

City of San Mateo General Plan - Applicable Policies

Adopted October 18, 2010

Development of the site is guided by the following relevant planning documents:

1. General Plan Vision 2030
Available online at: <http://www.cityofsanmateo.org/index.aspx?NID=2021>
2. City of San Mateo Zoning Code
Available online at: <http://www.cityofsanmateo.org/index.aspx?NID=1982>
3. Rail Corridor Transit-Oriented Development Plan
Available online at: <https://www.cityofsanmateo.org/1899/Rail-Corridor-Transit-Oriented-Developme>

Applicable General Plan Elements and Policies are listed to facilitate further discussion and direction for the project at this preliminary stage. The formal planning application submittal will be required to provide further clarification and/or documentation to ensure conformance with all applicable policies and guidelines.

General Plan Vision 2030

Land Use Element

- LU 1.2:** **Land Use Plan.** Adopt and maintain the Land Use Plan which graphically displays the intended uses and development intensity/density for all land within the planning area.
- LU 1.3:** **Land Use Standards.** Adopt and maintain the land use categories included in Appendix B defining the range of intended uses and linked to development intensity/density limits.
- LU 1.4:** **Development Intensity/Density.** Adopt and maintain the development intensity/density limits as identified on the Land Use Map and Building Intensity Plan, and as specified in Policy LU 6A.2. Development intensity/density shall recognize natural environmental constraints, such as flood plains, earthquake faults, debris flow areas, hazards, traffic and access, necessary services, and general community and neighborhood design. Maintain a density and building intensity range, with densities/intensities at the higher end of the range to be considered based on provision of public benefits such as affordable housing, increased open space, public plazas or

recreational facilities, or off-site infrastructure improvements.

- LU 1.5:** **Building Height.** Maintain maximum building height limits contained in Appendix C, and as specified in Policy LU 6A.2, closely matched with the Land Use categories and Building Intensity standards.
- LU 1.6:** **Residential Development.** Facilitate housing production by carrying out the goals and policies in the Housing Element.
- LU 1.7:** **Multi-Family Areas.** Allow multi-family areas to develop at densities delineated on the Land Use Map.
- GOAL 3c:** Promote transit-oriented development in designated areas adjacent to Caltrain stations.
- LU 3.4:** **Rail Corridor Transit-Oriented Development Plan (Corridor Plan).** Implement the Corridor Plan to allow, encourage, and provide guidance for the creation of world class transit-oriented development (TOD) within a half-mile radius of the Hillsdale and Hayward Park Caltrain station areas, while maintaining and improving the quality of life for those who already live and work in the area. Development within the plan area shall comply with the policies of the Plan.
- LU 3.5:** **Transit-Oriented Development (TOD) Land Use Designation.** Maintain TOD land use designations for areas in direct proximity to the Hillsdale and Hayward Park Caltrain stations.
- LU 4.2:** **Developer's Contribution Policy.** Require new development to pay on an equitable basis for new or expanded public improvements needed to support the new or changed land use or development.
- LU 4.32:** **Recycling and Composting.** Support programs to recycle solid waste in compliance with State requirements. Require provisions for onsite recycling for all new development and expand composting of green waste and food scraps, as directed by the City's Climate Action Plan which is an appendix of the General Plan.
- LU 4.4:** **Water Supply.** Seek to ensure a safe and predictable water system for existing and future development by taking the following actions:
1. As a high priority, work with California Water Company and Estero Municipal Improvement District and adjacent jurisdictions to develop supplemental water sources and conservation efforts.

2. Strongly encourage water conservation by implementing pro-active water conservation methods, including requiring all new development to install low volume flush toilets, low-flow shower heads, and utilize drip irrigation while promoting high-efficiency washing machines and establishing an education program to improve water conservation practices.
3. Investigate the feasibility of developing capacity to use recycled wastewater, stormwater runoff, graywater and groundwater that will enable reuse of water for irrigation purposes, freeing comparable potable water supplies for other uses.

LU 4.4.5: Stormwater Treatment. Continue to implement the San Mateo Countywide Stormwater Pollution Prevention Program to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) permit.

1. Prevent water pollution from point and non-point sources.
2. Minimize stormwater runoff and pollution by encouraging low-impact design features, such as pervious parking surfaces, bioswales and filter strips in new development.
3. Encourage the use of drought-tolerant and native vegetation in landscaping.

