

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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AGENDA

Congestion Management & Environmental Quality (CMEQ) Committee

Date: Monday, March 25, 2013 at 3:00 p.m.
Place: San Mateo City Hall
330 West 20th Avenue, San Mateo, California
Conference Room C (across from Council Chambers)

PLEASE CALL Sandy Wong (599-1409) IF YOU ARE UNABLE TO ATTEND.

- | | | | |
|----|---|-------------------------------------|--------------|
| 1. | Public comment on items not on the agenda | Presentations are limited to 3 mins | |
| 2. | Approval of minutes of January 28, 2013 meeting | Action (Garbarino) | Pages 1 - 3 |
| 3. | Presentation and discussion on the development of the Priority Development Area (PDA) Investment & Growth Strategy for San Mateo County | Action (Madalena) | Pages 4 - 24 |
| 4. | Executive Director Report | Information (Wong) | |
| 5. | Member comments and announcements. | Information (Garbarino) | |
| 6. | Adjournment and establishment of next meeting date: April 29, 2013. | Action (Garbarino) | |

NOTE: All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.

NOTE: *Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Nancy Blair at 650 599-1406, five working days prior to the meeting date.*

Other enclosures/Correspondence - None

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS COMMITTEE ON CONGESTION
MANAGEMENT AND ENVIRONMENTAL QUALITY (CMEQ)**

**MINUTES
MEETING OF January 28, 2013**

The meeting was called to order by Chair Barbara Pierce in Conference Room C at City Hall of San Mateo at 3:03 pm. Attendance sheet is attached.

1. Public comment on items not on the agenda.

None.

2. Approval of Minutes of November 26, 2012 meeting.

*Motion: To approve the Minutes of the November 26, 2012 meeting, Papan/Bigelow.
Motion carried unanimously.*

3. Presentation on San Mateo County Safe Route to School Program (Information).

Daina Lujan of the San Mateo County Office of Education made a presentation on the San Mateo County Safe Route to School Program.

Member asked for an enlarged version of the Parent Survey Results.

4. Information on the San Mateo Countywide Transportation Climate Action Plan (CAP) (Information)

John Hoang of C/CAG staff made a presentation on the San Mateo Countywide Transportation Climate Action Plan (T-CAP). T-CAP was developed using the RICAP Template. The Countywide T-CAP will complement the CAPs developed by each jurisdiction. Staff made an attempt to explain the inter-relationship between the State, C/CAG, and local jurisdiction Climate Action Plans, and how they contribute to meeting GHG reduction targets.

CMEQ members asked that public transportation (SamTrans, Caltrain) as well as private transportation (such as Google bus) ridership be accounted for as credit.

5. Information on the plug-in electric vehicle charging stations in San Mateo County (Information).

Based on prior request from the CMEQ committee, John Hoang presented information on plug-in electric vehicle charging stations in San Mateo County. There are 31 locations throughout San Mateo County that provide a total of 75 charging stations. The cost of installation ranges from \$10,000 to \$70,200 depending on the type of charging station and infrastructure. Additional costs include electricity, operation, and maintenance. Resource documents are available for on-line. One focus of the document is recommending local governments plan for this type of work including considerations for building codes, construction permitting and inspection processes, zoning, parking, and local ordinances.

6. Review and recommend approval of funding allocation for 1) the OneBayArea Grant (OBAG) Cycle 2 Local Streets & Roads and 2) OBAG supplemental planning funds for fiscal years 2012/13 through 2015/16.

Sandy Wong presented the staff recommendation on the funding allocation for OBAG Local Streets & Roads and Supplemental Planning. Upon CMEQ approval, this will be forwarded to C/CAG Board for action.

Member Patridge expressed appreciation of C/CAG working out the fund swap that made it easier for cities to use State funds. Member Papan reminded the group of MTC Commissioner Adrienne Tissier's contribution to San Mateo County on the MTC funding flexibility.

Motion: To recommend approval of funding allocation for 1) the OneBayArea Grant (OBAG) Cycle 2 Local Streets & Roads and 2) OBAG supplemental planning funds for fiscal years 2012/13 through 2015/16, Bigelow/Patridge. Motion carried unanimously.

7. Nominations and elections of CMEQ Chair and Vice Chair.

Chair Pierce stated that there is no specific term limits for CMEQ Chair and Vice Chair, however, she would be happy if someone would nominate Garbarino as the next Chair. She then opened the floor for nominations and elections.

Motion: To nominate and elect Richard Garbarino as the CMEQ Chair, Bigelow/Lloyd; Motion carried unanimously.

Motion: To nominate and elect Gina Papan as the CMEQ Vice Chair, Bigelow/Garbarino; Motion carried unanimously.

8. Executive Director Report.

Sandy Wong announced her appointment by C/CAG as the Executive Director. CMEQ members congratulated her.

Sandy first thanked all the CMEQ members who were in attendance of this meeting because there was just enough to have a quorum. Several members cannot make the meeting due to last minute issues, plus a couple of vacancies on the committee. There will be two new members upon appointments by the C/CAG Board on February 14th. Also, CMEQ members agreed that we should invite the new MTC Commissioner, Alicia Aguirre, to CMEQ.

Sandy also reported that C/CAG Board has approved the Stormwater Committee formation; and that C/CAG staff office has moved to the 4th floor

9. Member comments and announcements.

None.

11. Adjournment and establishment of next meeting date.

The next regular meeting was scheduled for February 25, 2013. Meeting was adjourned at 4:30 pm.

	CMEQ 2013 Attendance										
Name	Jan 28										
Arthur Lloyd	Yes										
Barbara Pierce	Yes										
Gina Papan	Yes										
Irene O'Connell											
Jim Bigelow	Yes										
Lennie Roberts	Yes										
Nadia Holober											
Naomi Patridge	Yes										
Onnolee Trapp	Yes										
Richard Garbarino	Yes										
Steve Dworetzky											
Zoe Kersteen- Tucker											
Mark Olbert											
Cliff Lentz	NA										
Elizabeth Lewis	NA										
Alicia Aguirre	NA										
Staff/Guests in Attendance for January 28th:											
Sandy Wong											
John Hoang											
Matt Fabry											
Kim Springer (SM County)											
Daina Lujan (County Office of Education)											
Adrienne Etherton (Sustainable SMC)											

C/CAG AGENDA REPORT

Date: March 25, 2013
To: Congestion Management and Environmental Quality Committee (CMEQ)
From: Tom Madalena
Subject: Presentation and discussion on the development of the Priority Development Area Investment and Growth Strategy for San Mateo County

(For further information or questions contact Tom Madalena at 599-1460 or Jean Higaki at 599-1462)

RECOMMENDATION

That the Congestion Management and Environmental Quality Committee (CMEQ) receive a presentation and have a discussion on the development of the Priority Development Area Investment and Growth Strategy for San Mateo County.

