

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>

Applicable General Plan Elements and Policies are listed to facilitate further discussion and direction for the project at this preliminary stage.

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.
- 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.

PA 5.1: Mid-El Camino Real.

1. Allow commercial and *high density* residential use of the area between Ninth Avenue and SR 92, as delineated on the Building Height and Intensity Plans. For all buildings over two stories high, provide a minimum ten feet adjacent to El Camino Real. Additionally, provide a minimum setback adjacent to residential parcels of one-half the maximum building height subject to the El Camino Real Master Plan.
2. *For lots 100 feet deep and less, maximum building height is 40 feet. For lots more than 100 feet deep, permit heights up to 55 feet for projects which meet the following criteria and are approved by the City Council:*
 - 1) The project provides amenities, such as landscaped plazas, covered parking, setbacks from the street, stepbacks of upper stories, and public improvements substantially in excess of City requirements.
 - 2) The building has high design quality, which is enhanced by additional building height;
 - 3) Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image;
 - 4) Increased building heights are compatible with surrounding land uses, and will not create adverse shadow or visual impacts on surrounding residential uses; and
 - 5) The City's infrastructure is adequate to accommodate the proposed

development.

Prepare design criteria to implement this policy prior to approval of any building over 40 feet high.

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 C-

2.1; where there may be safety hazards created; or where there may be other substantial impacts on the circulation system.

C 2.6: Prioritization and Timing of Roadway Improvements. Roadway improvements shall be periodically prioritized to be correlated with the distribution and pace of development, and to reflect the degree of need for mitigation.

C 2.7: Exceeding the Acceptable Level of Service. In addition to paying the transportation impact fee, a development project may be required to fund off-site circulation improvements which are needed as a result of project generated traffic, if:

- a. The level of service at the intersection drops below mid-level LOS D (average delay of more than 45 seconds) when the project traffic is added, and
- b. An intersection that operates below its level of service standard under the base year conditions experiences an increase in delay of four or more seconds, and
- c. The needed improvement of the intersection(s) is not funded in the applicable five-year City Capital Improvement Program from the date of application approval.

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 4.3: Dedication of Needed Right-of-Way for Bikeways. Require dedication of necessary right-of-way for bike lanes and paths shown on Figure C-5, which are deficient in land area. Dedication shall be required where the development project contributes to the need for the bikeways improvement and where the cost

of dedication is not so disproportionate to the size of the project to make it unreasonable.

C 4.4: **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 5.1: **Parking Standards.**

- a. Review parking requirements periodically to ensure adequate parking supply as a condition of development approval.
- b. Review parking requirements periodically to ensure adequate parking supply for change and/or expansion of land use resulting in increased parking demand.

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 1.1: Residential Protection. Protect established single-family and multi-family residential areas by the following actions:

1. Prevent the intrusion of incompatible uses not indicated in the Land Use Element as allowed in residential districts;
2. Avoid the overconcentration on individual blocks of non-residential uses defined by the Land Use Element as being "potentially compatible" in residential areas;
3. Assure that adequate buffers are provided between residential and non-residential uses to provide design compatibility, protect privacy, and protect residences from impacts such as noise and traffic; and
4. Review development proposals for conformance to the City's multi-family design guidelines for sites located in areas that contain substantial numbers of single-family homes to achieve projects more in keeping with the design character of single family dwellings.

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 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 2.1: Multi-Family Design. Ensure that new multi-family developments substantially conform to the City's Multi-family and Small Lot Multi-family Design Guidelines that address the preservation and enhancement of neighborhood character through building scale, materials, architectural style, quality of construction, open space, location of parking and lot size.

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 2.4: Multi-Family Parking.** Encourage new multi-family developments to place parking underground or towards the rear of the parcel to avoid blank, ground floor walls and to screen views of parking from the street.
- UD 2.5: Multi-Family Open Space.** Require that a portion of required open space be useable for passive or active recreation.
- 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.
- UD 2.16: Design and Placement of Solar Access and Panels.** Encourage applicants to incorporate solar energy systems into their projects. Building owners can minimize non-renewable heating and cooling methods and maximize solar heat gain by using solar panels and innovative building design features such as the use of overhangs, having south-facing windows and planting trees that provide shade.
- a. Building placement and adjacencies should be considered such that they do not unreasonably affect the solar access on neighboring residential properties.

- b. Solar panels and other roof-mounted equipment should be integrated into building design so as not to detract from the appearance of a home and reduce obtrusiveness.
- c. Roof mounted solar energy equipment and panel should be located below ridgelines and on sides of roof away from street view wherever possible. Non-glare and non-reflective type panels should be utilized.
- d. The design and placement of roof-mounted solar panels should account for the heights of existing trees and future growth. This applies to both trees on-site and on neighboring properties, including Heritage Trees and street trees.

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 6.4: Tree and Stand Retention.** Retain the maximum feasible number of trees and preserve the character of stands or groves of trees in the design of new or modified projects.
- 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 6.8: Street Tree Preservation.** Preserve existing street trees; ensure adequate siting, selection, and regular maintenance of City trees, including neighborhood participation, for the purpose of keeping the trees in a safe and aesthetic condition.
- C/OS 10.1: Public Open Space Design.** Review planning applications for opportunities to promote exceptional design and use of public open spaces in new developments and new public buildings.
- 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 N-1 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.