LU 4.16 Service Improvement and Expansion. Seek to ensure adequate gas, electric and communication systems to serve existing and future needs while minimizing impacts on existing and future residents by taking the following actions:

1. Underground electrical and communication transmission and distribution lines in residential and commercial areas as funds permit
2. Require all new developments to underground lines and provide underground connections when feasible.
3. Balance the need for cellular coverage with the desire to minimize visual impacts of cellular facilities, antennas, and equipment shelters.

LU 8.6: Waste Reduction. Reduce waste sent to landfills by San Mateo's residents, businesses and visitors by a minimum of 75% from 2005 levels by 2020 by mandating recycling, setting aggressive waste reduction goals for all development, implementing composting programs, and increasing costs for residential and commercial waste collection then using increased waste collection revenue to provide waste reduction incentives. Supportive actions for waste and reduction are

detailed in the Climate Action Plan.

LU 8.9: **Air Quality Construction Impacts.** The City shall mitigate air quality impacts generated during construction activities by requiring the following measures:

1. Use of appropriate dust control measures, based on project size and latest Bay Area Air Quality Management District (BAAQMD) guidance, shall be applied to all construction activities within San Mateo.
2. Applicants seeking demolition permits shall demonstrate compliance with applicable BAAQMD requirements involving lead paint and asbestos containing materials (ACM's) designed to mitigate exposure to lead paint and asbestos.
3. Utilization of construction emission control measures recommended by BAAQMD as appropriate for the specifics of the project (e.g., length of time of construction and distance from sensitive receptors). This may include the utilization of low emission construction equipment, restrictions on the length of time of use of certain heavy-duty construction equipment, and utilization of methods to reduce emissions from construction equipment (alternative fuels, particulate matter traps and diesel particulate filters).

LU 8.11: **Toxic Air Contaminants.** The City shall require that when new development that would be a source of toxic air contaminants (TAC's) is proposed near residences or sensitive receptors, either adequate buffer distances shall be provided (based on recommendations and requirements of the California Air Resources Control Board and BAAQMD), or filters or other equipment/solutions shall be provided to reduce the potential exposure to acceptable levels.

Circulation Element

C 1.1: **Minimize Traffic Diversion.** Discourage non-local and commercial traffic from using local and collector residential streets through land use restrictions and traffic control devices, where appropriate. Design existing arterial roadways to minimize the diversion of traffic onto local residential streets.

C 1.2: **Minimize Curb Cuts On Arterial Streets.** Discourage creation of new curb cuts on arterial streets to access new development. Take advantage of opportunities to combine driveways and reduce the number of existing curb cuts on arterial streets.

- C 1.3:** **Protect Local Streets.** Minimize the impact of new development on local streets. When warranted, construct improvements on local streets consistent with the City's Neighborhood Traffic Management Program.
- C 1.4:** **Neighborhood Traffic Management.** Manage traffic and speeds on arterials, collector and local streets using techniques specified in the City's Neighborhood Traffic Management Program (NTMP).
- C 2.4:** **Transportation Fee Ordinance.** Require new developments to pay for on-site improvements to meet the needs of development and their proportionate share of the costs for mitigating cumulative traffic impacts within the City of San Mateo. Utilize a Transportation Fee Ordinance to finance necessary off-site improvements equitably. The off-site improvements will include intersection and street improvements to maintain intersection levels of service, traffic safety improvements and improvements to reduce single occupant vehicle trips such as bicycle system enhancements, pedestrian improvements, and trip reduction measures.
- C 2.5:** **Traffic Studies.** Require site-specific traffic studies for development projects where there may be a substantial impact on the local street system. Traffic impacts caused by a development project are considered to be unacceptable and warrant mitigation if the addition of project traffic results in a cumulative intersection level of service exceeding the acceptable level established in Policy C2.1; where there may be safety hazards created; or where there may be other substantial impacts on the circulation system.
- C 2.10:** **Transportation Demand Management (TDM).** Participate in the TDM Program as outlined by the San Mateo City/County Association of Governments (C/CAG). Encourage TDM measures as a condition of approval for development projects, which are anticipated to cause substantial traffic impacts. C/CAG requires the preparation of a TDM program for all new development that would add 100 peak hour trips or more to the regional road network.
- C 4.1:** **Bicycle Master Plan.** Implement the Bicycle Master Plan's recommended programs and projects to create and maintain a fully-connected safe and logical bikeways system; support the City's Sustainable Transportation Actions; and coordinate with the countywide system.
- C 4.4:** **Pedestrian Master Plan.** Pedestrian Master Plan. Implement the Pedestrian Master Plan's recommended programs and projects to create and maintain a walkable environment in San Mateo and support the City's Sustainable Transportation Actions.