FISCAL IMPACT

Staff time

SOURCE OF FUNDS

Funding for additional staff time to implement the San Mateo County Priority Development Area Investment and Growth Strategy comes from the Metropolitan Transportation Commission.

BACKGROUND/DISCUSSION

C/CAG is currently working on programming the Federal Cycle 2 funding from the Metropolitan Transportation Commission (MTC). This current round of Cycle 2 funding is known as the OneBayArea Grant (OBAG) Program. As part of the overall OBAG Program, which is governed by MTC Resolution 4035, the Bay Area Congestion Management Agencies are required to develop and submit to MTC an Investment and Growth Strategy for the Priority Development Areas. The requirement for this growth strategy is spelled out in Appendix A-6 of Resolution 4035. The PDA Investment and Growth Strategy is due to MTC by May 1, 2013.

C/CAG is required to develop a strategy that will help inform how future transportation investments are made in San Mateo County. The objective of the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments is to make sure that CMAs keep apprised of ongoing transportation and land-use planning efforts and to encourage local agencies to quantify transportation infrastructure needs and costs as part of their planning processes. This work also includes encouraging and supporting local jurisdictions in meeting their housing objectives established through their adopted housing elements and the Regional Housing Needs Allocation (RHNA). These objectives and resulting strategies are aimed at

developing and encouraging policies for transportation investments which reward and support housing development, specifically affordable housing.

To comply with section 3 of Appendix A-6, C/CAG already put in place an application and scoring criteria that incorporated many of the elements that the regional agencies required for the competitive programs at the County level. These elements included giving additional credit for projects/project sponsors that had affordable housing policies adopted, that were located within a MTC defined “Community of Concern” and that had air quality mitigation measures/policies in place for those located in a Bay Area Air Quality Management District “CARE Community”.

C/CAG staff has now prepared the Initial Draft Priority Development Area Investment and Growth Strategy (attached) for San Mateo County. This strategy includes a narrative report describing the setting in San Mateo County and that spelling out the process that C/CAG will undertake over the next 4 years in order to ascertain the progress towards PDA growth. As a new policy direction from MTC, this PDA Investment and Growth Strategy is just beginning and may be refined over time.

C/CAG plans to monitor the progress of local jurisdictions in implementing their housing element objectives and to identify current local housing policies that encourage affordable housing production and/or community stabilization. The current production for the 2007-2014 Regional Housing Needs Allocation (RHNA) cycle and current housing policies in place are presented in the attached Appendix A. Appendix A was originally completed by Association of Bay Area Governments (ABAG) staff and ABAG staff gave cities an opportunity to comment on the table. Appendix B provides a summary of the PDA activities jurisdictions have undertaken in San Mateo County. These two spreadsheets will be updated annually around April of each year. C/CAG staff intends to utilize already completed data tracking efforts such as the Housing and Community Development (HCD) report that cities turn into HCD each April. C/CAG staff intends to minimize the amount of data reporting and staff time for cities as much as possible while still meeting the requirements placed on Congestion Management Agencies by MTC.

C/CAG staff welcomes input as to how this PDA Investment and Growth Strategy can be a valuable and realistic guidance tool.

ATTACHMENTS

- Initial Draft San Mateo County Priority Development Area Investment and Growth Strategy
- Appendix A – San Mateo County Housing Policies and Production
- Appendix B - Summary of Priority Development Area (PDA) Activities for San Mateo County

Initial Draft San Mateo County Priority Development Area Investment and Growth Strategy

- I. Introduction
 - a. Background
 - b. Objectives

- II. San Mateo County Priority Development Areas (PDA)
 - a. Existing PDA Information from ABAG
 - b. Confirming PDA Information with Cities and the County
 - c. Future PDA progress updates

- III. Housing
 - a. Existing Housing Data from ABAG Survey – Policies & Production
 - b. Housing Production Progress

- IV. On-going Countywide Efforts Towards PDA Growth
 - a. Grand Boulevard Initiative
 - b. Grand Boulevard Multimodal Transportation Corridor Plan
 - c. C/CAG TOD Incentive Program
 - d. San Mateo County Sub-RHNA process
 - e. Other efforts (ECHO Study, Infrastructure Needs Assessment Study, etc)

- V. Transportation Investments
 - a. OneBayArea Grant (OBAG) Program
 - b. Identifying on-going and future Transportation Projects within PDAs
 - c. Linking transportation investments to PDAs

- VI. Project Partners
 - a. San Mateo County Planning Directors/staff
 - b. C/CAG standing committees (TAC, CMEQ, etc.)

Introduction

Background

Setting

The San Mateo County Priority Development Area (PDA) Investment and Growth Strategy (IGS) is being developed in accordance with requirements specified in MTC's Resolution 4035, Appendix A-6. Resolution 4035 requires each County Congestion Management Agency to develop a PDA Investment and Growth Strategy to inform future transportation investments. This strategy aims to inform distribution of federal transportation funds in San Mateo County. MTC requires that an investment and growth strategy be designed to encourage and support the growth of the Priority Development Areas in San Mateo County. This PDA Investment and Growth Strategy is intended to maximize federal transportation funding to support and encourage development in the San Mateo County PDAs. MTC requires that this Investment and Growth strategy focuses on housing production and future transportation investments are intended to further support infill and reward jurisdictions that are taking on their share of housing for the region.

As a county with the largest number of local jurisdictions in the nine County Bay Area region San Mateo County has its own set of unique challenges and opportunities when it comes to working in a regional and collaborative manner. The framework that C/CAG has established and built over the last two decades has enabled C/CAG to provide a proactive process for the cities to work together on countywide issues and projects that benefit the region as a whole.

In San Mateo County housing needs and job growth are expected to be accommodated mostly through infill. Jurisdictions in San Mateo County, particularly those on the bayside, have championed a vision to develop the El Camino Real corridor, through the Grand Boulevard Initiative.

In order to achieve the priorities established by the region, San Mateo County transportation funding will be awarded to communities that establish focused growth around transit stations, downtowns and transit corridors in order for the land uses and transportation investments to complement one another.

