



El Camino Real mixed-use corridor, balancing vehicular travel with a pleasant pedestrian environment.

El Camino Real Mixed-Use Corridor

El Camino Real is the Station Area’s main activity center and commercial spine for existing and new residents, businesses, commuters, and visitors. Three- to four-story infill mixed-use and apartment buildings, pedestrian-scaled street lamps and trees, and a steady flow of street-level activity make for a pedestrian-friendly and vibrant urban corridor that is active throughout the day and evening. Local and regional serving shops, restaurants, and other active ground floor uses provide pedestrian amenities within walking distance of homes and offices.

As a major regional thoroughfare, El Camino Real will continue to be the vital route for north-south vehicular travel through the Station Area. In keeping with the Grand Boulevard Initiative, El Camino Real is a balanced environment where walking and public transportation are viable modes of travel. Widened sidewalks, attractive landscaping, pedestrian amenities, and new shop fronts create a pleasant walking experience.

The stretch of El Camino Real north of 31st Avenue serves an important function as a bridge between the Station Area’s two successful commercial nodes, the Hillsdale Shopping Center and 25th Avenue, to create a cohesive network of neighborhoods and commercial hubs. New development in this area lines El Camino Real with uses that enliven the street, creating a space that is open and inviting. New homes in the Station Area bring new riders and house a variety of individuals, and families, representing the wide range of households in San Mateo.

Figure 3-3 is a visual simulation of an enhanced El Camino Real corridor at 31st Avenue, looking north. In the simulation, streetscape improvements and pedestrian-oriented buildings frame a pleasant and vibrant El Camino Real.



San Pablo Avenue in Berkeley is an example of a 4-lane arterial with a median and street trees that create a pleasant environment for pedestrians and drivers.

Figure 3-3a: Existing Conditions Looking Northwest on El Camino Real at 31st Avenue



Figure 3-3b: Potential Changes Looking Northwest on El Camino Real at 31st Avenue





East-west connections: Bay Meadows to the east and residential areas to the west.



Surrounding neighborhoods, such as the future Bay Meadows Phase II, will connect to the Station Area on new east-west connections

East-West Connections

Several streets perpendicular to El Camino Real provide complementary east- west local access. 28th and 31st Avenues extend through Bay Meadows Phase II to Highway 101 and Saratoga Drive, and provide the main connections between Bay Meadows, the Station Area, and residential neighborhoods to the west. Street trees and new development line the streets to create an attractive urban frame and sense of place, providing a pleasant walk for pedestrians going from one neighborhood into the next.

Hillsdale Boulevard continues to be an important east-west connector in the Station Area. As an important pedestrian and bicycle connection, enhanced crosswalks, streetscape improvements, and retail development make it a more attractive thoroughfare for pedestrians and bicyclists.

A network of pedestrian-oriented alleys and lanes will provide access to new development off of the east-west streets, particularly at 25th Avenue, as shown in Figure 3-4. Figure 3-4 is a visual simulation of a new mixed-use development and pedestrian paseo at Palm Place. This alley is located behind the existing Ah Sam flower shop.

Central Transit Center

A mid-block, multi-modal Transit Center between the Peninsula Station multifamily housing development and 31st Avenue is the centerpiece of a revitalized transit-oriented Hillsdale neighborhood. The Transit Center combines the relocated Caltrain station, a dedicated garage for transit users, bus and shuttle stops, and drop-off and taxi queuing areas in one central location for efficient inter-modal transportation. The station's proximity to surrounding mixed-use development enhances the ease of access to transit, and promotes public transportation and walking as viable alternatives to driving, reducing greenhouse gas emissions. The center's advantageous location, roughly equidistant to 25th Avenue to the north, the Hillsdale Shopping Center and Hillsdale Garden Apartments to the south, residential neighborhoods to the west, and Bay Meadows to the east, allows it to serve more riders and take advantage of the benefits of TOD. The walkability map shown in Figure 2-9 illustrates the connections between the Transit Center and other portions of the Station Area. The Transit Center's plaza areas serve as a local meeting place, designed as flexible space for various gatherings such as farmer's markets, festivals, and fairs. The exact configuration of the Transit Center will reflect the needs and desires of the community, transit agencies, and various stakeholders.

Figure 3-4a: Existing alley at Palm Place



Figure 3-4b: Potential mixed-use development and pedestrian paseo at Palm Place