- C 4.5:** **Pedestrian Enhancements with New Development.** Continue to require as a condition of development project approval the provision of sidewalks and wheelchair ramps where lacking and the repair or replacement of damaged sidewalks. Require that utility poles, signs, street lights, and street landscaping on sidewalks be placed and maintained to permit wheelchair access and pedestrian use. Increase awareness of existing trails and routes by promoting these amenities to residents.
- C 4.7:** **Pedestrian Safety.** Pedestrian safety shall be made a priority in the design of intersection and other roadway improvements.
- C 4.9:** **Pedestrian and Bicycle Connections.** Implement an area-wide pedestrian and bicycle circulation plan which will result in convenient and direct connections throughout San Mateo. Implementing connections in the Rail Corridor Transit-Oriented Development Plan (Corridor Plan) area and into adjacent neighborhoods and districts is a priority.
- GOAL 5:** Provide an adequate parking supply for new development.
- C 6.2:** **Single Occupancy Vehicles.** Reduce single occupant automobile usage for local trips by implementing flexible alternative transportation programs within San Mateo such as bike share programs, car share programs, additional local shuttles for Caltrain connections and other programs that support reduced single-occupant vehicle trips. Partners and program opportunities are identified and in the Climate Action Plan.

Housing Element

- H 2.1:** **Fair Share Housing Allocation.** Attempt to achieve compliance with ABAG Fair Share Housing Allocation for total housing needs and for low- and moderate income needs.
- H 2.3:** **Public Funding of Low- and Moderate-Income Housing.** Continue to use available funds to increase the supply of extremely low, very low, low- and moderate-income housing through land purchases, rehabilitation and other financial assistance by partnering with nonprofit sponsors and applying for other subsidized financing from federal and state sources, tax credits, and the like.
- H 2.4:** **Private Development of Affordable Housing.** Encourage the provision of affordable housing by the private sector through:
1. Requiring that a percentage of the units, excluding bonus units, in specified residential projects be affordable.
 2. Requiring construction or subsidy of new affordable housing as a condition

for approval of any commercial development which affects the demand for housing in the City.

3. Providing density bonuses and priority processing for projects which qualify for density bonuses under State law.

H 2.9: Multi-Family Location. Provide for the development of multi-family housing to create a diversity of available housing types.

H2.10: Housing Densities.

1. Maintain a density range, with densities at the higher end of the range to be considered based on provision of public benefits such as affordable housing, increased open space, public recreational facilities off-site infrastructure improvements, or location adjacent or near (generally within a half-mile walking distance) transit nodes (Note: Related to Land Use Element Policy LU 1.4).
2. Ensure that in appropriate densities are not permitted for lots of less than one-half acre.

H 2.13: Transportation Oriented Development (TOD). Encourage well-planned compact development with a range of land uses, including housing, commercial, recreation and open space, in proximity to train stations and other transit nodes. Encourage the maximization of housing density where possible.

H 3.1: Sustainable Housing Development. Incorporate Sustainability into existing and future single family and multifamily housing:

1. Ensure that all existing and future housing, including both single family and multifamily housing, is developed in a sustainable manner.

Urban Design Element

UD 1.1: Focal Points. Emphasize and improve established focal points identified as the Downtown, Hillsdale Station Area, including the Caltrain Station and the Hillsdale Shopping Center, Bridgepointe, Hayward Park Caltrain Station and adjacent office development areas, the intersections of US 101 and SR 92 and SR 92 and El Camino Real (SR 82), and the SR 92 corridor. Encourage focal points by emphasizing a particular use, or feature, or through entry or landscape treatments. Focal points should be discouraged at inappropriate locations.

UD 1.8: Railroad Corridor. Improve the railroad corridor to create a positive City image as identified in the San Mateo Rail Corridor Transit-Oriented Development Plan.