Metropolitan Transportation Commission

Created by the state Legislature in 1970 (California Government Code § 66500 et seq.), the Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. Over the years, the agency's scope has grown, and it is now three agencies in one, functioning as MTC as well as the Bay Area Toll Authority (BATA) and the Service Authority for Freeways and Expressways (SAFE).

MTC functions as both the regional transportation planning agency (a state designation) and, for federal purposes, as the region's metropolitan planning organization (MPO). As such, it is

responsible for regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle and pedestrian facilities. The Commission also screens requests from local agencies for state and federal grants for transportation projects to determine their compatibility with the plan. Adopted in April 2009, the most recent edition of this long-range plan, known as Transportation 2035, charts a new course for the agency, particularly with regard to reducing greenhouse gas emissions. MTC is now collaborating with ABAG on Plan Bay Area, an integrated long-range transportation and land-use/housing plan covering the time period through 2040. Set for adoption in 2013, the plan will address the requirements of a landmark bill passed by the California Legislature in 2008 (Senate Bill 365), which calls on regions to adopt a Sustainable Communities Strategy as a way of combating climate change.

The Association of Bay Area Governments (ABAG)

ABAG is part regional planning agency and part local government service provider. Within each of these two categories, ABAG performs a broad range of activities for its members. One of ABAG's main roles includes the allocation of the regional housing needs as directed down from the State of California's Department of Housing and Community Development (HCD).

ABAG prepared a short report in September of 2012 that provides a preliminary overview of San Mateo County jurisdictions' Priority Development Areas (PDAs), housing production, and affordable housing creation and preservation. This report provides an initial assessment of the state of the San Mateo County PDA's and is partially incorporated into this IGS in the Priority Development Area section.

City/County Association of Governments (C/CAG) of San Mateo County

C/CAG, an Association of Governments formed through a Joint Powers Agreement, is the Congestion Management Agency for San Mateo County. The C/CAG Board is made up of representatives from every city, the County, and County transportation agencies in San Mateo County. C/CAG also serves San Mateo County as the official Airport Land Use Commission, Solid Waste Local Task Force and functions as a countywide forum for common issues. C/CAG prepares, reviews, adopts, monitors and facilitates implementation by member agencies a number of state-mandated countywide plans. These plans include the Congestion Management Plan, Integrated Solid Waste Management Plan, Airport Land Use Plan, Stormwater Management Plan and Hazardous Waste Management Plan. C/CAG is also responsible for programming state and federal transportation funds allocated to San Mateo County.

C/CAG is a Congestion Management Agency and performs and functions as the transportation planning and funding agency for San Mateo County. As the Congestion Management Agency C/CAG has limited influence on the actual development and build out of the Investment and Growth Strategy. In it's role, C/CAG distributes funds at the local level in a competitive environment. Generally speaking most of the funding that C/CAG administers is distributed based up regulations and guidelines established by the source of the funds.

C/CAG deals with issues that affect the quality of life in general; transportation, air quality, storm water runoff, hazardous waste, solid waste and recycling, land use near airports, and abandoned vehicle abatement.

Challenges

Even with communities that are development ready, San Mateo County may still experience the challenges of achieving infill and higher densities. Professional planning staff from jurisdictions have reported that due to the high land value, small parcel size and fragmentation of ownership, the ability for development to occur is challenging. Many San Mateo County communities actually experience small gains when it comes to housing production. Additionally the existing local residents are in some communities opposed to infill and increased densities. Along El Camino Real, the Grand Boulevard corridor, developers have faced opposition to projects due to congestion associated with higher densities or building heights that are considered to be too high. As a result, in some cases building heights that were only 4 stories have been killed through referendums.

For this PDA Investment and Growth strategy to be successful the development and investment community must be ready, willing and able. Without the private market the projected housing need and job growth will not be able to be attained.

The harsh reality of affordability of housing stock or lack thereof is well known in San Mateo County. According the “Out of Reach 2013” report by the National Low Income Housing Coalition, San Mateo County is tied at third (along with County of San Francisco and County of Marin) as the least affordable county in the United States when it comes to renting at Fair Market Value (FMV). This leaves San Mateo County, tied for first, as the least affordable county in California.

Land use is controlled at the local level and C/CAG recognizes and respects this local environment. The cities and counties are themselves, as land use agencies, limited in their control of the development market as has been evident during the down real estate cycle which started in 2007.

C/CAG's funding sources are transportation related. Land use decisions rest with local jurisdictions. Housing production itself is market driven. Cities in San Mateo County have embraced (please see attachment A) inclusionary zoning yet the recent Palmer Case in Los Angeles County has indicated that inclusionary ordinances are in jeopardy of being unenforceable which may have a chilling effect upon such strategies to promote and create affordable housing. While many jurisdictions have made attempts to increase affordable housing production, it continues to be a challenging issue. With the loss of redevelopment agencies these challenges are even more evident today.

Objectives

As part of MTC's Resolution 4035 CMAs are required to develop a Growth Strategy for the County. The objective is to keep CMAs apprised of ongoing transportation and land-use planning efforts and to encourage local agencies to quantify transportation infrastructure needs and costs as part of their planning processes. The objective also includes encouraging and supporting local jurisdictions in meeting their housing objectives established through their adopted housing elements and RHNA. These objectives and resulting strategies are aimed at developing and encouraging policies for transportation investments which reward and support housing development, specifically affordable housing.

San Mateo County as with the entire Bay Area is expected to experience significant population and job growth and as a result more planning is needed in order to effectively accommodate this growth in manner that protects the environment, people and resources while maximizing transportation investments at the local level. There has been recent legislation (SB375) which now requires that metropolitan transportation agencies (MPOs) to develop a Sustainable Communities Strategy (SCS) – a new element of the Regional Transportation Plan (RTP) – to strive to reach the greenhouse gas (GHG) target established for each region by the California Air Resources Board.

The goal of this PDA Investment and Growth Strategy is to funnel and focus transportation investments into communities that are planning for and accommodating growth. This will be a long term process in which C/CAG will monitor the success of jurisdictions in approving housing projects and adopting supportive housing policies that achieve the production of more housing and the production and preservation of affordable housing. The goal is to reward jurisdictions that have adopted supportive housing policies and that produce housing through the next two RHNA cycles with discretionary transportation dollars that flow into San Mateo County from MTC. The goal is to encourage jurisdictions to plan for and enable housing to be produced, especially affordable housing. This transportation–land use connection is further cemented through the adoption of Resolution 4035 by MTC.

