

ATTACHMENT 4
GENERAL PLAN ELEMENTS AND POLICIES
PA-2020-025, 222 E. 4th AVE. PRE-APP

222 E. 4TH AVENUE, SAN MATEO, CA 94401
PARCEL # 034176050, 034176070, 034176080, 034176090

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: <https://sanmateo.ca.us.open.law/us/ca/cities/san-mateo/code/27>
3. City of San Mateo Downtown Area Plan
Available online at:
<https://www.cityofsanmateo.org/DocumentCenter/View/55327/2009-Downtown-Area-Plan>
4. 2020 Bicycle Master Plan
Available online at: <https://www.cityofsanmateo.org/DocumentCenter/View/85445>
5. Pedestrian Master Plan
Available online at: <https://www.cityofsanmateo.org/2218/Pedestrian-Master-Plan>

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.

Land Use Element

- 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 Plan.
- LU 1.10: Commercial Development.** Encourage industrial, service, retail, and office development which is compatible with the desired character of the area and with

adjacent residential areas in terms of intensity of use, height, bulk and design as delineated on the Land Use Plan, Building Height Plan and Building Intensity Plan. Commercial development adjacent to residential areas shall address concerns pertaining to traffic, truck loading, trash/recycling activities, noise, visual impacts, and public safety including hazardous material storage, fire safety, air pollutant emissions and odors.

- LU 1.11: Commercial Focal Areas.** Concentrate the most intense office and retail uses at locations delineated on the Land Use Plan. Discourage such uses outside the commercial nodes delineated on the Land Use Plan.
- LU 1.15: Mixed Use.** Encourage developments which mix commercial retail and office uses with residential uses at locations and intensities/densities as delineated on the Land Use Plan and Building Intensity Plan.
- LU 2.1: Economic Development.** Attract new businesses and encourage the retention and expansion of existing businesses which enhance the City's economic base.
- LU 2.4: Downtown Plan.** Establish downtown San Mateo as the social, cultural, and economic center of the City with a wide range of office, medical, residential, entertainment, and retail uses at high intensities and densities while encouraging pedestrian activity and bicycle connectivity to adjacent neighborhoods.
- LU 2.9: Support Service Uses.** Encourage a variety of support service uses such as restaurants, day care facilities, and markets in locations that are appropriate to provide services to residential neighborhoods and commercial uses.
- LU 2.10: Optimize Development Opportunities.** Ensure that developments optimize the development potential of property in major commercial areas such as the Downtown Retail Core and along South El Camino Real.
- LU 3.1: Downtown Plan.** As the social, cultural and economic center of the City, the downtown shall maintain a wide range of office, medical, residential, entertainment, and retail uses at high intensities and densities.
- 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 4.31: Solid Waste Disposal.** Continue to support programs to reduce solid waste materials in landfill areas in accordance with State requirements.
- 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 4.33: Waste Management.** Manage toxic and hazardous wastes by following the goals and policies contained in the Safety Element.
- LU 8.4 Sustainable Development.** Incorporate Sustainability into existing single family and multifamily housing. Require sustainable features and techniques to address energy and water efficiency in remodels of existing structures.
- 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 reduction are detailed in the Climate Action Plan.

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 1.3: 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 2.8:** **Traffic Signal Installation.** A development project may be required to fund signalization of off-site unsignalized intersections if warranted as a result of project generated traffic. In addition, existing conditions may warrant signalization of unsignalized intersections. A warrant analysis to determine the need for signalization shall include consideration of both existing and projected traffic and pedestrian volumes, traffic delays and interruptions, accident history, and proximity of sensitive land uses, such as schools.
- 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 2.12:** **Transportation Demand Management (TDM) in Downtown.** Establish and implement a TDM program, a Transportation Management Association (TMA), and other measures to reduce vehicle trips and encourage transit use and promote bicycle and pedestrian accessibility for development within one-half mile of the Downtown transit center.
- 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.** 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 4.7:** **Pedestrian Safety.** Pedestrian safety shall be made a priority in the design of intersection and other roadway improvements.
- 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 4.10:** **Bikeway Systems.** Review the City's planned bikeway systems for adequacy, consistency and connectivity throughout the City to facilitate ease of use and safety for the users including adequate parking for bicycles.
- 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 6.1:** **Modal Share.** Increase mode share for pedestrian and bicycle travel, for trips of one mile or less, by regularly updating and implementing plans for sustainable transportation infrastructure including the Bicycle Master Plan and the Pedestrian Master Plan. Additional supportive actions to increase mode share are detailed in the Climate Action Plan.
- 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 2.2:** **Jobs/Housing Balance.** Maintain an overall balance of housing and employment within the community over the term of the Plan.
- 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 2.6:** **Rental Housing.** Encourage development of rental housing for households unable to afford ownership housing.
- H 2.10:** **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, or off-site infrastructure improvements, or location adjacent or near (generally within a half-mile walking distance) transit nodes; (Note: Related Land Use Element Policy LU 1.4)
 2. Ensure that inappropriate densities are not permitted for lots of less than one-half acre.
- H 2.12:** **Mixed Use.** Continue the policy of encouraging residential uses in existing commercial areas, or in locating adjacent or near transit nodes, where the residences can be buffered from noise and safety concerns and provide adequate on-site parking and usable open space. Provide floor area and/or height bonuses for residential development in selected areas of the City.
- 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.