Develop design guidelines that address views, landscaping, screening, and treatment of buildings along the corridor and community identity of train stations. Encourage the maximum potential of Hillsdale Caltrain Station as major transit hub through implementation of the Hillsdale Station Area Plan. Encourage development around the Hayward Park Station that maximizes its potential as a local transit hub. Ensure that the new design of the Hillsdale and Hayward Park Caltrain Stations contribute to the character of the surrounding neighborhoods while respecting their regional and local context and that they have strong civic identity.

UD 2.2: **Building Scale.** Ensure that new multi-family developments respect the existing scale of the neighboring buildings by providing a change in the building face at spacing common to existing buildings and by stepping down building height towards the street to more closely match the height of existing buildings.

UD 2.3: **Style and Materials.** Encourage the design of new multi-family developments in areas with a dominant building style or dominant type of exterior building materials to complement the style and incorporate the common materials of the area.

UD 2.14: **Sustainable Design and Building Construction.** Require new development and building alterations to conform with the City's Sustainable Initiatives Plan and subsequent City Council adopted goals, policies, and standards pertaining to sustainable building construction.

UD 2.15: **Integrate Sustainable Design.** Encourage integration of sustainable design features and elements into the building early in the design process. Important considerations include:

- a. Use of recycled, sustainably harvested, or locally sourced building materials such as siding, paving, decking, and insulation.
- b. Preservation and/or adaptive reuse of structures is preferred over demolition. Recycle and reuse materials on-site from dismantling and/or demolition of a building or site improvements as much as possible.
- c. Consideration of heat reflecting roof systems to reduce roof heat gain. Balance the benefits of light colored roofs with aesthetics.

Conservation and Open Space Element

C/OS 6.3: **New Development Requirements.** Require the protection of heritage trees during

construction activity; require that landscaping, buildings, and other improvements located adjacent to heritage trees be designed and maintained to be consistent with the continued health of the tree.

C/OS 6.6: New Development Street Trees. Require street tree planting as a condition of all new developments in accordance with the adopted Street Tree Master Plan.

C/OS 6.7: Street Tree Planting. Encourage the planting of new street trees throughout the City.

C/OS 16.5 Development Fees. Assess appropriate fees and taxes to ensure that new development contributes adequate funding to compensate for its impacts on recreation facilities and services

Safety Element

S 2.3: Development within Flood Plains. Protect new development within a flood plain by locating new habitable floor areas to be above the 100-year flood-water level or by incorporating other flood-proofing measures consistent with Federal Emergency Management Agency (FEMA) regulations and the City of San Mateo's Flood Plain Management regulations.

Noise Element

N 1.1: Interior Noise Level Standard. Require submittal of an acoustical analysis and interior noise insulation for all "noise sensitive" land uses listed in Table N-1 which have an exterior noise level of 60 dB (LDN) or above, as shown on Figure N-1. Maximum interior noise level shall not exceed 45 dB (LDN) in all habitable rooms.

N 2.1: Noise Ordinance. Continue implementation and enforcement of the City's existing noise control ordinance: a) which prohibits noise that is annoying or injurious to neighbors of normal sensitivity, making such activity a public nuisance, and b) restricts the hours of construction to minimize noise impact.

N 2.2: Minimize Noise Impact. Protect all "noise sensitive" land uses listed in tables N1 and N-2 from adverse impacts caused by the noise generated on-site by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit long-term exposure increases of 3 dB (LDN) or above at the common property line, or new uses which generate noise levels of 60 dB (LDN) or above at the property line, excluding ambient noise levels.

San Mateo Rail Corridor Transit-Oriented Development Plan

Pedestrian and Bicycle Connections

- POLICY 4.8** Establish consistent, pedestrian friendly streetscape improvements throughout the Plan area.
- POLICY 4.9** Develop an area-wide pedestrian and bicycle circulation network which will result in convenient and direct connections throughout the plan area and into adjacent neighborhoods and districts.
- POLICY 4.10** Establish safe and convenient pedestrian and bicycle routes where existing barriers currently prohibit connections.
- POLICY 4.12** Provide a balanced street system in the Plan area that safely connects Hillsdale and Hayward Park stations to the adjacent and greater community by providing for convenient access by a mix of travel including pedestrian, bicycles, buses, and automobiles both on and off-site.
- POLICY 4.15** Ensure the creation of a circulation system at the Hayward Park Station that will accommodate many modes of transit, and fulfill its role of serving the adjacent neighborhood and greater community.
- POLICY 4.16** Improve the visibility of Hayward Park Station from the surrounding community to make it identifiable for ease of access.