San Mateo County Priority Development Areas

Priority Development Areas are self-designated by local land use jurisdictions that are near transit service and are planned for development and housing. Cities/County have applied to ABAG for PDA approval and San Mateo County has seventeen approved PDA's throughout the County. Fourteen of San Mateo County's twenty-one jurisdictions have PDAs. The geographic land mass this represents however is a small portion of the overall geography of the county. In effect this is what is promoted through "focused growth" which is what the original Association of Bay Area Governments (ABAG) FOCUS Program, which eventually became the current Priority Development Area (PDA) Program, were designed to achieve. The OneBayArea Grant (OBAG) Program governed by Resolution 4035 reinforces this concept by requiring that 70% of the locally available competitive funding from MTC must be spent in or in proximate access to a PDA.

San Mateo County is suburban in nature and the place types for the PDAs in the County range from Transit Town Center to City Center. This wide variety in geographies and place types make San Mateo County the desirable place that it is. The environment of San Mateo County is also characterized as one in which development is difficult to realize. The bayside is considered fairly built out and most of the available vacant parcels are considered to be difficult parcels to develop by planners and the development community alike.

In 2013, C/CAG will administer the San Mateo County PDA Planning Program through which planning grant funds will be made available to help PDAs become more development ready and hopefully help streamline the entitlement process. C/CAG will administer the program based on the PDA Program guidelines developed by MTC. These planning grants will be awarded to provide assistance to PDAs that are high impact and capable of early implementation. The goal is to encourage and assist the cities with PDA's to develop and adopt planning documents that facilitate focused growth in PDAs.

Existing PDA Information from ABAG:

San Mateo's Bayside downtown areas and transit-served neighborhoods will continue to be the primary focus for incremental growth in San Mateo County. Led by the Grand Boulevard Initiative, the redevelopment of El Camino Real is the clear growth vision for the County. The Jobs-Housing Connection Strategy projects 55,700 additional housing units in San Mateo County through 2040, or 8% of the total regional housing unit growth, with nearly 70% of that new housing in PDAs along El Camino Real. Additionally, significant development potential exists off the corridor in the East Palo Alto and Downtown South San Francisco PDAs.

Development along El Camino Real will take different shapes. San Mateo and Redwood City, the County's two largest City Centers, are expected to see the largest growth in jobs and housing in the County. Redwood City allows the highest densities for new development, while San Mateo has more acreage in PDAs. While the Mixed Use Corridor place type is generally lower density than other place types, the overall potential for growth in Mixed Use Corridors,

combined, is higher than any other place type in San Mateo County due to the number and scale of the PDAs.

San Mateo County Priority Development Areas

Priority Development Area	Place Type	2010-2040 HU Growth
<i>(CoC)= Community of Concern</i>		Jobs-Housing Connection Strategy
Downtown Redwood City	City Center	5,243
Downtown San Mateo (CoC)	City Center	1,070
	Total City Center:	6,313
Brisbane, San Francisco/San Mateo Bi-County Area	Suburban Center	0 (in Brisbane Portion)
	Total Suburban Center:	0
Burlingame El Camino Real	Transit Town Center	3,258
Daly City - Bayshore	Transit Town Center	1,992
East Palo Alto - Ravenswood (CoC)	Transit Town Center	856
Menlo Park- El Camino Real Corridor & Downtown	Transit Town Center	915
San Carlos Railroad Corridor	Transit Town Center	774
Downtown South San Francisco (CoC)	Transit Town Center	3,116
	Total Transit Town Center:	10,911
San Mateo Rail Corridor	Transit Neighborhood	5,028
	Total Transit Neighborhood:	5,028
Redwood City - Broadway/Veterans Blvd. Corridor	Mixed-Use Corridor	1,529
San Bruno Transit Corridors (CoC)	Mixed-Use Corridor	3,328
Villages of Belmont	Mixed-Use Corridor	907
Daly City - Mission Blvd.(CoC)	Mixed-Use Corridor	1,048
San Mateo - El Camino Real	Mixed-Use Corridor	1,204
Millbrea Transit Station Area	Mixed-Use Corridor	2,424
El Camino Real Countywide Corridor	Mixed-Use Corridor	3,630
	Total Mixed Use Corridor:	14,070

Transportation policies and investments are key to the success of housing development in many PDAs. Parking reductions in many areas, including corridors, will be critical to supporting smaller scale infill development. The redesign of Caltrain stations and station areas in Transit Neighborhoods and Transit Town Centers like San Bruno and South San Francisco are strongly tied to the potential for new transit-oriented development in those areas.

The northeastern corner of the County (Brisbane and Daly City Bayshore neighborhoods) is not currently planned for high levels of growth, but may play a significant role in future strategies. While the Town of Brisbane has chosen the Suburban Center place type, the potential for housing in this area is dependent on the outcome of the Brisbane Baylands planning process. For this reason the current SCS does not include housing in this location.

Confirming PDA Information with Cities and County

C/CAG will continue to update and monitor the success of the growth in the seventeen PDAs in San Mateo County. C/CAG has two tables, Appendix A and Appendix B, that track the number of jobs, housing units, affordable housing units and affordable policies that are produced in the PDAs as well as the entire jurisdiction. This information in these tables was obtained from work completed by ABAG staff. C/CAG has presented these tables to planning staff in San Mateo County through the 21 Elements Technical Advisory Committee, to check for accuracy and completeness. These tables will also be vetted by the C/CAG Congestion Management Program Technical Advisory Committee (TAC) and Congestion Management and Environmental Quality Committee (CMEQ) before submittal to MTC in May of 2013.

Future PDA progress updates

This PDA assessment will need to occur over many years in order to obtain valuable data to measure results. The anticipated growth of PDAs in San Mateo County is expected to occur over many decades. As a result, tracking the success of this incremental growth in the short term may be difficult to quantify or to have data that shows a pattern of success. C/CAG, through Appendix A, will monitor and track affordable housing supportive policies and the number of affordable housing units that are produced in each jurisdiction in April of each year. C/CAG is required to submit updates on the changes to housing policy and housing production to MTC annually by May 1st. C/CAG Staff will make every effort to obtain this housing information from existing sources in an effort to minimize the work required by city staff to provide updates. This data collection effort will be accomplished through a number of actions, programs and sources.

