

**ATTACHMENT 3**  
**GENERAL PLAN ELEMENTS, POLICIES AND SAMPLE FINDINGS**  
**PA-2019-036, 222 S. FREMONT STREET, GATEWAY TERRACE PROJECT, PRE-APP**

222 S. FREMONT STREET, SAN MATEO, CA 94401  
PARCEL # 033163050 and 033163170

**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: <https://cityofsanmateo.org/1537/General-Plan>
2. City of San Mateo Zoning Code  
Available online at:  
<https://sanmateo.ca.us.dev.openlawlibrary.us/us/ca/cities/san-mateo/code/27>
3. City of San Mateo Downtown Area Plan and Vision of the Gateway  
Available online at:  
<https://cityofsanmateo.org/DocumentCenter/View/55327/2009-Downtown-Area-Plan>  
<https://cityofsanmateo.org/DocumentCenter/View/69321/Vision-of-the-Gateway>
4. Bicycle Master Plan (April 2020)  
Available online at: <https://cityofsanmateo.org/DocumentCenter/View/85445>
5. Pedestrian Master Plan (April 2012)  
Available online at: <https://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 1.5: 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 Plan.

- 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 4.32:**       **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 4.4.5:**      **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.

#### **Circulation Element**

- 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. (Note: E. 3<sup>rd</sup> Avenue is classified as an arterial street per Figure C-1.)
- C 2.4:**        **Transportation Fee Ordinance.** Require new developments to pay their proportionate share of the costs for planned on and off site roadway improvements. Utilize a Transportation Fee Ordinance to finance necessary improvement equitably.
- 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 2.10:**       **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 4.5: 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 the Rail Corridor Transit-Oriented Development Plan (Corridor Plan) area and into adjacent neighborhoods and districts.
- 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.

### **Housing Element**

- H 2.5:**        **Distribution of Low- and Moderate-Income Housing.** Attempt to distribute low- and moderate-income housing developments throughout the City. Encourage the mixing of market-rate and low/moderate-income units where feasible.
- H 2.6:**        **Rental Housing.** Encourage development of rental housing for households unable to afford ownership housing.
- 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.

### **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 toward 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.
- UD2.3:**      **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.

#### **Conservation and Open Space Element**

- 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.
- 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.

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**SAMPLE FINDINGS FOR APPROVAL**

**SITE PLAN AND ARCHITECTURAL REVIEW (SPAR) – APPROVAL FINDINGS (SMMC 27.08.030):**

The application shall be approved if the Commission finds all of the following to exist:

- 1) The structures, site plan, and landscaping are in scale and harmonious with the character of the neighborhood;
- 2) The development will not be detrimental to the harmonious and orderly growth of the City;
- 3) The development will not impair the desirability of investment or occupation in the vicinity, and otherwise is in the best interests of the public health, safety, or welfare;
- 4) The development meets all applicable standards as adopted by the Planning Commission and City Council, conforms with the General Plan, and will correct any violations of the zoning ordinance, building code, or other municipal codes that exist on the site;
- 5) The development will not adversely affect matters regarding police protection, crime prevention, and security.

**SITE DEVELOPMENT PLANNING APPLICATION (SDPA) – APPROVAL FINDINGS (SMMC 23.40.040):**

Prior to recommending approval of a site development planning application, the approval body shall find that all concerns regarding surface grading, structure foundations, drainage, subsurface conditions, erosion, landscaping and tree removal have been addressed. The approval body shall consider the following factors, where applicable, in making the above finding:

- 1) Saturation of fill and unsupported cuts by water, both natural and domestic;
- 2) Runoff of surface waters that produce erosion, and silting of drainage ways;
- 3) Subsurface conditions such as the rock strata and faults;
- 4) Nature and type of soil or rock that when disturbed by the proposed grading may create earth movements;
- 5) Effect upon the potential for optimum subdivision design;
- 6) Effect upon the visual relationships with other development in the vicinity of the site;
- 7) Appropriateness of the proposed site development for the character of a planned community or planned unit development proposal;
- 8) Capability of proposed slopes to be landscaped;
- 9) Whether the natural landscape and major vegetation is unnecessarily scarred through the proposed grading or removal of vegetation;
- 10) The report from the Director of Parks and Recreation with respect to heritage trees pursuant to Section 10.52.040; and,
- 11) Any other considerations arising from any environmental impact report which will eliminate or mitigate environmental damage.

**TENTATIVE PARCEL MAP – APPROVAL FINDINGS (SMMC 26.48.060)**

The Commission shall grant approval of a tentative map if it makes all of the following findings:

- 1) That the proposed map is consistent with applicable general and specific plans;
- 2) That the design or improvement of the proposed subdivision is consistent with applicable general and specific plans;
- 3) That the site is physically suitable for the type of development;
- 4) That the site is physically suitable for the proposed density of development;
- 5) That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;
- 6) That the design of the subdivision or type of improvements is not likely to cause serious public health problems; and,
- 7) That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.