Land Use Plan

- POLICY 5.1** Establish a Transit Oriented Development (TOD) zone for parcels located within close proximity of the Hillsdale and Hayward Park Caltrain station areas.

Hayward Park Station TOD Overlay Zone

- POLICY 5.9** Provide for multifamily uses to be developed at transit supportive densities within the Hayward Park Station TOD zone.
- POLICY 5.10** Provide for the creation of publicly accessible open space areas within the Hayward Park Station TOD zone.
- POLICY 5.11** Provide for the inclusion of multi-modal transit facilities within the Hayward Park Station TOD zone.

Community Character & Design Guidelines

- POLICY 6.1** An overall sense of continuity and identity should be established throughout the Corridor Plan area by creating a well designed public realm.
- POLICY 6.2** Changes made within the Corridor Plan area should be sensitive to the surrounding environment, respecting and contributing to the character of the adjacent neighborhoods and the rest of the City.
- POLICY 6.6** Work closely with the JPB to ensure the design for the Hillsdale and Hayward Park Caltrain stations are not only efficient, but also contribute to the character of the neighborhoods that surround them.
- POLICY 6.9** Capitalize on the potential of Hayward Park Station as a local transit that efficiently accommodates Caltrain, SamTrans buses, shuttles, bicycles, pedestrians, taxis, automobile drop-off and pick-up, and park and ride.
- POLICY 6.10** Encourage the design of a station that respects its neighborhood context and has a strong civic presence.
- POLICY 6.19** Orient building entries to the street and screen structured parking at grade with special perimeter treatments.
- POLICY 6.31** Create visual and physical access to Hillsdale and Hayward Park stations, by establishing neighborhood patterns that are organized around each station and are transit supportive, safe, and pedestrian-friendly.
- POLICY 6.34** Promote the development of buildings that contribute to the character and identity of the plan area, encourage walkability, and respond to market demand.
- POLICY 6.35** Encourage sustainable development that includes use of Green Building design practices that make efficient use of resources and prevent pollution and waste.

Implementation

- POLICY 7.17** The goal of the TDM program is to achieve an overall reduction in new vehicle trips of at least 25 percent Corridor-wide. It is recognized that this reduction will occur over time and that the reduction achieved by individual projects will vary based on the specific characteristics of the project, such as location and proposed use.
- POLICY 7.18** The City shall form a Transportation Management Association (TMA) with the Corridor. Participation in the TMA shall be required for all new development within the TOD zone, shall be strongly encouraged for all new development within the broader Corridor Plan area, and shall be available to any existing uses outside

the Corridor Plan Area.

- POLICY 7.19** All development projects within the TOD zone shall be required to submit a trip reduction and parking management plan as part of the development application. Parking outside the TOD zone, but within the Corridor Plan area shall be strongly encouraged to submit this trip reduction and parking management information as part of the development application. The zoning shall be modified to established threshold defining projects such as remodeling or additions to existing development within the Corridor Plan area that trigger the TDM requirement.
- POLICY 7.21** Traffic analysis of development projects within the Corridor Plan area shall include development of recommended parking reductions and companion trip reduction programs. The recommendations shall also include definition of appropriate trip generation thresholds for the project.
- POLICY 7.22** Conditions of approval for all development projects within the Corridor Plan area shall establish minimum and maximum parking standards for the development. The conditions may also specify surface parking areas that shall be set aside in a “landscaped reserve.”
- POLICY 7.23** Conditions of approval shall establish a plan for monitoring project trip generation.
- POLICY 7.24** Projects that exceed their trip generation threshold shall be required to modify their trip reduction and parking management plan and incorporate TDM measures that are expected to increase trip reduction. Projects may be required to implement market-rate parking permit systems if other trip reduction strategies are ineffective.
- POLICY 7.25** The TMA shall submit an annual report to the City Council outlining compliance of occupied developments, on-going programs and program changes.