H 4.1: **Energy and Water Efficiency.** Encourage energy and water efficiency in all existing residential units.

Urban Design Element

UD 1.3: **Gateways.** Develop gateways by creating strong architectural or landscape features exhibiting the character of San Mateo at the following locations: entrances to the Downtown, the north and south ends of El Camino Real (SR 82), US 101 and Third Avenue, US 101 and Hillsdale Boulevard, and Mariner's Island Boulevard and J.Hart Clinton Drive at the border of Foster City.

UD 1.5: **Direct Corridors to Focal Points.** Visually improve and direct towards focal points the major corridors of Third Avenue, Fourth Avenue, Hillsdale Boulevard and El Camino Real (SR 82) with the installation of street trees, street lights and consistent building setbacks.

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 spacings 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 2.5: **Multi-Family Open Space.** Require that a portion of required open space be useable for passive or active recreation.

UD 2.7: **Respect Existing Scale.** Encourage new commercial development to respect the scale of surrounding buildings by providing breaks in the building face at spacings common to buildings in the area and stepping back upper floors.

UD 2.9: Pedestrian Oriented Design. On retail commercial projects, designate pedestrian activity as a priority through the design and provision of adequate sidewalk widths, locating windows along ground floor street facades, trees and awnings, and human scale construction materials and features.

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

Conservation and Open Space Element

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, El Camino Real Master Plan, or Hillsdale Station Area Plan, as applicable.

C/OS 6.7: Street Tree Planting. Encourage the planting of new street trees throughout the City and especially in gateway areas such as Third Avenue, Fourth Avenue, El Camino Real (SR 82), Hillsdale Boulevard, and 42nd Avenue; encourage neighborhood participation in tree planting programs; explore non-City funded tree planting programs.

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 7.1: Resource Protection. Preserve, to the maximum extent feasible, archaeological sites with significant cultural, historical, or sociological merit.

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. (Note: Related Urban Design policies UD-2.9, 2.10.)

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.

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 that have an exterior noise level of 60 dB (Ldn) or above, as shown on Figure N-1. The maximum interior noise level shall not exceed 45 dB (Ldn) in any habitable rooms.
- N 1.2:** **Exterior Noise Level Standard.** Require submittal of an acoustical analysis for new parks, play areas, and multi-family common open space (intended for the use and the enjoyment of residents) that have an exterior noise level of 60dB (Ldn) or above, as shown on Figure N-1. Require an acoustical analysis that uses peak hour Leq for new parks and play areas. Require a feasibility analysis of noise reduction measures for public parks and play areas. Incorporate necessary mitigation measures into residential project design to minimize common open space noise levels. Maximum exterior noise should not exceed 67 dB (Ldn) for residential land uses and should not exceed 65 dB (Leq) during the noisiest hour for public park uses.
- 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 3dB (Ldn) or greater at the common property line, or new uses which generate noise levels of 60 dB (Ldn) or greater at the property line, excluding existing ambient noise levels.
- N 2.3:** **Minimize Commercial Noise.** Protect land uses other than those listed as "noise sensitive" in Table N-1 from adverse impacts caused by the on-site noise generated by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit new uses which generate noise levels of 65 dB (Ldn) or above at the property line, excluding ambient noise levels.