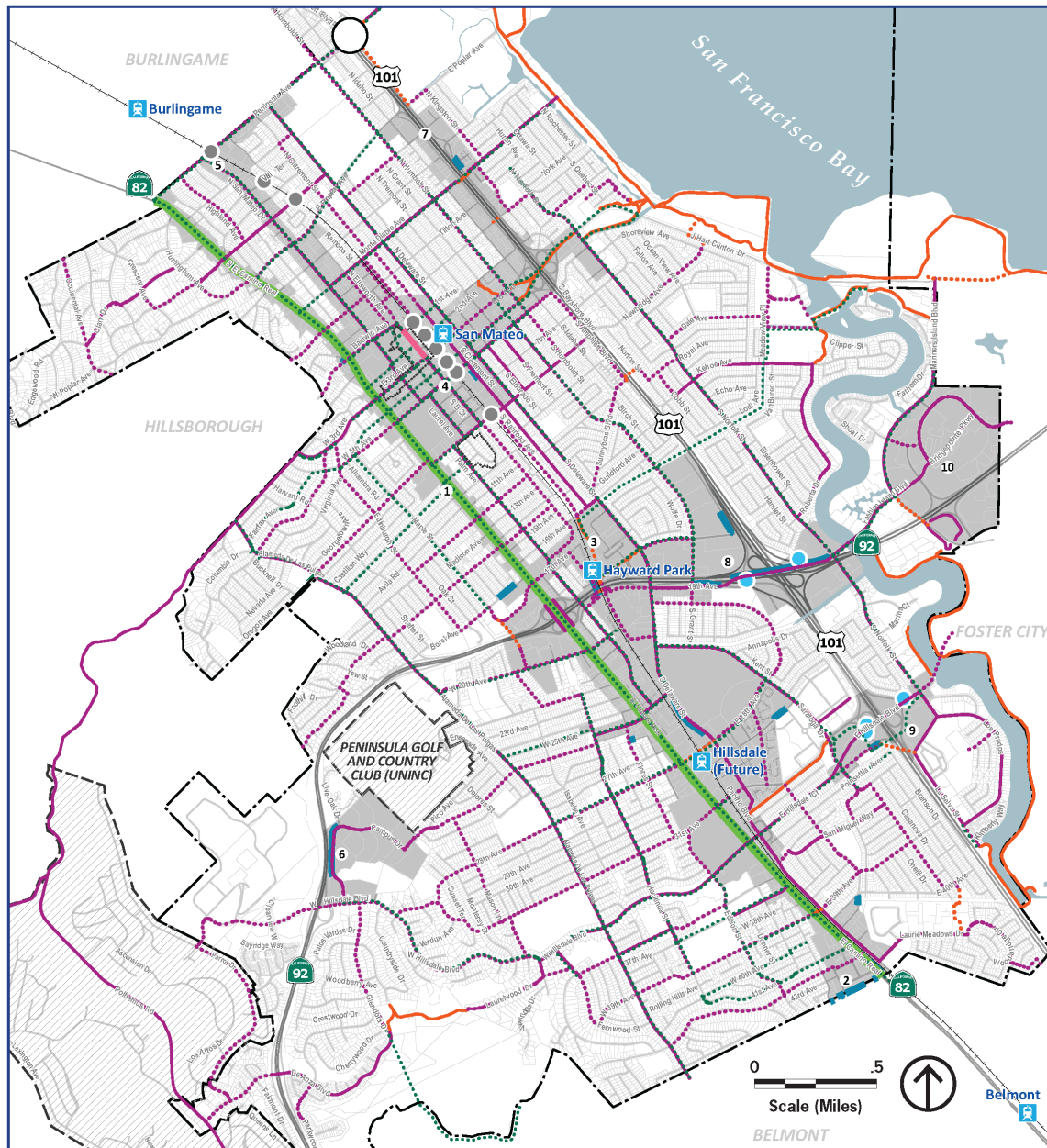
The draft circulation alternatives are shown on Figures 18 through 20 and are generally described as follows:

- **Circulation Alternative A.** This alternative aims to create walkable communities throughout San Mateo by prioritizing pedestrian corridors, pedestrian improvements to challenging intersections, and implementing traffic calming and safety improvements near highway onramps. This alternative includes the closure of B Street to vehicles between 1st Avenue and 3rd Avenue Downtown, and creating a pedestrian mall, a project approved in September 2021. All the alternatives assume pedestrian and bicycle improvements consistent with existing City planning documents.
- **Circulation Alternative B.** This alternative aims to increase and improve transit access to and from major connections in San Mateo by adding transit connections from Study Areas 3, 6, and 10 to the Hillsdale Caltrain station, prioritizing dedicated HOV and bus lanes, and adding Bus Rapid Transit (BRT) improvements to El Camino Real. All the alternatives assume pedestrian and bicycle improvements consistent with existing City planning documents, including the Downtown pedestrian mall on B Street between 1st Avenue and 3rd Avenue.
- **Circulation Alternative C.** This alternative combines the local and regional transportation improvements of Alternatives A and B. It adds innovative urban design downtown, inspired by Barcelona’s “superblocks,” that allows vehicle access at the periphery and limits cut-through vehicles to create a pedestrian focused, car-light spaces downtown. In addition, this alternative would explore concepts such as an automated micro-transit circulator (such as an Autonomous Vehicle shuttle) or a locally focused rideshare program (similar to the Via-Cupertino Shuttle) within City limits. All the alternatives assume pedestrian and bicycle improvements consistent with existing City planning

documents, including the Downtown pedestrian mall on B Street between 1st Avenue and 3rd Avenue.