These efforts will include:

- 1) Participation on the Grand Boulevard Initiative (Task Force and Working Group)
- 2) Priority Development Area Planning Program for San Mateo County

- 3) Obtaining information in April of each year from the already completed State of California Department of Housing and Community Development (HCD) reports that planning staff at the cities submit to HCD.
- 4) Requesting City/County staff to confirm/provide comments on the C/CAG tracking tables each year before submission to MTC in May.

In the future C/CAG staff will update the information tables in Appendix A and Appendix B annually. These tables will include a summary of PDA job growth, PDA housing growth, housing production, affordable housing production and affordable housing preservation policies. Zoning changes within San Mateo County jurisdictions that may achieve housing strategies will also be monitored and tracked. All of this data will be tracked and presented in a format as shown in the attached Appendix A and Appendix B.

Housing

To be completed...

On-going Countywide Efforts Towards PDA Growth

Jurisdictions in San Mateo County have been active in a host of activities that are in support of focused growth which supports transportation investments. Below is a list of projects that the San Mateo County partners have been involved with that have been in support of housing, affordable housing and jobs.

Grand Boulevard Initiative

The Grand Boulevard Initiative is a historic inter-jurisdictional collaborative planning effort to achieve a shared vision that links transportation and land use. Nineteen cities, San Mateo and Santa Clara counties, two transit agencies and two Congestion Management Agencies, and a number of other agencies and groups have united to improve the performance, safety, and aesthetics of the El Camino Real corridor between San Francisco and San Jose, California. The Vision of the Initiative is that “El Camino Real will achieve its full potential as a place for residents to work, live, shop and play, creating links between communities that promote walking and transit and an improved quality of life.” This State Highway “will become a grand boulevard of meaningful destinations shaped by all the cities along its length and with each community realizing its full potential to become a destination full of valued places.”

C/CAG has supported and been a member of both the GBI Task Force and Working Committee. C/CAG has also partnered with SamTrans, Santa Clara Valley Transportation Authority (VTA) and cities on numerous projects and planning grants that aim to enable the revitalization and growth of the El Camino Real corridor.

Grand Boulevard Multimodal Transportation Corridor Plan (Corridor Plan)

C/CAG partnered with SamTrans and Santa Clara Valley Transportation Authority on a Caltrans planning grant for El Camino Real. The resulting planning document is the Grand Boulevard Multimodal Transportation Corridor Plan. The goal of the Corridor Plan is to facilitate development of a better match for land use and transportation on the El Camino Real Corridor from Daly City to San Jose's Diridon Station in support of smart growth. The plan included The Street Design Guidelines to provide a framework for the cities and agencies along El Camino Real and Caltrans to implement roadway, frontage, and transit improvements. Also included are Street Design Prototypes that depict improvements consistent with basic Caltrans design standards, as well as modifications that may be considered for a "design exception."

C/CAG Transit Oriented Development Housing Incentive Program (TOD Program)

C/CAG has a strong history in the Bay Area of promoting regional cooperation as it relates to growth in a collaborative manner. The C/CAG Board originally adopted the national recognized Transit Oriented Development Housing Incentive Program in 1999. This program was awarded an United States Environmental Protection Agency award for Smart Growth under Policies and Regulations. This incentive program rewards jurisdictions for approving high-density housing (greater than 40 units per acre) with transportation funding. The program provides up to \$2,000 per bedroom as a reward for jurisdictions that approve housing. Additionally this program supports affordable housing by providing an addition bonus for projects that provide affordable units. For developments with a minimum of 10% of the units set aside for low or moderate-income households, an additional incentive of up to \$250 per affordable bedroom will be provided to encourage low or moderate-income housing.

RHNA Cycles 2007-2014 & 2014-2022

Jurisdictions in San Mateo County formed a local Sub-Regional Housing Needs Allocation process for the last two RHNA Cycles. As a result the local agencies have come together in San Mateo County in a meeting forum which has enabled additional collaboration at the County level for Planning and Community Development Directors. The audience for these RHNA meetings crossed over and additionally served as the forum for input to the Sustainable Communities Strategy (SCS).

San Mateo County was the first in the State of California to establish a Regional Housing Need Analysis at the county level. This process enabled the twenty one jurisdictions of San Mateo County to work together to establish a countywide housing needs allocation methodology that was acceptable to the local jurisdictions and elected officials.

Other Efforts

Tiger II

C/CAG partnered with the San Mateo County Transit District (SamTrans) which was awarded a U.S. Department of Transportation TIGER II Planning Grant in the amount of \$1,097,240 to fund the GBI: Removing Barriers to Sustainable Communities project. The TIGER II grant will support the development of concrete strategies for removing barriers to implementation of the GBI vision. The TIGER II grant is funding three distinct, but interrelated, projects that will effectively address key challenges facing the corridor.

- **Designing El Camino Real as a Complete Street (Complete Streets Project)** – The Complete Streets Project facilitates the design of demonstration projects on El Camino Real to integrate the roadway with sustainable development and pedestrian/transit activity to provide safe and efficient travel for all users (motorists, pedestrians, bicyclists, transit riders). Preliminary designs (up to 40%) for Complete Streets segments on El Camino Real will be developed for four case studies in Daly City, South San Francisco, San Bruno, and San Carlos; these will serve as model projects for the corridor. The case studies will apply the GBI Street Design Guidelines (from the Grand Boulevard Multimodal Transportation Corridor Plan, October 2010) and demonstrate how to address challenges common to transforming auto-dominated state highways into balanced multimodal corridors.
- **Economic & Housing Opportunities Assessment (ECHO) Phase II** – ECHO Phase I, completed in December 2010, examined market trends and demonstrated the corridor’s capacity to accommodate job/housing increases and estimated the economic benefits of infill development. ECHO Phase II will address development scenarios and potential barriers, assess urban design strategies to achieve revitalization and redevelopment, and analyze multimodal access and circulation. ECHO Phase II encompasses four case studies to create a common understanding of the effects of development patterns and streetscape enhancements and to develop guidance that addresses the “how to” of implementation.
- **Infrastructure Needs Assessment and Financing Strategy** - This project evaluates the level of readiness of infrastructure to accommodate transit-supportive development along El Camino Real and investigates strategies for providing and financing infrastructure to accommodate the desired density and intensification. A cost estimate for all corridor infrastructure improvements, including identification of funding sources for unfunded improvements, will be prepared. The financing strategy will also identify and prioritize necessary improvements to leverage other local investment programs. This project will position communities and service providers along the corridor to move forward with planning, engineering, and financing activities to achieve the GBI vision. This project is currently underway and will serve as a resource and guide in future years to help jurisdictions plan for and accommodate growth through the financing and construction of infrastructure improvements that enable infill development along the El Camino Real corridor (PDA) to occur.

Transportation Investments

The regional agencies have goals to facilitate development growth in the PDAs through transportation investments into the PDAs. Specifically the emphasis is on housing.

In anticipation of future funding cycles we expect to be required to utilize findings from activities in the PDA Investment and Growth Strategy to inform investment decisions. The PDA Planning Program work along with the data collection effort will help inform where and how investments will be made.

OneBayArea Grant (OBAG) Program

The OBAG Program is a new funding approach that better integrates the region's federal transportation program with California's climate law (Senate Bill 375) and the Sustainable Communities Strategy (SCS). Under this approach the funding distribution to the counties will encourage land-use and housing policies that support the production of housing with supportive transportation investments. This is accomplished through the following policies:

- Using transportation dollars to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs) and by initiating a pilot program in the North Bay counties that will support open space preservation in Priority Conservation Areas (PCA).
- Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program targets. A significant amount of funding that was used for regional programs in Cycle 1 is shifted to local programs (the OneBayArea Grant). The OBAG program allows investments in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities, while also providing targeted funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

The OneBayArea Grant (OBAG) Program governed by Resolution 4035 reinforces the Priority Development Area (PDA) concept by requiring that 70% of the locally available competitive funding from MTC must be spent in or in proximate access to a PDA. C/CAG implemented the San Mateo County OneBayArea Grant (OBAG) Call for Projects process. C/CAG used \$26,000,000 to support PDA growth by setting the project selection criteria to incentivize local jurisdictions to have air quality mitigation and affordable housing production policies in place.

For the first round of competitive OBAG funding in San Mateo County, C/CAG found that we had 18 applications and all 18 were either in PDA or had proximate access to a PDA.

Identifying on-going and future Transportation Projects within PDAs

To be completed...

Linking transportation investments to PDAs

Priority Development Area Planning Program

To be completed...

Project Partners

San Mateo County Planning Directors/staff

Planning Directors and staff in San Mateo County will be a body that will be utilized on an as needed basis to distribute information, consult, and solicit feedback from as this PDA Investment and Growth Strategy moves forward and becomes more refined. In March of 2013 C/CAG staff brought forward an outline of this PDA Investment and Growth Strategy to the 21 Elements Technical Advisory Committee to solicit comments and feedback.

C/CAG standing committees (TAC, CMEQ)

C/CAG utilizes a Congestion Management Program Technical Advisory Committee and Congestion Management and Environmental Quality Committee to review and vet projects and programs. C/CAG staff will utilize these committees to engage our member agencies on the development and progress of the PDA Investment and Growth Strategy over time.

Appendix A - San Mateo County Housing Policies and Production

Housing Production - Current RHNA Cycle (2007-2014)						Housing Policies										
Jurisdiction and PDA Name	Units Permitted (Year)	Very Low	Low	Moderate	Above Moderate	Total Permits Within PDA	Inclusionary Housing	Land Banking	Rehabilitation Program	Just Cause Evictions	Rent Control	Other Preservation Strategies	Condo Conversion	Impact Fees	Other Affordable Housing Policies	Development Readiness
Atherton																
	2007	0	0	0	2		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	2008	1	0	0	22											
	2009	-7	0	0	-4											
	2010	0	0	0	-4											
	2011	1	0	0	-2											
	2012															
Belmont																
<i>Villages of Belmont</i>	2007	0	0	0	2		Yes - 15%	Yes	No	No	No		No	No		
	2008	0	0	1	5											
	2009	0	0	2	4											
	2010	0	0	2	3											
	2011	0	0	0	1											
	2012	0	0	0	0											
Brisbane																
<i>San Francisco/San Mateo Bi-County Area</i>	2007	0	0	3	11	1 in 2012	Yes. BMC Chapter 17.31	Yes.	n/a	n/a	n/a	Ordinances to protect tenants in apartment to condominium conversions and mobile	Yes. BMC Chapter 17.30.	Yes. Through development agreement.	Brisbane has ordinances allowing for: density bonuses; transferable	
	2008	0	0	0	2											
	2009	0	0	1	3											
	2010	0	0	0	3											
	2011	0	0	0	1											
	2012	0	0	0	1											
Burlingame																
<i>Burlingame El Camino Real</i>	2007	0	0	1	6	70	4+ units, 10-25%, very low, low, moderate	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Density bonus, flexible design standards, reduced parking	
	2008	0	0	1	4											
	2009	0	0	0	6											
	2010	0	0	6	49											
	2011	0	0	0	0											
	2012	0	0	0	3											
Colma																
	2007	0	0	0	2		5+ units, 20%, very low, low, moderate	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Clustering of IH units	
	2008	0	0	0	0											
	2009	0	0	0	0											
	2010	0	0	0	0											
	2011	0	0	0	0											
	2012	0	0	0	0											

Daly City															
<i>Bayshore Mission Blvd.(CoC)</i>	2007	48	0	0	33	5+ units, low, moderate, above-moderate	n/a	Yes	n/a	n/a	n/a	n/a	n/a	Parking reductions for low-income family and senior housing	
	2008	0	0	0	11										
	2009		2	0	9										
	2010	18	18	10	4										
	2011			5	6										
	2012			2	1										
East Palo Alto															
<i>Ravenswood (CoC)</i>	2007	0	0	7	0	Yes		Yes	Yes	Yes		Yes	Yes	Density Bonus/Second Unit Ordinance/Emergency Shelter Ordinance/	
	2008	0	0	1	2										
	2009	0	0	0	0										
	2010	0	0	0	0										
	2011	0	0	0	0										
	2012	0	0	0	0										
Foster City															
	2007	0	0	0	0	20% required on specified housing projects (negotiated through Development		Homeowner rehabilitation loan program, BMR resale controls, home sharing	Policy to work with non-profit organizations for rental mediation	Policy to work with non-profit organizations for rental				Density bonuses in accordance with State law, design flexibility, permit	
	2008	0	0	0	0										
	2009	0	0	0	1										
	2010	0	0	0	0										
	2011	15	40	5	240										
	2012	0	0	0	0										
Half Moon Bay															
	2007	0	0	0	21	10+units/lots, 20-25%, very low, low, moderate									
	2008	0	0	0	18										
	2009														
	2010														
	2011														
	2012														
Hillsborough															
	2007	6	3		15	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Density Bonuses, emergency shelter zoning, contributions to housing	
	2008	8	3		1										
	2009	14	8		6										
	2010	10	4		12										
	2011	9	5		10										
	2012														
Menlo Park															
<i>El Camino Real Corridor & Downtown</i>	2007	0	0	18	98	5+ units/1+ lots, 10-15%, very low, low, moderate								Density bonus, flexible design standards	
	2008	0	0	5	73										
	2009														
	2010														
	2011														
	2012														
Millbrae															
<i>Transit Station Area</i>	2007	0	0	0	147	None post dissolution of Redevelopment	City holds site purchase	None post dissolution of Redevelopment	n/a	n/a	n/a	n/a	n/a	Density bonus, Housing Fund	
	2008	0	0	0	4										
	2009	0	0	0	12										