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

Figure 18. Circulation Alternative A: Prioritizing a Walkable City



Alternative A: Prioritizing a Walkable City

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

Crossing Improvements

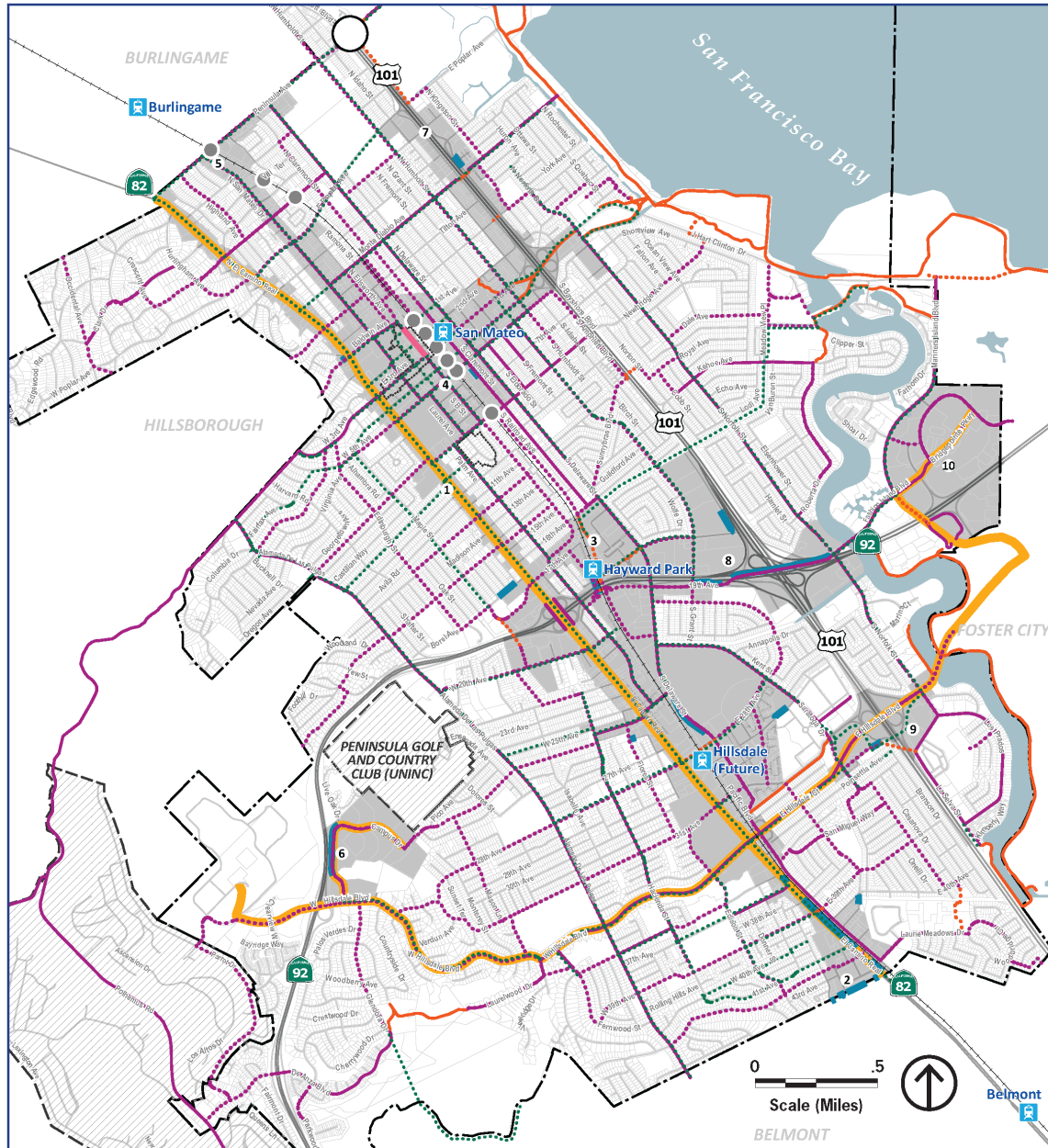
- Proposed Peninsula Interchange Project
- Proposed Pedestrian Crossing Improvements
- Current Caltrain At-Grade Crossings

Line Improvements

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

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

Figure 19. Circulation Alternative B: Prioritizing Regional Connections



Alternative B: Prioritizing Regional Connections

- Study Area
 - Sphere of Influence
 - B Caltrain Station
 - Existing Pedestrian Mall (Street Closure)
- ### Crossing Improvements
- Proposed Peninsula Interchange Project
 - Proposed Pedestrian Crossing Improvements
 - Current Caltrain At-Grade Crossings
- ### Line Improvements
- Transit Improvements
 - 2012 Proposed Pedestrian Priority Network
 - Existing Bikeways
 - Proposed Bikeways
 - Existing Shared Bike and Ped Path
 - Proposed Shared Bike and Ped Path
 - Missing Sidewalks

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

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