	2010	2011	2012												
	2010	0	0	0	18										
	2011	0	0	0	7										
	2012	0	0	0	1										
Pacifica															
	2007	0	0	6	95	8+ units, 15%, very low, low, moderate	n/a	n/a	n/a	n/a	Mobile Home Parks Ordinance -- restrictions on converting mobile home parks to other uses	Condo Conversion Ordinance:	n/a	Density Bonus, second units, parking	
	2008	0	1	4	13										
	2009	0	0	0	20										
	2010	0	0	0	7										
	2011	0	0	0	3										
	2012	0	0	0	7										
Portola Valley															
	2007	0	0	0	7	1+ lots, 15%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Density bonus, second units, housing at institutions	
	2008	2	0	0	8										
	2009	n/a	n/a	n/a	n/a										
	2010	4	1	1	2										
	2011	2	0	1	2										
	2012														
Redwood City															
<i>Downtown Broadway/Veterans Blvd. Corridor</i>	2007	60	0	3	3	n/a	Yes	Yes	Yes	No		Yes			
	2008	0	0	9	19										
	2009	8	1	5	9										
	2010	0	0	14	107										
	2011	0	55	5	97										
	2012	14	26	36	709										
San Bruno															
<i>Transit Corridors (CoC) El Camino Real</i>	2007	0	0	0	50	10+ units, 15%, low, moderate	City would consider if suitable opportunity arises	Redevelopment Housing Redevelopment Program ended with dissolution of RDA. City relies on County	Not sure about this. No policy in HE. Will discuss with City Attorney.	City's BMR Ord related to rental projects in doubt	HE Program. Permit fee waivers for affordable rehabilitation through CDBG and	HE Program. Ensure affordable ownership choices provided in condominium	City has a Parks Facilities impact fee. No other impact	Density bonus, fee waiver, reduce parking requirements. HE	
	2008	3	145	127	86										
	2009	0	0	0	24										
	2010	0	0	0	-38										
	2011	0	154	154	15										
	2012				16										
San Carlos															
<i>Railroad Corridor</i>	2007	2	6	13	94	7+ units, res ownership: 15% to low & Mod; res ownership allowed to request in lieu						yes, requires compliance with inclusionary housing ORD	Affordable Housing Impact fee for res rental	Density bonus, modified development standards; flexible parking &	
	2008	2	0	0	9										
	2009	1	0	0	1										
	2010	4	0	0	2										
	2011	1	1	0	3										
	2012	1	0	0	1										
San Mateo City															
<i>Downtown (CoC) El Camino Real Rail Corridor</i>	2007	0	19	11	13	11+ units/lots, Rental projects: 10% very low or 15% low. Ownership		CDBG funded free minor home repair, accessibility improvements, and exterior paint				Yes		Density bonus, flexible design standards,	
	2008	16	1	7	13										
	2009	53	14	2	24										
	2010	0	0	0	3										

	2011	0	0	3	24		units 10% low or 15% moderate.		program for very low income households.					public funding for extremely	
San Mateo County															
<i>EL Camino Real - North Fair Oaks (CoC)</i>	2007	0	2	6	82	38	Yes	No	Yes	No	No		Yes	No	Density bonus program; various housing funding including
<i>El Camino Real - Uninc. Colma</i>	2008	0	1	3	60										
	2009	0	5	2	46										
	2010	0	4	1	68										
	2011	0	7	4	46										
	2012	0	0	2	34										
South San Francisco															
<i>Downtown(CoC)</i>	2007	5	11	4	91	Very Low, 1 non-	4+ units, 20%, low, moderate		Per Federal CDBG Program				only allows conversion when multifamily housing in City has vacancy rate		Density bonus, subsidies, second units
	2008	0	0	0	5										
	2009	0	0	0	0										
	2010	108	0	0	1										
	2011	0	0	0	0										
	2012	0	0	0	0										
Woodside															
	2007	0	0	0	11										
	2008	1	1	1	5										
	2009														
	2010														
	2011														
	2012														

Appendix B - Summary of Priority Development Area (PDA) Activities for San Mateo County

City	PDA Name	Place Type	Community of Concern	Planning status	ABAG Net Acres ¹	PDA FOCUS Jobs ⁴	2010 Jobs	2013 Jobs ³	2040 SCS Jobs ²	Job Growth	PDA FOCUS Housing Units ⁴	2010 Housing Units	2013 Housing Units ³	2040 SCS Housing Units ²	Housing Unit Growth	Efforts to date (Includes planning , design, and/or construction ³)
Atherton																
Belmont	Villages of Belmont	Mixed-Use Corridor		Potential	54		1,260		2,510	1,260		920		1,830	910	
Belmont	C/CAG - El Camino Real	Mixed-Use Corridor		Planned	274											
Brisbane	San Francisco/San Mateo Bi-County Area	Suburban Center		Planned	574	7,326	550		1,100	540	1,574	0		0	0	Visitacion Valley / Schlage Lock Master Plan Executive Park Subarea Plan Brisbane Baylands Plan
Burlingame	Burlingame El Camino Real (includes C/CAG ECR)	Transit Town Center		Planned	768		12,480		18,460	5,980		7,610		10,870	3,260	
Colma	C/CAG - El Camino Real	Mixed-Use Corridor		Planned	290		2,130		2,410	280		560		810	240	
Daly City	Bayshore	Transit Town Center		Potential	320	1,870	1,110		3,260	2,160	973	1,590		3,580	1,990	Cow Palace/Carter Martin Area Master Plan, 2004 Geneva Avenue Urban Design Plan, 2001 Geneva Avenue Streetscape Masterplan, 2002
Daly City	Mission Blvd.	Mixed-Use Corridor	Bayshore (CoC)	Potential	142	N/A	3,790		5,240	1,450	N/A	2,270		3,310	1,050	Colma BART Station Specific Plan Mission Street-Junipero Serra Boulevard Redevelopment Area vision Comprehensive Station Plan, Daly City (BART, May 2006)
Daly City	C/CAG - El Camino Real	Mixed-Use Corridor		Planned	398		3,860		5,260	1,400		5,960		7,230	1,260	
East Palo Alto	Ravenswood	Transit Town Center	East Palo Alto/ North Fair Oaks (CoC)	Potential	275	0	810		1,230	430	0	1,030		1,880	860	East Palo Alto Bay Access Master Plan (2007) East Palo Alto Redevelopment Agency 5 Year Implementation Plan (2007) Draft Engineering Plan for Ravenswood Business District (2008) Adopted as basis of design for Bay Road Phase II (2009) Market Demand Analysis for the Ravenswood Business District (2009)
Foster City																
Half Moon Bay																
Hillsborough																
Menlo Park	El Camino Real Corridor & Downtown	Transit Town Center		Planned	118	5,350	5,630		7,680	2,050	294	1,130		2,050	910	El Camino Real/Downtown Visioning and Planning Process
Menlo Park	C/CAG - El Camino Real	Mixed-Use Corridor		Potential	321		5,540		7,540	2,000		2,850		3,850	1,000	
Millbrae	Transit Station Area	Mixed-Use Corridor		Planned	83	4,000	1,350		3,400	2,060	105	280		2,710	2,420	Millbrae Station Area Specific Plan, 1998 Millbrae Station Area Specific Plan EIR
Millbrae	C/CAG - El Camino Real	Mixed-Use Corridor		Planned	349		4,610		6,360	1,750		2,910		5,100	2,180	
Pacifica																
Portola Valley																
Redwood City	Downtown	City Center		Planned	144	10,000	10,470		14,110	3,640	1,047	1,060		6,300	5,240	Downtown Redwood City Precise Plan Downtown Redwood City Precise Plan EIR
Redwood City	Broadway/Veterans Blvd. Corridor	Mixed-Use Corridor		Planned	330		8,540		11,980	3,440		770		2,300	1,530	
Redwood City	C/CAG - El Camino Real	Mixed-Use Corridor		Planned	470		7,390		9,710	2,320		4,820		7,020	2,210	

Appendix B - Summary of Priority Development Area (PDA) Activities for San Mateo County

City	PDA Name	Place Type	Community of Concern	Planning status	ABAG Net Acres ¹	PDA FOCUS Jobs ⁴	2010 Jobs	2013 Jobs ³	2040 SCS Jobs ²	Job Growth	PDA FOCUS Housing Units ⁴	2010 Housing Units	2013 Housing Units ³	2040 SCS Housing Units ²	Housing Unit Growth	Efforts to date (Includes planning, design, and/or construction ³)
San Bruno	Transit Corridors	Mixed-Use Corridor	South San Francisco/ San Bruno (CoC)	Potential	495	10,000	6,750		10,710	3,960	4,460	4,330		7,660	3,330	Transit Corridors Planning process San Bruno Redevelopment Plan (1999) Caltrain Station Area Design General Plan Update Navy Site Specific Plan (2001) Navy Site Specific Plan (2001) EIR
San Bruno	C/CAG - El Camino Real	Mixed-Use Corridor		Planned	498		7,320		10,480	3,160		4,350		6,930	2,580	
San Carlos	Railroad Corridor	Transit Town Center		Planned	46	N/A	10,260		12,650	2,390	N/A	3,570		4,730	1,160	Eastside Specific Plan EIR for Eastside Specific Plan Westside Specific Plan Grand Boulevard Initiative General Plan update 2009
San Carlos	C/CAG - El Camino Real	Mixed-Use Corridor		Planned	516											
San Mateo City	Downtown	City Center	North Central San Mateo (CoC)	Planned	82	4,995	4,440		7,050	2,610	516	540		1,610	1,070	Downtown Area Plan (2010) Current Downtown San Mateo Plan Update
San Mateo City	El Camino Real	Mixed-Use Corridor		Planned	93	N/A	2,270		5,680	3,410	25	880		2,080	1,200	El Camino Real Master Plan Rail Corridor Transit Oriented Development Plan (Corridor Plan), 2005.
San Mateo City	Rail Corridor	Transit Neighborhood		Planned	378	800	8,840		18,700	9,870	25	520		5,540	5,030	Rail Corridor Transit Oriented Development Plan (Corridor Plan), 2005. EIR for Rail Corridor Transit Oriented Development Plan (Corridor Plan), 2005. Land Use/Transportation Corridor Study (1998) Concept Plan El Camino Real Master Plan affects ECR within the area
San Mateo City	C/CAG - El Camino Real	Mixed-Use Corridor		Planned	1,003		17,220		29,300	12,080		13,180		20,360	7,180	
San Mateo County	EL Camino Real - North Fair Oaks	Mixed-Use Corridor	East Palo Alto/ North Fair Oaks (CoC)	Planned	625		3,680		5,750	2,080		2,540		6,180	3,630	
San Mateo County	El Camino Real - Uninc. Colma	Mixed-Use Corridor		Planned	41		300		410	120		250		270	30	
San Mateo County	C/CAG - El Camino Real				49		610		680	70		50		80	30	
South San Francisco	Downtown	Transit Town Center	South San Francisco/ San Bruno (CoC)	Potential	121	0	2,670		6,920	4,250	0	1,590		4,700	3,120	South San Francisco General Plan South San Francisco Downtown Strategy
South San Francisco	C/CAG - El Camino Real	Mixed-Use Corridor		Planned	687		4,940		6,340	1,400		5,670		9,200	3,530	
Woodside																

1 - ABAG Net acres is the physical PDA area minus roads, water, and protected open space.

2 - ABAG Methodology for both the employment and housing distributions are described in detail in the Appendix of the Jobs-Housing Connection Strategy. They also distributed spreadsheets that show the specific steps in the calculations by jurisdiction and PDA. These files are available on the OneBayArea website: <http://www.onebayarea.org/regional-initiatives/plan-bay-area/plan-elements/Housing-and-Jobs.html>, under "Related Material" on the right hand side of the web page.

3 - This is to be filled out with help from jurisdictions to track progress of PDA development.

4 - Data from FOCUS Priority Development Area Showcase based on PDA application data (<http://www.bayareavision.org/pda/san-mateo-county/>)